



VOL. XXVI.—NO. 39.

PORTLAND, OREGON, SUNDAY MORNING, SEPTEMBER 29, 1907.

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## MOUNT HOOD ROAD'S GOAL SALT LAKE

**Line Is Not a Purely Local Affair.**

**IS LINK IN THE ROCK ISLAND**

**Will Make Portland Terminus of Still Another Great Transcontinental.**

**BACKED BY CLARK MILLIONS**

**Complete Connection Made by Moffat's Denver Railway.**

**HARRIMAN BEATEN IN RACE**

**Proposed Extension From This City Will Give Central Oregon Long-Wished Railroad—Trains to Be Hauled by Electric Power.**

**There is abundant reason to believe that Portland and Salt Lake City are soon to be connected by a new line in a transcontinental railroad chain that is to be forged as fast as labor and sufficient capital can complete the task. Concealed behind the seemingly local electric line enterprise of the Mount Hood Railway & Power Company are said to be the matured plans for the Salt Lake project, backed by the millions of Senator W. A. Clark and his associate interests. E. P. Clark, of Los Angeles, directing genius of the Mount Hood road, who gave his personal attention to the initial work done in Portland, came to the Pacific Northwest as the personal representative of his distinguished namesake.**

**When Senator Clark first placed his stamp of approval on the maps of the locating engineers for the San Pedro, Los Angeles & Salt Lake it was a part of the proposed construction to extend one arm of the new transportation system to Oregon. Later the financial influences of the Harriman system grasped control of the new road and by means of clever traffic agreements and manipulation squeezed the new line into a mere link of the larger system. There was an immediate veto of plans for the Oregon line and for the time being Oregon's development was retarded.**

**Link in Rock Island System.**

**With secrecy that smacks of the previous conquests of George Gould, but which, it is believed by persons well advised, is in reality the linking of the Rock Island system and the Moffat Railroad between Denver and Salt Lake City, the plans for the new road into Portland have been practically completed. Though it has been denied and will be denied again, it can be asserted with confidence that the site of the Inman & Poulsen Lumber Company yards and docks between East Sherman and East Cartwright streets will be the water-front terminals of the new line and that it will enter Portland over a route lying through and across the Ladd farm. Practically all details for the entrance of the road to the city over that route have been concluded and meanwhile engineering parties have completed the location across to the Eastern slope of the Cascades, thence southeasterly**

toward Central Nevada to the eastern terminus at Salt Lake City.

### Surprise to Engineers.

It may surprise some engineers to learn that a route has been found by which the line will make a gradual ascent of Mount Hood, to the southeast of that eminence and through to the upper Deschutes on a compensating grade of less than 1 per cent, but such is a fact and the construction crews already engaged in the vicinity of Bull Run and between that point and Fairview will be rapidly advanced along the route so that considerable of the heavier part of the work will probably be completed during the winter months.

Approaching the Deschutes at a point not far from the mouth of Warm Springs Creek, it will follow up the Deschutes, cross the spur of Walkers Range and thence proceed in a southerly course to the drainage of Sprague River and thence up that stream to

the guests to help themselves. One thousand guests will be invited.

"We hope Mr. Bryan will honor us by making announcement of his candidacy for the Presidency during his address on the evening of December 7," said the Mayor. "We desire much to make this banquet the big starting place for success in the next campaign. This banquet is to take the place of the one scheduled for last month at Lincoln and postponed at the last minute at Mr. Bryan's personal request. This morning a letter was received from Charles W. Bryan in Lincoln, saying his brother could attend the banquet in Omaha on the date selected."

**CHOOSE BRYAN TO GET RID OF HIM**

**Democrats Hope for Another Defeat.**

**ONLY WAY TO KILL RADICALS**

**Admits Party Has Slim Chance of Success.**

**END PERENNIAL CANDIDATE**

**Bryan Less Dangerous to Party as Choice for President Than as a Radical Leader—Let Him Lead Forlorn Hope.**

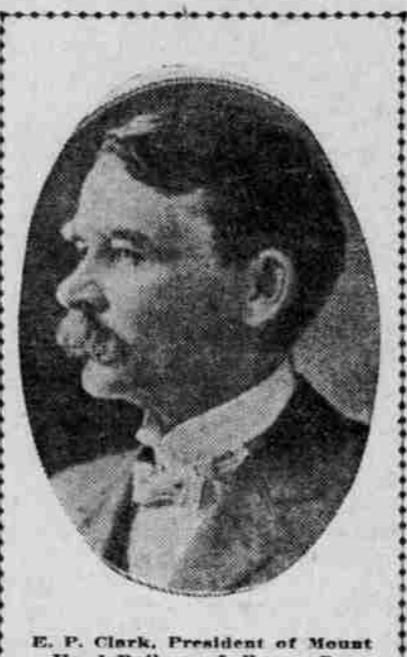
**WASHINGTON, D. C., Sept. 28.—(Special)—** Since the autumnal influx of members of Congress set in, investigation among the Democratic contingent has developed a feeling regarding W. J. Bryan and next year's presidential campaign that is peculiar, to say the least, and would create a great sensation if the obligation not to use names and quotation marks was removed.

