

RAILROADS GIVE ORDERS TO FORWARD ALL SHIPMENTS WITHOUT DELAY TO CHICAGO MARKET—SEVERAL MILLION BUSHELS ARE WAITING.

Chicago, May 22.—Railroads throughout the country have taken cognizance of the condition of the corn market and are making efforts to facilitate shipments. This was disclosed today following the issuing of an order by the Burlington railroad to traffic superintendents instructing them to see that the loading of corn be subjected to no delay. The manner in which this became known to the public created a sensation. The order was issued by James A. Patten, a prominent figure, and among growers and investors in corn generally.

As soon as this was read speculation became rife as to what would be the result. It was construed as a heavy blow to the Patten interests, and as being a great aid to the shorts. Over 1,000 bushels of corn are waiting grain. It is reported, are awaiting shipment to this market from Omaha alone, and it is figured that within 48 hours after loading Chicago will find its way into local elevators before the end of the month, whence it will be available for delivery to the Patten crowd on May contracts.

DOCTOR FINED OUT FOR CHASING OUT

"Dr." W. F. Belknap, erstwhile benefactor of that branch of the human family suffering from nervous, chronic and debilitating diseases, was this morning fined \$50 in Judge Cameron's court and given one night in which to leave the city. The doctor, who has been in evidence brought out that Belknap's medical prefix was "phony." The order to leave town was added because the pseudo doctor's presence is undesirable.

In Belknap's search after sufferers from monomania, he was assisted by Messrs. Bell and Barton. These latter noted as "stealers." Their specialty was to meet any gullible person, who would have been taken to the "doctor's" office, 1514 First street, where a diagnosis would always reveal alarming symptoms of some dread nervous disease. From \$10 to \$100, depending on the patient's monetary assets, would be charged per case. Barton and Bell will have a hearing before Judge Cameron May 26.

Belknap's arrest places a hiatus on a mail order business which, from the evidence furnished by the correspondence, was a source of lucrative income. The great majority of Belknap's mail order customers live in the unsophisticated sections of the country. The letters show a simple trust extremely touching. Here are a few extracts: "Dear Doctor—The medicine you gave me to make my hair grow is doing wonders. Although no hair has yet appeared I began to feel an itching on the scalp which you said was the first sign of the disease. Enclose check for more medicine."

From another follower: "Dear Doctor—Enclose check for \$10 for some more of that medicine you gave me for nervousness. The pills are fine. I'm not as nervous as I was before. I'll send you more when I can afford to send me back the change."

Belknap is remotely connected with the Wolff murder case by reason of the fact that he undermined the story of West, the painter, who said that he saw Martin enter Wolff's pawnshop about 6 o'clock on the night of the murder. Belknap, in an interview, stated that West was in his office working at the time he said he saw Martin enter the pawnshop. He would not swear as to Martin's identity when he confronted him, his evidence would have counted for naught, and the trial, for this reason, Belknap will not be called as a witness in the Wolff murder case.

FUGITIVE ESCAPES BY GOING TO SEA

San Francisco, May 22.—Hurried away in a big auto immediately after the charge against him of being a fugitive from justice had been dismissed in police court today, Robert D. Miller, who is said to be worth \$1,000,000, fled in New York to answer for the alleged abduction of a young woman. It is now believed that he has crossed the three-mile limit, where the state officers cannot place hands on him.

RECOVERED BACK HEADERS PAIR OF BROKEN LEG

A. D. Moody, a contractor, and Otto Olin, a carpenter, were seriously injured yesterday afternoon about 2 o'clock when the front section of the building at 21 North Second street, upon which they were working, collapsed and buried them under a mass of bricks and other debris. Moody was thrown to the ground and suffered a broken leg. Olin's hip was fractured. He was taken to his home at 185 East Water street, and Moody was removed to the Samaritan hospital. Both will recover.

It is considered a miracle that one or both were not killed. When the collapse occurred a steel beam, which several tons was precipitated to the ground and it was thought at first that the embossed steel had been crushed by it. A peculiar feature in connection with the accident is that Moody is suffering such intense pain from his injured back that he is unable to get up. He is now in bed and it is believed that he will not be able to get up for some time.

CONDUCTOR KILLED; 20 PASSENGERS HURT

Oklahoma City, May 22.—Conductor Allen was killed and 20 passengers were injured when a special train carrying 500 students of an agricultural college, en route to the state field meet, collided with another train near Ripley.

