

THROUGH FREIGHT WILL COME TO PORTLAND FIRST

DISTRIBUTE FREIGHT HERE

Agreement Between Transcontinental Lines Makes City the Terminus for All Traffic Business—Side-tracks Sound Towns.

All transcontinental railroads operating into the Pacific northwest are preparing to make Portland their chief freight distributing center. Announcement came this morning from high officials of the Northern Pacific railroad that all but local freight shipments will be turned from Seattle and Tacoma to Portland.

Following the example of the Northern Pacific, the Great Northern, the Chicago, Milwaukee & Puget Sound and other great systems will abandon the mountainous climb to the Puget sound country and adopt the easier, less expensive and less dangerous water grade into Portland.

Portland will get first opportunity at all Pacific northwest transcontinental freight traffic, thus becoming the greatest railroad and distributing center of the west and making Seattle and Tacoma dependent on Portland for their traffic business.

Bring Millions to Portland. The arrangement, say railroad magnates and local business men, will bring many millions of dollars annually into Portland, in addition to the great business already being done.

The announcement emanating from the Northern Pacific management that Seattle is practically to be abandoned as a freight distributing center of consequence, follows as a traffic policy, it is understood, the plan announced in the Journal Thursday to ship the \$5,000,000 bushels of wheat which Oregon and Idaho will sell this year, to Portland first. This item alone means more than \$20,000,000 of business for Portland dealers.

True significance of the recently announced large business between the Great Northern and Northern Pacific, and the O. R. & N. and the Chicago, Milwaukee & Puget Sound, was not realized until information was obtained that in the Journal Thursday to ship the \$5,000,000 bushels of wheat which Oregon and Idaho will sell this year, to Portland first. This item alone means more than \$20,000,000 of business for Portland dealers.

Central Oregon a Factor. The opening of interior Oregon for development and settlement, which is confidently to be accomplished, has emphasized as one of the greatest reasons why the great railroad systems intimate trade relations with Portland.

Following the announcement that construction work has actually been commenced up to the Puget sound, independent companies will begin the building of branch lines. With a line now 66 miles state valuable for cattle and for agriculture will become immediately accessible. Instead of sending tens of thousands of cattle east into Colorado and beyond, ranchers will send their herds to Portland, where the new Swift packing plant will become the heaviest buyer of the west.

The wheat productive area of the state will be tremendously increased. Other crops will become valuable and the railroads hunting western business want big shares in the building of Oregon's cattle and crop country.

To the end of getting itself solidly entrenched as a shipping line to the east, the Chicago, Milwaukee & Puget sound, operating over the O. R. & N. to a junction with its own line at Tacoma is making attractive bids for local business. With a line now 66 miles shorter than the shortest of the other lines to the west, local representatives of the C. M. & P. are confident that they will get their share of Oregon business while at the same time introducing the older lines.

When Harriman officials return from a conference with Northern Pacific officials in Washington, the details of which are yet being kept a secret, local railroad men expect more interesting information relating to freight rates and traffic agreements.

APPERSON CAR PORTLANDER'S STORM RAZES FIELDS IN WHITMAN

Averages 64.2 Miles an Hour in Santa Monica Road Race—A Thrilling Leap From Track—Fatalities Among Race-Goers.

(United Press Leased Wire.) Santa Monica, Cal., July 10.—Dashing past a huge grandstand filled with frantic men and women and past thousands of spectators lining the course, the Apperson car, with Driver H. Hanshue at the wheel, flashed across the finish line of the great automobile road race here this morning, a winner. The time for the Apperson for the distance of 202.008 miles was 3:7:46.1-5.

The Chadwick car finished second with a time allowance of seven minutes at the start.

The Stoddard-Dayton finished third in position without time allowance figured.

The average time of the Apperson for the entire distance was 64.1-5 miles an hour, which was one tenth of a mile less than the average distance made by the Locomobile in the Vanderbilt cup race. The distance was 64:3-10 miles an hour in that race, which is the world's record.

With a difference in time of seven minutes in the starting of both the Stoddard-Dayton and the Stearns car, the Stearns machine was officially the third to finish, although the Stoddard-Dayton crossed the line before it.