A good many Democrats are on record as favoring the nomination of Mr. Bryan for a third time, but the reason they want him has nothing to do with any hope of party success in 1908. They want him because they believe the Democratic party must take another drubbing before a certain element that has been prominent in it since 1896 will understand that it is impossible to unite the party under its direction, because they regard Mr. Bryan as less dangerous to the party as a candidate than otherwise, and because they believe a third defeat will retire Mr. Bryan to the background for good and remove any obstacle to getting together in the future with some hope of party success.

**Thorn in Side of Party.**

It is asserted by Democratic leaders that Mr. Bryan will be a thorn in the side of the party as long as a certain section of the rank and file believes he has a chance to win an election. Therefore, they point out, he can do less harm to the party as a candidate for the Presidency than he can as an idol of a large number in a private capacity. The year 1900 is cited as an example. Then Democratic defeat was laid by the Bryan element to A. B. Parker and the influences that made him. It was contended that the result would have been altogether different if Mr. Bryan had been the candidate. And so it would be again, if the party go down to defeat under the leadership of anybody except Mr. Bryan, it is declared with much emphasis.

One route would divert from that above outlined near the south boundary of Crook County and thence follow what would be an almost air line past Silver Lake. Summer lake through the big timber around Paisley and the Chewaucan and thence by way of Lakeview. But it is asserted that some heavy grades would be encountered on that route that can be avoided by the other.



E. P. Clark, President of Mount Hood Railway & Power Company.

the southeast, through the Klamath Indian reservation and thence in a nearly direct line to Winnemucca.

### Tap Irrigated Districts.

The main line will be built with regard to the shortest mileage and best route, while branches are projected to tap the irrigated districts of Crook, Klamath and Lake Counties, but these are to follow the completion of the through line which is just at present the objective feature of the entire enterprise.

Engineers have been over the route repeatedly, parties having easily maintained the secret of their purpose and work because of the activity of the Harriman system engineers in the same territory. That portion of the route south of the headwaters of the Deschutes may undergo changes, as the locations have not been definitely mapped.

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### Called on Senator Clark.

An Oregon man heavily interested in Coos Bay was a member of a committee that called on Senator W. A. Clark several years ago to acquaint him with the advantages of the Oregon Coast as an outlet to tidewater and was informed by Mr. Clark that it was the intention to build into Oregon as soon as the Los Angeles line could be finished. Why the projected line was not built by the Salt Lake road became public property in the recent investigation of Union Pacific. That Mr. Harriman made it impossible to do so was the evidence of the former Senator from Montana.

But it is, or will be, very plain to Oregon people soon, unless the influence of Wall street can again stop the efforts of the copper magnate, that one bad bargain did not deter the intention to afford better transportation facilities and actual competition in the territory intervening between Salt Lake City and the Pacific Ocean.

### Moffat a Dangerous Rival.

Another antagonist to arouse the ire of the Union Pacific powers has been the Denver, Northwestern & Pacific, generally referred to in the newspapers as "the

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all the eatables set out on the table

for the guests to help themselves. One thousand guests will be invited.

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**SOON FIX FARM LIMIT**

**Secretary Garfield Deliberating as to the Acreage.**

**POSES AS INNOCENT VICTIM**

**Gives Voluminous Explanation of Her Flight.**

**MEN ADMITTED TO BAIL**

**Official Investigation Reveals Unsavory Facts Concerning E. S. Radding—Unions Suspect Him of Being a Spy.**

**CONTENTS TODAY'S PAPER**

**DAY'S DEVELOPMENTS IN CONSPIRACY CASE.**

**The Weather.**  
YESTERDAY'S—Maximum temperature, 64 degrees; minimum, 51. Wind, northwesterly.

TODAY'S—Occasional rain; southerly winds.

Irish Radicals driving Redmond into aggressive home-rule fight. Section 4, page 1.

Growing German influence in Turkey. Section 4, page 1.

German army officer kills wronged husband in duel. Section 1, page 10.

National.

Democrats anxious to nominate Bryan in order to get rid of him. Section 1, page 1.

Bryan to announce candidacy at Omaha banquet. Section 1, page 1.

Fairbanks defeated in Methodist Conference by women. Section 1, page 2.

Domestic.

One killed and two fatally injured in automobile race. Section 1, page 2.

Cow lives after five weeks' fast, caught in tree.