CHAPLAIN OF THE NAVY EIGHTH MISSIONARY COUNCIL DECLARES CHURCH IS NOT PROPERLY REPRESENTED ON UNITED STATES WAR VESSELS—MORMON QUESTION HARD PROBLEM TO SOLVE.

Two interesting matters in connection with the relation of the Episcopal church to the navy were brought up this morning—one a resolution asking the congressmen and senators from the Pacific coast and the states in the eighth missionary district to increase the number of Episcopal chaplains in the navy to 50, and the other suggesting that the district take over the control of the seamen's missions from the Church of England.

At present the Episcopal church is represented by but 31 chaplains, while in the navy there are 24. A resolution was adopted calling upon the clergymen in the various parishes of the eighth district—comprising all states west of the Rocky mountains—to have their representatives in congress take up the matter and increase the number of chaplains from the Episcopal church. Rev. F. Stone, organizing secretary for the west coast, spoke on the Seamen's Institutes of America, and said that the church has a long history in the Pacific coast institutions had been supported by the Church of England. He thought it time that the American church should support its own missions in the Pacific coast. A resolution was passed thanking the English church for its annual donations of \$5,000 for the support of the English church in the Pacific coast. A resolution was also passed that the eighth district take some action towards supporting the missions itself.

Brief Talks by Bishops. One of the most interesting features of the sessions of the council were the 10-minute talks by the various bishops, following the business sessions. Bishop Funsten of Idaho, referring to the great pride taken by each bishop in his own diocese, said that the church naturally considered Idaho the most important diocese. It was like the man who was asked to give a sermon at a western state about the commonwealth in which he lived. The native son rehearsed the advantages and glory of the country and then said the exasperated stranger inquired: "Don't people die there?"

Funsten answered the native son, "but it's the last thing they do." He said that Idaho is growing rapidly and that the church is confronted with a situation that is not only a financial, hospital and evangelistic. The Indians are hard to do much with and require infinite patience, said Bishop Funsten. The process of the church is that the white men are invaders and that they are entitled to take everything they can get from the country.

For instance, the bishop was in the Indian agency one day and was told that one redskin farmer had just asked the bishop to give him a horse, a cow, a pig and a bay-halter. The astonished bishop asked what reply the agent had made. "Oh, he gave him an extravagant demand," said the agent. Bishop Funsten made a plea for the average man, saying that in the end the world's work was done by the average man and that it was the average work of the church.

Bishop Spaulding of Utah, an unusually able and earnest speaker, discussed the problem of converting the Mormons to the world's work. He said that the work is difficult one, and it is a hard fight to compete against the wealthy Mormon influence.

Problem From the East. "You people of the Pacific coast will find yourselves confronted with the same problem that the Atlantic coast states are now wrestling with. It is that all the wealth of the church is being centered on the coast, leaving the interior of the country without a strong-hold for the church. It is true of the east—we are strong in Boston and New York and Philadelphia and Baltimore, but we are weak in the interior. Now you are strong in Seattle and Portland and San Francisco and Los Angeles and you must be careful of your inland states."

Bishop Robinson of Nevada said that the only church in Nevada at the present time is the Episcopal church. He said that Bishop Whittaker's efforts. The people of his diocese are lonely and need the ministrations of the church. He said that the church is doing its best to reach the people of the diocese and that it must be the effort of the church to meet the needs of the people.

The important question of apportionment was discussed early in the morning. It was decided that the apportionment of the eighth district should be made by several of the bishops.

Colonel S. W. Roessler, United States engineer corps, has received notice from the chief of the department in Washington that his revised plans for the Cello canal have been approved and that work may now be prosecuted.

Colonel Roessler says there is \$600,000 available for the canal work without further appropriation and this money is expected to last for at least two seasons' work, a season being reckoned as a period of six months. How many men will be employed is a matter to be left to the contractors but the large amount of work to be done will require a considerable number of laborers.

Colonel Roessler is not certain as to when the construction will start, but he is of the opinion that it will not start until the fall. He said that the work should be given an opportunity to inspect the river banks and bed where the work is to be done and this will not be possible until the water returns to the usual summer stage, which is considerably lower than the present high water.

"I have received information to the effect that my revised plans for the Cello canal have been approved," said Colonel Roessler. The morning and construction work will be begun as soon as the specifications, which I am about to forward to the chief of the department, have been approved and returned. Invitations for bids will be advertised.

