

CANADIAN PACIFIC IS PREPARING TO ENTER PORTLAND BRINGING PRODUCT OF CANADIAN GRAIN FIELDS FROM SPOKANE CITY—BUILDING DOWN COLUMBIA RIVER

POSSES PURSUE BENSON

Outlaw Believed to Be Surrounded and a Fight Likely.

Murderer Seen This Morning by Woodsmen in the Hills.

OLYMPIA, March 7.—After lagging for several days, the chase is again in full cry.

Benson was seen this morning by wood-cutters who at once communicated with the officers. A posse is in pursuit of the criminal, who was heading northward on the Peninsula between Budd's and Eld's inlets. It is believed he has run himself into tight quarters, as a cordon of guards has been placed across the base of the Peninsula from Olympia to Muddy Bay, a distance of four miles.

Launches containing armed men are cruising along the shore line to prevent escape of the fugitive by boat.

The County Commissioners today authorized the expenditure of unlimited money in tracking down the man-killer and blood hounds have been sent for.

Deputy McClelland returned this morning from an all-night hunt, and found that Benson had stolen the chicken, the remains of which were found in the cabin near Black Lake.

Mrs. Frank Carter, at Bellmore, a section station of the Northern Pacific, about two miles from the cabin, reported a fine Plymouth Rock hen had been stolen from her place Thursday night, and the feathers found in the cabin were from the Plymouth Rock chicken. Benson was known as a notorious chicken thief.

Before his escape he told some of the prisoners that if he got out he would take his time in getting out of the country, and he would "fix some people" before he left.

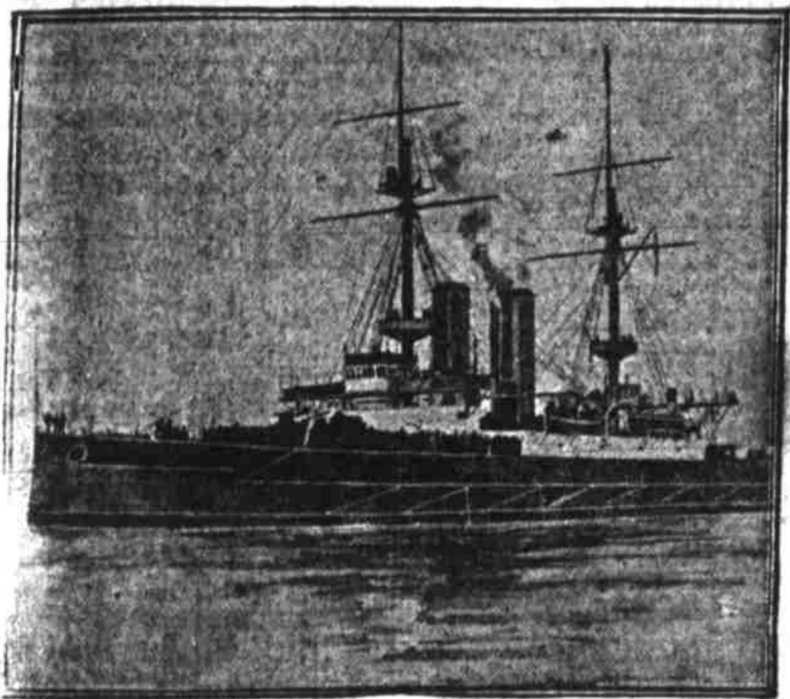
He is now headed toward the ranch of Casper Brenner, with whom he had some words prior to his arrest, after Brenner had accused him of stealing some of his chickens. Benson has before threatened Brenner's life. Benson is now known to have a full supply of ammunition with him.

He eluded the officers in the swamp last night and spent the night with an old soldier, a basket-weaver, one and one-half miles west of town.

Officers are confident Benson is within easy reach, and all speed is being made to overhaul him.

A desperate fight is expected to be chronicled at any moment.

KAISER AMBITIOUS FOR NAVAL POWER



The German Battleship Kaiser Wilhelm II.

RUSHING WORK ON GERMAN NAVY

BERLIN, March 7.—Aiming to get ahead of the United States and more particularly to reduce England's naval prestige, the German government is making active preparations to increase the Kaiser's navy to an appreciable extent. German shipyards are now being overworked in an effort to produce several new battleships of the above class.

