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LUMBERMEN FILE SUIT

Ask U. S. Court to Restore Former Freight Rates

MOSCOW, Idaho, Nov. 15.—In a proceeding commenced today before Federal Judge Dietrich, in the United States circuit court at Moscow, Idaho, the lumbermen of the northwest, east of the Cascades will open their fight against the rise in the lumber rates which became effective on all railroads operating in this territory on November 1. Attorney H. M. Stephens, representing the mills identified with the Western Pine Lumber Manufacturers' association and other concerns will appear before the federal court with a bill of complaint asking that the railroads named as defendants be ordered to restore the rates which were in effect prior to the advance in the lumber tariffs.

The concerns and persons appearing in the complaint as petitioners are the Potlatch Lumber company, the St. Joe Lumber company, the McGoldrick Lumber company, Lamb-Davis Lumber company, Fidelity Lumber company, Washington Mill company, Orrin S. Ford, National Lumber company, Springfield Lumber company, William Musser Lumber company, Phoenix Lumber company, Standard Lumber company, E. A. Humphrey, Buckeye Lumber company, Lindsley Brothers company, Gerhart & Bradick, S. H. & L. Lumber company and the Idaho Pole company.

Railroads Named.

The defendants sought to be enjoined are the Northern Pacific, Great Northern, Chicago, Burlington & Quincy; Union Pacific; Oregon Railroad & Navigation company; Chicago & Northwestern; Chicago, Milwaukee & St. Paul; Canadian Pacific; Spokane International; Coeur d'Alene; Spokane & Inland; Soo Line; Idaho & Washington Northern Railroads. The Chicago, Milwaukee & St. Paul of Washington also is made a party to the suit.

The bill of complaint charges that the defendant railroads have by concerted action entered into a conspiracy to raise the lumber rates. It is alleged that the Northern Pacific and the Great Northern are owned and controlled by the same interests and that these roads, which are known as the Hill lines, have joined the Arman lines in an agreement to pool out the lumber producing territory, which combination is in violation of the federal statute known as the Sherman anti-trust law.

The complaint declares that the

new tariff advances the rate on lumber shipments to the east from 5 to 12 1/2 cents a hundred pounds; that the advance is unreasonable, discriminatory and will result in making it impossible for the lumbermen to ship any but the highest grades of lumber from the northwest to eastern points.

AMERICAS IN PEACE MEETING

Five Republics Represented in the Washington Conference.

WASHINGTON, Nov. 15.—In the red room of the Bureau of American Republics the peace conference of the five Central American republics convened yesterday. The ceremonies incident to the opening of the conference were informal.

In addition to the conferees and to the officials directly interested in the conference there were in attendance officials of the American state department and others.

Addresses were made by Secretary Root, Ambassador Creel and Senor Anderson of Costa Rica.

Permanent organization of the conference was effected by the election of Senor Luis Anderson as permanent president and Senors Madria and Rodriguez as permanent secretaries.

The conference then adjourned. The sessions hereafter will be executive.

MILWAUKEE RUSHES WORK

Thousands of Men Building Road in Washington.

TACOMA, Wash., Nov. 15.—A. M. Ingersoll, a personal friend of President Earling of the Milwaukee, returned yesterday from a visit to the railroad magnate in St. Paul, and as a result is positive in his statement that the railroad intends to rush construction work in its extension to Puget sound.

"The Milwaukee will not be delayed a day by financial conditions," said Mr. Ingersoll. "The road has completed financing of the extension and the railroad contractors are now employing 10,500 men on the Milwaukee work, and of this number 6,500 are employed west of Butte. As soon as work now progressing on bridges between Tacoma and Seattle is completed tracks will be laid between the two cities."

NOVEL PASSENGER COACH

Union Pacific's New All-Steel Passenger Coaches.

The departure from ordinary design in the new steel passenger coaches made for the Union Pacific road has already been noted in these columns.

The Railway and Engineering Review says of the new steel coaches: "The experience gained by W. R. McKeen, Jr., superintendent of motive power and machinery, Union Pacific Railway, in designing gasoline-motor coaches, has led him to apply the ideas evolved therein to the standard coach of steam train service. The first embodiment of these plans has just appeared from the Omaha (Nebr.) shops.