CARELESS PARENT FINED BY JUDGE

F. W. Urquhart, 910 Thurman street, was charged by Health Officer Fohl with permitting his children to attend school while they were infected with smallpox, which was this morning fined \$10 in Judge Cameron's court. The

REV. FLETCHER HOMAN OF INDIANOLA, IOWA, CHOSEN BY THE BOARD OF TRUSTEES TO SUCCEED DR. COLEMAN, WHO RESIGNED RECENTLY.

Willamette University at Salem has a new president. Rev. Fletcher Homan of Indianola, Iowa, has been chosen for the place left vacant by the resignation of Dr. John H. Coleman several months ago. Acceptance of the position offered was received by wire this morning, and President Homan will be in Salem June 10 in time to attend commencement exercises.

The board of trustees of the university, which met in session at the residence of Dr. Homan, has chosen him to succeed Dr. Coleman. Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Speaking of the qualifications of the new president, Bishop Henry W. Warren writes that: "From personal knowledge and from careful inquiry I wish to commend to the trustees of the university the selection of Rev. Fletcher Homan. Under his own university would be better equipped, have a high grade of scholarship and be really religious."

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

Dr. Homan is a graduate of Simpson College, Iowa, and is now pastor of the First Methodist Episcopal church in Indianola, Iowa. He is about 40 years of age and during the past two years since his connection with Simpson College has raised an endowment fund of \$100,000 and erected two buildings. Prior to his entrance upon his present duties he was pastor of the First Methodist Episcopal church in Indianola, Iowa, and was a successful business man.

DR. SUITTER, EX-POLICEMAN, TESTIFIES HOW HE TRIED TO QUIET MERRYMAKERS AT BOISTEROUS PARTY—DISAGREEMENT LEADS TO MCGINN'S RETIRING FROM CASE.

That he was engaged in a desperate struggle and feared that he would be "done up" unless he used his revolver, was the reason given by former policeman Nathan H. Suitter on the witness-stand in Judge Cleland's court this morning for the shooting of Henry Schaffer, who was slain by the officer in the Schaffer home on the night of March 1.

Suitter told his story in a low voice, having frequently been urged to speak louder in order that the attorneys and jury might hear what he was saying. He spoke without show of emotion, slowly and evenly, as though he were discussing some commonplace topic at the fireside, instead of telling the narrative of death.

Some Illustrations. As he came to a point where the shooting was described, Attorney John F. Logan assisted the defendant in illustrating the scene. Logan represented Schaffer's friends and witnesses of the movements of the dead longshoreman in his last moments of life as they were related by the man who killed him.

Suitter's story varies little from the version he gave at the coroner's inquest. He said that he had been called before he went to the house the second time in company with Patrolman Levens to quiet the noise of the party. He said that when he shot he had just discovered that the other of Schaffer's friends had picked up his revolver and was threatening to finish him, had struck twice at him and had grasped his club, while the noise of Schaffer's friends had held up the other hand, the one that held the revolver.

Neighbors Testify. Other testimony for the defense was given this morning by Mrs. Chester Schaffer, who is a next-door neighbor of the Henry Schaffers, but is not related to them. She is a cousin of Mrs. Suitter. The only other witness of the shooting was Miss Beryl Stanley, sister of Mrs. Chester Schaffer. Her testimony was important in contradistinction to that of Suitter, who said that Schaffer had threatened Suitter on the street and in several other particulars.

The incidents of the trial yesterday afternoon was the withdrawal from the case of Henry W. McGinn, special prosecutor, who picked up his hat and walked out of the courtroom after Judge Cleland had ruled against him on the admission of testimony tending to show that Schaffer was regarded as a dangerous and quarrelsome man. This came as the climax of a series of precedents, McGinn did not appear at the trial, and probably made McGinn the more willing.

Meaning Disputes With McGinn. This friction was shown during the examination of Mrs. Schaffer, chief witness for the state. McGinn started to ask her a question, but she interrupted him and asked him to state the crucial point, where the shooting of her husband was described. Here McGinn insisted that she should have a chance to ask a question, but she declined to do so. McGinn did not regard this as necessary, so McGinn took charge of the witness himself and asked her a question, but she refused to answer. McGinn then took charge of the witness himself and asked her a question, but she refused to answer.