The official time of the cars that finished was:

Apperson, 3:08:03.
Chadwick, 3:15:30.
Stearns, 3:19:52.
Locomobile, 3:21:15.
Stoddard-Dayton, 3:24:32.
Studebaker, 3:26:40.
Franklin, 3:29:57.

Santa Monica, Cal., July 10.—Before a great crowd that jammed grandstands and lined the eight-mile course, 16 huge racing automobiles began their hair-raising circle here at 8 o'clock this morning. Dashing along at a speed of nearly a mile a minute, Driver Hanshue, in the Stoddard-Dayton car, failed to make a dangerous turn on the first lap and skidded off the track. But for the precaution of the authorities in keeping the scene of the turn free of spectators, a heavy casualty list would have resulted.

A few minutes later, the turn claimed another victim in the Haynes car, which was driven by Shannon. Shannon was going at a terrific pace, and seeing that he could not make the curve, he kept straight ahead. The car leaped wildly into the air, landed clear of the embankment and zig-zagged among the trees at the side of the track for 200 feet before coming to a stop. Shannon steered his car back to the track, losing two minutes. Siefert, in the Stoddard-Dayton, lost half an hour.

Progress of the Race. At 10 o'clock the race lay between three cars, the Apperson, driven by Hanshue; the Loxier, driven by Tettler, and the Stearns, driven by Frank Free. The Loxier gained the lead at the start, by a burst of speed in the first lap, which was made in 4 minutes and 58.5 seconds, or the rate of 72 miles an hour, very close to the world's record. Loxier lost ground in the eighth lap.

The track was well policed and the crowds under control. About 60,000 people were gathered around the course.

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ELKS SPECIAL TRAIN WRECKED
Twin City Excursionists Held Up by Collision in Utah—Trainmen Killed.
(United Press Leased Wire.) Grand Junction, Colo., July 10.—The Twin City Elks special train is reported to have been wrecked in a head-on collision with a freight train near Cinco, Utah, early today and three trainmen killed. None of the passengers on the special was seriously injured, according to the reports received here. Details of the disaster vary, some being to the effect that 15 persons lost their lives. This report is denied by officials of the Denver & Rio Grande railroad, who say no passengers were hurt. Three trainmen are acknowledged by the officials to be missing and it is believed they are buried under the wreckage. Details of the disaster are meagre, all wires being down most of the time and those still in service work but intermittently at the best.

SON HORSE RUSTLER

Ralph Carter, in Jail at Colfax, Confesses to Complicity in Stock Thieving Operations Now Rampant in Washington.

(Special Dispatch to The Journal.) Colfax, Wash., July 10.—Another alleged horse thief, with one of Henry Gable's horses in his possession, was arrested last night near Garfield by Deputy Sheriff Cole and brought here and lodged in jail to await arraignment.

The man is Ralph Carter, the 25-year-old son of W. H. Carter, a wealthy and well respected pioneer resident of the Garfield country, who now lives at No. 245 Salmon street, Portland. O. Young Carter was born and raised near Garfield. Carter says he has stolen but one of Gable's horses, but that he has stolen seven head from various other men in Franklin and Yakima counties, dismounting them in different parts of Whitman county.

The officers think Carter may know more than he professes in regard to the horse rustling that has so suddenly broken out in the central part of Washington and they are going to subject him to another sweating this afternoon.

Some time during the coming week the national forest service will take steps which will eventually lead to the protection and increase of the city water supply at Bull Run. J. E. Kimmel of the forest service, who has charge of the replanting work of the service being done on the coast this year, will leave for Bull Run where he will make estimates of the amount of seed needed to thoroughly reseed the slope along the Bull Run water shed and also the amount of acreage not covered with the proper commercial timber.

This will mean the saving of millions of dollars eventually to the city of Portland, for in 40 years when the new pipe line being built now shall have been outgrown there will be additional water supply there to allow for another line of equal size, and which, with the two already built, should be more than enough for the city for years to come.

Will Use All Water. Although not many people realize it, the city of Portland has never had the full amount of water that the watershed of the Bull Run river is capable of sending out. At present there is a new pipe line being built, which, if completed, will together with the present line, use practically all the water now flowing down the river.

With the replanting of the side of this watershed the output of the Bull Run should be, in the course of 40 years, increased at least 75 per cent. It is doubled. This will make it a source of water for the city which should last forever, for protected as it is by national forest reserves and the possibility of eventually becoming a national park, the life of the trees then will be protected and the water supply of the city preserved.