England is Ready.

LONDON, March 7.—The British admiralty is not to be caught napping by the Kaiser's ambitious attempt to develop his navy. Six new battleships are now being produced for the English navy. They will be of the same order as the Formidable, as above shown, but as the most powerful battleships ever built.

PORTLAND TO GET BIG INDUSTRY

Channing M. Ward of Evanston, Wyo., and D. S. Kamerer of Pittsburg, Pa., arrived this morning for the purpose of once establishing a packing house in Portland. These are two of the gentlemen who incorporated the Columbia Packing Company with a capital stock of \$750,000. Mr. Ward, who seems to be at the head of the concern, was very uncommunicative regarding the project on foot of making Portland a livestock center.

"I am not in a position to make a statement as to what we are going to do," was the invariable answer to nearly every question put to Mr. Ward. "What did you come to Portland for?" was asked.

"We came to look around for a few days. When we get our bearings then we will go back East, make some necessary arrangements with the other incorporators and then return to Portland."

"Is it a fact that you are going to start meat packing plant in Portland?" was the next question.

"It looks that way, does it not?" counter-queried Mr. Ward.

"When are you going to start work?"

"I do not know when we will start work, but you may be assured that it will be pretty soon. We came here to start a meat packing plant and we are going to do it. We cannot discuss our plans for the present or future, as we must first investigate and get our bearings, then we can talk."

The Columbia Packing Company, of which Mr. Ward seems to be head, was incorporated in Portland about two months ago with a capital stock of \$750,000, the incorporators being C. M. Ward, David S. Kamerer and E. B. Wilson. About three weeks ago an option was taken by this company on 400 acres of land near St. Johns. It is understood that the property will be purchased by the company at \$100 an acre. The plant of this company will give employment to about 1,000 men. It will be furnished with the most modern machinery.

ROTHSCHILD VERY SICK

NOPLER, March 7.—Baron Nathan Rothschild, head of the famous banking house of the Rothschilds, is seriously ill here and may die within a few days.

Prominent physicians have been summoned from various parts of Europe to the bedside of the sick man. It was announced this morning that the baron had passed a very bad night.

Baron Rothschild is one of the wealthiest men in Europe. He is the head of the family that practically controls the finances of England and the Continent.

The announcement from Spokane that the Canadian Pacific's recent mysterious movement in the State of Washington that the above named road is to build down the Columbia River and establish a terminal in this city, thus opening rich country that has heretofore remained undeveloped because of lack of railroad facilities, and making that territory tributary to Portland, is of far-reaching importance. It means, if carried out, that millions of bushels of wheat now marketed on Puget Sound will come to this port for shipment, and that the entire future product of districts that have heretofore yielded nothing will also be brought this way.

For months there have been rumors that Canadian Pacific surveyors were at work in Southern Washington, but no one paid any great deal of attention to them, because it was generally considered as absurd to believe the British company would cross the line and come this far south. But recent developments in and about Spokane have caused a change of opinion in this regard.

It has been known for some time that the Canadian Pacific was bartering for a right of way and depot grounds in the Falls City and the newspapers there have printed columns in speculation as to the probable intentions of the company. Further than this it is positively known that high officials of the Canadian road have been in Washington carrying on these negotiations.

Portland railroad men, while they know nothing regarding the actual intentions of the Canadian Pacific, today admitted the projected line would be vastly remunerative and what they termed "good business."

That the Northern Pacific is planning a road along the north bank of the Columbia River to this city is well known, and with this road completed and the Canadian Pacific operating here, Portland would be the greatest railroad and grain shipping center west of Chicago. It already has the Union Pacific, the Northern Pacific, the O. R. & N. and a number of lesser roads, or feeders.

DEPOT SITE IS SECURED AT SPOKANE

Rights of Way Are Under Negotiation Preparatory to Pushing Work From Canada to the Sea.

SPOKANE, March 7.—The Canadian Pacific Railroad Company is bartering for right of way privileges into this city and has already located a freight depot site here and, despite all reports to the contrary, is preparing to make Spokane its base of operations for building down the Columbia River to Portland and the sea.