Going to Have Trouble. Mrs. Chester Schaffer, next door neighbor of the Schaffers, was called by Mrs. Suitter. She was first on the stand this morning. She told of hearing the noise of celebration at her neighbor's house on the night of the shooting. She said that Henry Schaffer came over and asked her to come to the party. She declined to do so, but she did not tell his wife's friends. She said Schaffer then stepped back and remarked: "We are going to have bad trouble." Schaffer then explained that the trouble would be with "the old man," meaning his landlord, Jacob Holzworth. Asked why he expected Holzworth to object to the party.

Mrs. Chester Schaffer also corroborated other witnesses who saw Suitter and Schaffer talking on the sidewalk after the Schaffer's first visit to the Schaffer home. Suitter seemed much excited, she said, and shook his fist under the other's nose. Then Mrs. Schaffer "came out" spoke to her husband and took hold of his coat, pushing him away from the policeman. This was the first time Mrs. Schaffer's going out to the street to pull her husband back from the policeman. She said that she saw her husband talking to Suitter outside.

Suitter on the Scene. Another point in Mrs. Chester Schaffer's testimony contradicting that of the state was that Suitter wore no overcoat until after the shooting, when he put on his overcoat. She said that she saw Suitter's first visit to the Schaffer home, when he was with the policeman. She said that she saw Suitter's first visit to the Schaffer home, when he was with the policeman. She said that she saw Suitter's first visit to the Schaffer home, when he was with the policeman.

Miss Beryl Stanley, 17 years old, a sister of Mrs. Chester Schaffer, corroborated the testimony of her sister in all essential parts. She also saw Suitter and Schaffer on the sidewalk, and she said that she saw Suitter's first visit to the Schaffer home, when he was with the policeman. She said that she saw Suitter's first visit to the Schaffer home, when he was with the policeman.

Suitter, on taking the stand, said he was engaged in a desperate struggle and feared that he would be "done up" unless he used his revolver, was the reason given by former policeman Nathan H. Suitter on the witness-stand in Judge Cleland's court this morning for the shooting of Henry Schaffer, who was slain by the officer in the Schaffer home on the night of March 1.

CONTRACTS FOR THE CONSTRUCTION OF A DOCK AND WAREHOUSE WHICH, WHEN COMPLETED, WILL BE AMONG THE LARGEST IN PORTLAND, WERE LET THIS MORNING BY THE NORTH BANK ROAD TO THE PACIFIC ENGINEERING COMPANY OF SEATTLE.

The specifications call for a dock at the foot of Fourth street, between the docks owned by the American Can company and the Pacific Coast company, which will be 1,000 feet long and 300 feet wide. The warehouse plans call for a structure two stories in height, 900 feet in length with a width of 170 feet. Construction work on the two huge structures will consume 150,000 feet of piling and over 3,500,000 feet of lumber. September 1 is the date set for the completion of both dock and warehouse and a large force of men will be engaged at once to rush construction.

It is the intention of the north bank road to utilize both structures as soon as finished and to fill the immense grain storehouse will be occupied principally by grain from eastern Washington districts.

Contracts for the construction of a dock and warehouse which, when completed, will be among the largest in Portland, were let this morning by the north bank road to the Pacific Engineering company of Seattle. The local office of the company are in the Lumber Exchange building.

The specifications call for a dock at the foot of Fourth street, between the docks owned by the American Can company and the Pacific Coast company, which will be 1,000 feet long and 300 feet wide. The warehouse plans call for a structure two stories in height, 900 feet in length with a width of 170 feet. Construction work on the two huge structures will consume 150,000 feet of piling and over 3,500,000 feet of lumber. September 1 is the date set for the completion of both dock and warehouse and a large force of men will be engaged at once to rush construction.

It is the intention of the north bank road to utilize both structures as soon as finished and to fill the immense grain storehouse will be occupied principally by grain from eastern Washington districts.

Contracts for the construction of a dock and warehouse which, when completed, will be among the largest in Portland, were let this morning by the north bank road to the Pacific Engineering company of Seattle. The local office of the company are in the Lumber Exchange building.

The specifications call for a dock at the foot of Fourth street, between the docks owned by the American Can company and the Pacific Coast company, which will be 1,000 feet long and 300 feet wide. The warehouse plans call for a structure two stories in height, 900 feet in length with a width of 170 feet. Construction work on the two huge structures will consume 150,000 feet of piling and over 3,500,000 feet of lumber. September 1 is the date set for the completion of both dock and warehouse and a large force of men will be engaged at once to rush construction.