Right now the sides of the watershed are in many places almost bare of timber, while that section that is timbered is covered with a nondescript type of growth which, were it left to grow up, would not more as a harm than a good.

The service will reseed the hillsides, should it be necessary, will burn over the section again and then reseed it in the best Douglas fir and possibly hardwoods in some places. Most any kind of tree will grow on the Oregon range.

(Continued on Page Three.)

WRIGHT'S AEROPLANE IN THE EYE OF THE CAMERA

Northwest Sustains Severe Damage as Result of Heaviest Rainfall in Many Years.

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This remarkable photograph was taken at Fort Myer, near Washington, for The Journal. It shows Orville Wright making a speed flight in his aeroplane. On the left is the quarters of the commander of the fort and on the right Vice President Sherman and Senator Elkins watching the aeroplane fly. This is the first picture of the flight printed on the Pacific coast.

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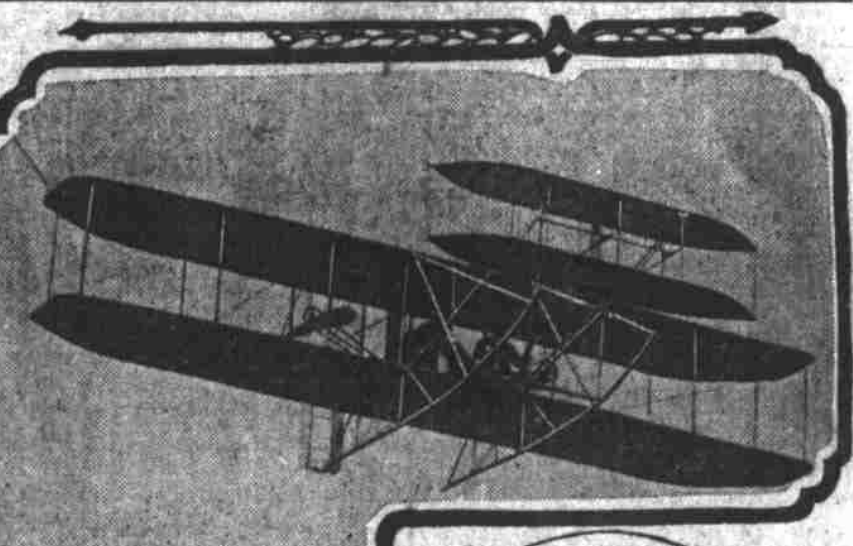
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Man Who Took Lieutenant Sutton and Miss Stewart to Hotel Says Inquest Board Overlooked Him—Woman's Name Divulged.
(Washington Bureau of The Journal.) Annapolis, Md., July 10.—"The girl with whom Lieutenant Sutton spent the evening of October 13, 1907, at Carvel Hall hotel here was with her in the afternoon, in the automobile of which I was driver," said William E. Owens, chauffeur, today.
Annapolis has talked about the mysterious woman with whom Sutton was taken to the Naval academy. Several other names have been bandied about by gossip, but by the time the strange over-sight of the inquest board had failed to get the right name and Owens has been hounded by them.
He has never known, at an investigation before the federal grand jury in Baltimore last December, more than a year after the tragedy, that the woman remained locked up there in the care of District Attorney John C. Rose.
Only today, for the first time, Miss Stewart's name became known, statement issued by the navy department yesterday reviews the report submitted by Superintendent Captain Barker of the Naval academy, October 15, following the tragedy on the night of October 13, saying the inquest board appointed by him had obtained all the testimony it was thought possible to get.
Owens Never Called.
Yet Owens said today that he was not called by that body as a witness, nor was Miss Stewart or her brother called. Yet Owens was known to have driven Sutton and Lieutenant Adams Roelker and Osterman from Carvel Hall to the marine barracks grounds, leaving them there a few moments before the tragedy, as shown by the testimony then given out.
Witness Not Sworn.
Another mysterious feature is the fact, contained in the statement of the navy department, that witnesses at the original inquest were not placed under oath, being questioned "on honor" only. These facts appear to prove that all witnesses were officers of the marine corps, among whom it seems certain there existed more or less bad feeling against Sutton. No one denies that some sort of trouble broke out (Continued on Page Three.)