At the same time it is obtaining a suitable shipping point it is the intention of the Canadian Pacific to secure along its American road enough separate business to pay good interest on the outlay. With this end in view it has been decided to follow the Columbia River for a greater portion of the distance from a point opposite this city to the mouth of that great waterway. Dock facilities are to be had at Portland and that point has been chosen as the American terminus of the road because of it being possible to reach it on a water grade, the gradual fall of the river being all the gravitation necessary to be overcome when empty cars are hauled back to their point of loading.

It is understood there was some thought of making Puget Sound the Canadian's terminal, but the mountain grades that would have to be overcome if this were done forced abandonment of that idea. The Northern Pacific, which already has a road to the Sound over the mountains, is contemplating building down the Columbia to reduce the heavy expense of fuel consumed on these grades, and the Canadian Pacific, in looking about to find a suitable route, has taken advantage of the mistake made by its sister road.

By following the Columbia River from a point high up toward the Northern boundary of the State of Washington it will be possible for the Canadian road to open new territory and to secure shipment of much produce over its

(Continued on Second Page.)

NORTH DAKOTA APPROPRIATES

Exhibit at Portland to Cost \$40,000.

North Dakota appropriated \$50,000 yesterday for the Lewis and Clark Fair and St. Louis Exposition. Of this sum, \$40,000 is for the Lewis and Clark Fair. It is highly probable that \$10,000 more will be appropriated for the Lewis and Clark Fair in 1903.

This morning the following telegram was received from Special Commissioner Henry W. Coe, from Bismarck:

"After four defeats of the measure, at the last moment the Portland Fair bill passed the Legislature by a close margin. The appropriation amounts to \$50,000 for an exhibit at Portland and St. Louis. The exhibit will be ordered direct from St. Louis to Portland. Appropriation is not divided by items, but all except the cost of maintaining the exhibit at St. Louis applies to Portland. This is equivalent to \$40,000. An additional appropriation can be easily secured at the next Legislature to which, throughout this session, attempts were repeatedly made, on account of excessive demands, to refer the whole Portland Fair matter."

Commission to Organize.

The Lewis and Clark Fair Commission will meet at 2 o'clock next Thursday afternoon to perfect an unofficial organization, inspect the Fair grounds, study the plans of the Fair directors, examine the report of the Memorial Building and be ready to compare notes with the Fair directors at a joint meeting the next day, Friday, at 4 o'clock.

This call for a meeting of the Commission on Thursday is due to the resolution adopted by the Lewis and Clark Fair directors at their last meeting requesting that six members of the commission act jointly with the board in any transaction concerning the Fair. As the commission is only in name till 90 days from the date of the passage of the bill creating it, which will be on May 21, any action it might take till then would be unofficial. It is the purpose of the resolution adopted by the directors that the commission should act with the board as private citizens, and that on May 21, when the members of the commission qualify, they should ratify their previous actions.

Work Must Be Done.

As it is imperative that work should be done on the Fair grounds, such as construction of the various buildings, etc., the commission will probably elect a chairman and six members to act with the directors of the Fair.