It is the intention of the north bank road to utilize both structures as soon as finished and to fill the immense grain storehouse will be occupied principally by grain from eastern Washington districts.

Contracts for the construction of a dock and warehouse which, when completed, will be among the largest in Portland, were let this morning by the north bank road to the Pacific Engineering company of Seattle. The local office of the company are in the Lumber Exchange building.

The specifications call for a dock at the foot of Fourth street, between the docks owned by the American Can company and the Pacific Coast company, which will be 1,000 feet long and 300 feet wide. The warehouse plans call for a structure two stories in height, 900 feet in length with a width of 170 feet. Construction work on the two huge structures will consume 150,000 feet of piling and over 3,500,000 feet of lumber. September 1 is the date set for the completion of both dock and warehouse and a large force of men will be engaged at once to rush construction.

It is the intention of the north bank road to utilize both structures as soon as finished and to fill the immense grain storehouse will be occupied principally by grain from eastern Washington districts.

Contracts for the construction of a dock and warehouse which, when completed, will be among the largest in Portland, were let this morning by the north bank road to the Pacific Engineering company of Seattle. The local office of the company are in the Lumber Exchange building.

The specifications call for a dock at the foot of Fourth street, between the docks owned by the American Can company and the Pacific Coast company, which will be 1,000 feet long and 300 feet wide. The warehouse plans call for a structure two stories in height, 900 feet in length with a width of 170 feet. Construction work on the two huge structures will consume 150,000 feet of piling and over 3,500,000 feet of lumber. September 1 is the date set for the completion of both dock and warehouse and a large force of men will be engaged at once to rush construction.

It is the intention of the north bank road to utilize both structures as soon as finished and to fill the immense grain storehouse will be occupied principally by grain from eastern Washington districts.

Contracts for the construction of a dock and warehouse which, when completed, will be among the largest in Portland, were let this morning by the north bank road to the Pacific Engineering company of Seattle. The local office of the company are in the Lumber Exchange building.

JEWELRY LOST IN TRAIN WRECK

With \$15,000 worth of jewelry in a sample case lost in the wreck of a Southern Pacific passenger train yesterday at Pinole, California, Ernest Block, who travels the Pacific coast for a New York jewelry firm, is waiting in Portland until his property can be recovered. The usual insurance carried by jewelry houses on sample cases will protect the firm from total loss of the trunk's contents.

Other traveling men are here waiting for samples lost in the same wreck. They were traveling on the first section of the north-bound San Francisco-Portland train, and safely passed the danger point, but the second section, running 15 minutes behind them, was wrecked. The cause is attributed to a spring on the train which broke, and the engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

Pinole station is near Benecia. The train was running at moderate speed, only a mile from the town when the wreck occurred. The engine, baggage car and a number of other cars went into the ditch and were completely wrecked. Engineer Ward and Fireman Wood of Oakland were killed. J. M. Cummings, an express guard in the Pullman section of the train was carried in the second section. Many women passengers who arrived on last night's train are without change of clothing, and nothing can be learned today as to the prospects for recovering baggage. The wreck is said to be through communication between the operating departments of the Southern Pacific's California and Oregon divisions, and on no occasion where wrecks or other accidents occur in either state can information be relayed through railroad officials at the opposite end of the line.

VALLEY STAYS THREE TO EIGHT FOR GOVERNOR

"Sentiment throughout the Willamette valley in favor of Governor Chamberlain's election to the United States senate is exceedingly strong," said Senator John M. Geary, who returned this morning from Eugene, where both he and Governor Chamberlain addressed a large and enthusiastic campaign meeting last night.

"The governor stands in greater favor with the people now than he did two years ago when he was elected for re-election," said Senator Geary. "I can see there is no attempt made to cover up the feeling of enthusiasm in his behalf."

Following Governor Chamberlain's address at Eugene last night, Mr. Geary and his party were in the city and spoke in behalf of the former's re-election and the university appropriation. Governor Chamberlain will speak at Canby this afternoon and goes to Oregon City tomorrow. The day following he will go to Woodburn, where he speaks Monday night.

C. T. McPherson, the pastor, will preach: Regular services in the fair grounds were discontinued two weeks ago on account of a few mild cases of smallpox that were in that