Hicks, the weather prophet, predicts stormy October. Section 1, page 4.

Heburn law depositor Stubbs an dictator of Pacific freight rates. Section 1, page 2.

Railroads will shift blame for wrecks to labor unions. Section 1, page 10.

Eight persons killed in train wreck in Ohio. Section 1, page 1.

Sport.

Quoits beaten in 19 rounds by Sullivan. Section 2, page 3.

Results of athletic meet at Kansas City. Section 2, page 4.

Pacific Coast.

Fremont Older is kidnapped by San Francisco grafters, but is released. Section 1, page 2.

Dummy trustee for Barber testifies in Marquon trial. Section 1, page 4.

Senators propose to keep agreement with Arizona. Section 2, page 2.

Wallace jury finds Hicks not guilty. Section 2, page 3.

Senator Fulton and Mr. Case clash over question of state's rights. Section 1, page 4.

Sportsmen waiting for opening of pheasant season on Tuesday. Section 3, page 10.

Sport.

China pheasant season opens. Section 4, page 4.

Betting on races not necessary to successful meetings. Section 4, page 6.

Over 200 hunting licenses issued in one day. Section 4, page 6.

Portland wins in single-rouge game. Section 4, page 7.

Bright prospects for football. Section 4, page 7.

Portland and Vicinity.

Mrs. Waymire, woman in Mayor Lane conspiracy case, arrested at Vancouver. Section 1, page 1.

Judge Webster talks for state's rights at Republican dinner. Section 1, page 11.

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Bishop Thoburn says Secretary Taft is greatest statesman. Section 3, page 6.

Conduct of Christian Advocate up for discussion. Section 3, page 6.

Combines enforces fixed insurance rates. Section 2, page 6.

Plaza Royal Festival crystallizing. Section 3, page 5.

Colonel Fleming, of Kansas City, talks of Republican convention. Section 3, page 9.

Tom Richardson tells how Eugene raised \$12,000 fund. Section 2, page 8.

Terminal situation remains unsettled. Section 2, page 10.

Whether the plotters were after money, official positions for one or more of the party, or were merely the tools of perverted political enemies and sharers is what the authorities are now bending every energy to learn.

While Mrs. Waymire, E. S. Radding and L. L. Mandelby have been involved in the affair and arrested as the active

principals, it is believed others are implicated. In fact, the Police Department has a clear lead upon which several officers are working to establish that the plot was devised by men who might benefit by the besmirching of Mayor Lane's character. Radding, Mrs. Waymire and possibly Mandelby were only the dupes of these conspirators, it is alleged.

Radding, the ex-secretary of the Labor party's campaign committee, who admits he is the man who smashed in Mayor Lane's door when Mrs. Waymire's screams were heard in the office, secured his release on bail in the sum of \$500 late last night. Mandelby, who went to the Hamilton building with Radding and awaited the woman's screams, also secured bail. The two men left the station with their lawyer, Seneca Fouts.

**EIGHT ARE KILLED BY CARELESSNESS**

Passenger Train Demolished in Ohio.

**ALL IN SMOKING CAR MANGLED**

Trains Brought Together by Neglect to Throw Switch.

**ENGINEER ROASTED ALIVE**

"Spring Chicken" Company Has a Narrow Escape, but Loses Musical Director's Conducting Arm. General Manager on Scene.

**WHEELING, W. Va., Sept. 28.—** Fifteen men were killed and a score injured, several fatally, at Bellair, Ohio, this afternoon, when the Chicago and Wheeling express, on the Baltimore & Ohio Railroad, crashed into a freight train which was moving slowly onto a siding. The dead: MICHAEL HEINZE, Wheeling. WILLIAM SHAW, Wheeling. CARL BERAN, Milwaukee. N. GALBRAITH, freight engineer, Newark, Ohio. F. E. MOTZ, freight conductor, Newark, Ohio.

HARRY SEITZ, Massillon, Ohio.

H. A. LIPSCOMB, passenger engineer, Newark, Ohio.

F. L. ROSS, Cleveland.

W. D. DOSANT,

D. N. KNEER,

E. J. BLUMBAUGH, mail clerk, Newark, Ohio.

BENNY DALY, Pittsburg.

Sixteen others were hurt, mostly residents of this city.

**Failed to Throw Switch.**

The wreck was due, it is said, to the failure of an operator to throw a switch. The west-bound freight had received orders to meet the passenger at the western limits of the Bellair yards and was moving slowly along the siding, where the wreck occurred there is a sharp curve, which prevents the engineers of east-bound trains from seeing more than a few feet ahead. The passenger train swung around the curve rapidly, being three hours late, and should have gone in safety on the main line. The switch had not been thrown and the train shot into the freight.

**No Cause for Worry.**

"I have done nothing wrong