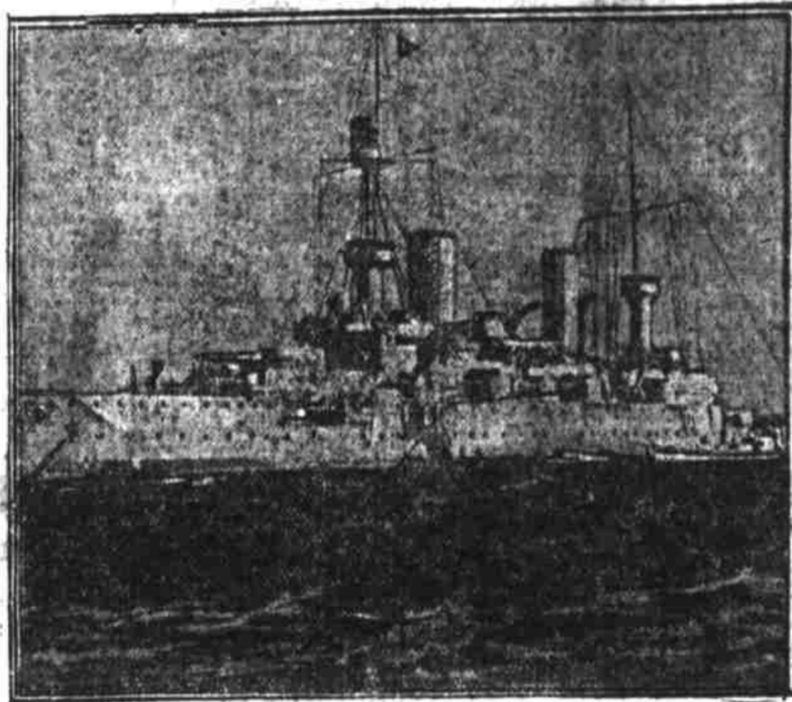
Some of the members of the commission do not desire to do anything in Lewis and Clark Fair matters until they qualify, as they say that some action of theirs may be prone to criticism, which would tend to create opposition to the appropriation so as to require a referendum. However, the commission will unofficially organize next Thursday and go to work.

COMPANY GUILTY.

GLOVERVILLE, March 7.—The Mountain Lake Electric Company was today fined in the sum of \$5,000 for manslaughter in the second degree because of the accident on last Independence Day, when 14 persons were killed and six others dangerously injured by a runaway car, for which the company was held responsible.

HELEN MORS ILL

(Journal Special Service.)
NEW YORK, March 7.—Miss Helen Mors, the famous actress, is critically ill with cancer of the breast, and has canceled all engagements. The cancer is said to be in the most violent form and death seems likely to result.



The British Battleship Formidable.

STRIKE STILL ON STEAMER IS SUNK

Canadian Pacific Road Insists on Non-Union Man. Ferry Boat Meets Mishap and Italians Are Drowned.

(Journal Special Service.)
VANCOUVER, B. C., March 7.—The Canadian Pacific Railway strike came near to be settled at 1:30 this morning. But for one point of difference the men and the company would probably have reached an agreement.

The railroad insisted that the freight foremen should be non-union men. This proposition was refused by the strikers and the settlement now appears as far away as ever.

Five hundred employees of the Canadian Pacific at Winnipeg joined the ranks of the strikers today, being ordered out by the international organization.

PEOPLE FLY FROM FLOOD

(Journal Special Service.)
PADUCAH, Ky., March 7.—Lowland residents continue moving their property, as the danger line was passed last night. The river showed 40 feet 10 inches this morning. The situation in the Lower Ohio Valley is serious. The river is certain to rise for five or six days yet, and will reach a higher point than at any time since the disastrous floods of 1884.

THE POPE IS BETTER.

ROME, March 7.—Lapponi, the Pope's physician, today announced that His Holiness' condition was again satisfactory. It is said the receptions incident to the jubilee will be resumed Monday.

BOOTH GOES HOME.

NEW YORK, March 7.—General William Booth, commander of the Salvation Army, sailed for England this morning on the Campanian.

(Journal Special Service.)
GLENN FALLS, N. Y., March 7.—A small ferry boat, while crossing the river below Spier's Dam, this morning sank in midstream.

Twenty Italian laborers were drowned. As they were in midstream a jam of logs and ice crashed into the boat.

One Italian, becoming frightened, sprang overboard, seizing a tackle rope as he went. This caused the boat to swing broadside on, taking the full force of the ice. Italians say the exact loss of life will not be known until a call of the roll where they were working, but the list may reach more than twenty.

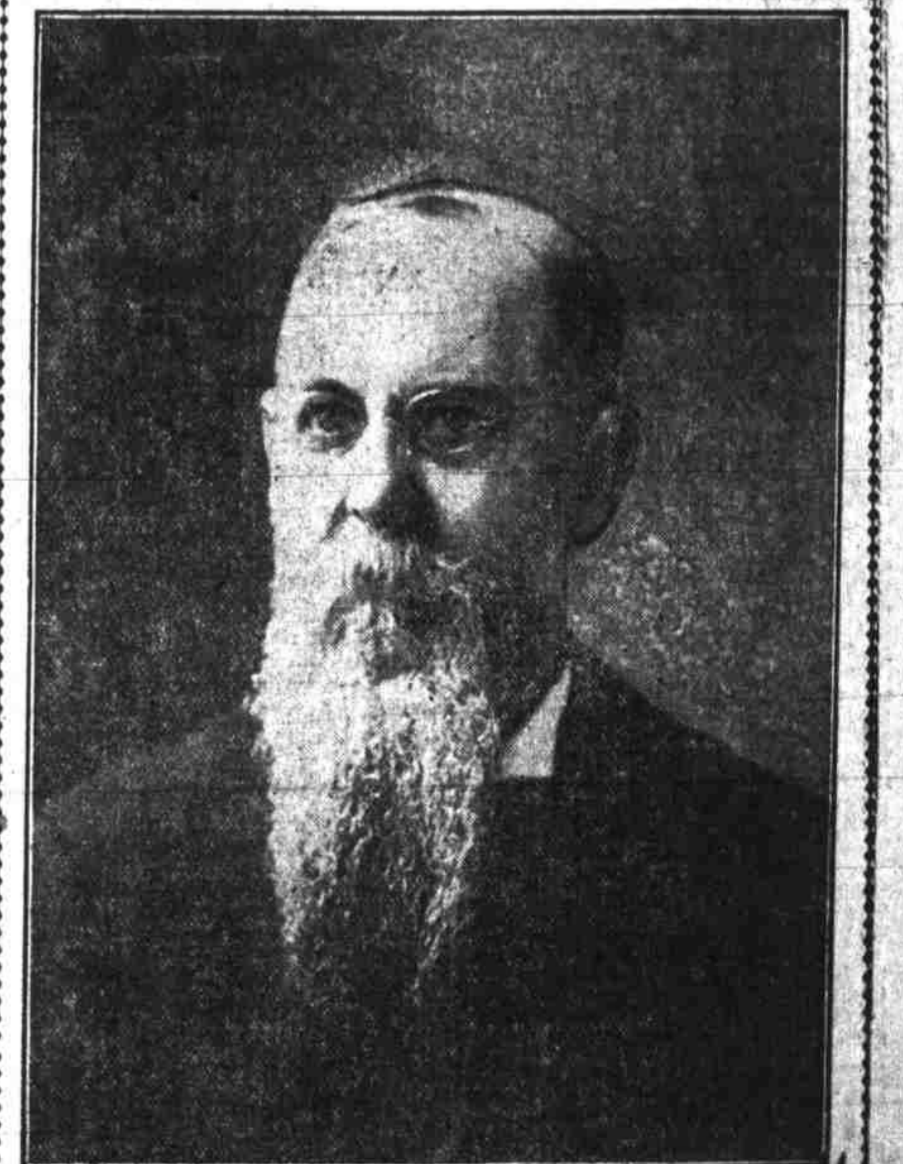
FERRYBOAT RUN DOWN BY STEAMER

(Journal Special Service.)
PITTSBURG, March 7.—The ferryboat Neptune was sunk in the Ohio River this morning in a collision with the steamer Margaret. The ferry is a total loss. Her crew of eight men and the 24 passengers on board were rescued with difficulty, six of the latter swimming ashore. The steamer was backing when she ran into the Neptune and was considerably damaged.

NO GENERAL STRIKE

(Journal Special Service.)
ST. LOUIS, Mo., March 7.—Vice-Grand Master Lee of the Brotherhood of Trainmen, officially denies the statement that in the event of the Washakie strike becoming active, other roads will go out in sympathy, and says the fight will be confined to the Washakie.

SENATOR MITCHELL DANGEROUSLY ILL



WASHINGTON, D. C., March 7.—Senator Mitchell, who has been enjoying fair health for a couple of weeks, was taken suddenly and seriously ill yesterday and today is confined to his bed suffering from a high fever. His physicians fear that his strength is so far weakened that his recovery to complete health will be very slow at least. There is grave fear of a complete breakdown which would be almost certain to result fatally.