"In practically every particular there is a wide departure from conventionality. As the roof contains no upper deck, the channel posts rising from the side-sills are continuous across the inverted U roof. This enables a most substantial yet light system of bracing. In this connection it will be noted that the abandonment of the end entrances in favor of a center entrance enables a very deep form of side truss, while the spaces usually taken up by the vestibule platforms are used to a much better advantage. This is brought out by the fact that the coach weighs no more than the ordinary coach of the same total length but of eight persons less capacity. The resulting 1,145 pounds weight per passenger is claimed to be 200 pounds per passenger less than is true of any other all-steel coach yet built.

"The 24-inch circular windows have aluminum sash and in their rubber casings are weather and dust proof. The supply of fresh air is taken in at the ends and screened through dust boxes before being let into the car by means of a ventilator system which has been patented. The efflux of air is through the roof ventilators. By reducing the thickness of the walls an increase of 7 inches in the width of the aisles has been made possible, and the general appearance of the interior has been made most inviting. The lavatories have been located on either side of the center entrances, thus dividing the car into two compartments which may easily be made separable if desired. The car is lighted electrically and heated with steam. In all, it is not only a most interesting departure from the usual designs, but one which offers many excellent suggestions at a time when great attention is being given to the possibilities of steel in passenger-coach design."

HEUTTER BRIDGE.

Construction Work on New Bridge Being Pushed Rapidly.

Work on the proposed Heutter bridge, which will span the Spokane river at that place, was begun in earnest Tuesday. The County Commissioners had determined its location but when the contractor and commissioners arrived, it was found there was some difference of opinion among the settlers of that locality. E. L. Gerrish was quite anxious to have it placed at another point. For a time it looked as though there might be things doing but the commissioners allowed the settlers to vote where it should be located and almost without exception the citizens agreed with the location designated by the county officials. Everything was amicably settled.

It is claimed the bridge will be completed within 60 days. The Car-scallen brothers have the contract.

STREETCAR MEN ON STRIKE

Louisville Employees Out This Morning—Cars Stop.

LOUISVILLE, Ky., Nov. 15.—By a vote which was finished at an early hour this morning the local union of the Amalgamated Street Car Employees reaffirmed their decision to go on strike against the Louisville Railway company today. All cars will have stopped running at 5 o'clock this morning. The decision of the men to strike came within a few hours after it was supposed that compromise measures taken by Mayor Grinstead had proved effective. Mayor Grinstead's proposition, however, when examined, was rejected by the men as too vague.

PLANS HANDSOME DEPOTS

Warehouse and Passage Tracks Each One-Fourth Mile Long

Plans for the yards and depots which the Chicago, Milwaukee & St. Paul will build uniformly at all of its stations have been received at the local land offices of the company, showing that the St. Paul is to be more generous in the character of depot building than any other road in the northwest. Regardless of the size of the town if only a station and a switch, a depot building costing not less than \$3500 will be erected.

The building will be two stories high, 75 feet in length and will have a wide platform. The design, while holding to the usual type of depots, has a number of original and artistic features. These depots will be placed at an average of about 15 miles apart on the line through the state, and more than \$100,000 will be expended by the company in erecting them in Washington alone. This does not include the larger depots that will be erected at divisional points and the larger cities.

Besides the commodious depot building there will be a 700-foot platform, 12 feet wide, extending along the track on each side of the depot. Warehouse trackage will be amply provided and also a passage one-fourth of a mile in length, making it possible for the longest freight trains to take the siding without interrupting passenger traffic. The passage track is next to and at the rear of the depot, while 40 feet further out is the warehouse track, leaving room for the warehouses to be built between the two side tracks.

K. P. STAG PARTY

The Members Met and Enjoyed a Social Time.

The Knights of Pythias lodge held a genuine stag party last night at Fraternal hall. Over 70 were present. Cards and smoking afforded the enjoyment of the evening. An elaborate luncheon was served, reflecting credit upon the committee on entertainment. Several addresses were given, calculated to amuse and to uplift the hearers. Among the speakers were W. A. Andrew, O. E. Barr, H. A. Barton, Elmer Van Fredenberg and E. V. Boughton. The social session closed at 11 a. m.

RAILROADS PAY DIVIDENDS

Union Pacific and Southern Pacific Make Announcement.

NEW YORK, Nov. 15.—Directors of the Union Pacific railroad company yesterday declared a quarterly dividend of 2 1/2 per cent on the common stock, which is separate from the rate of dividend of 10 per cent annually established about a year ago.

The directors of the Southern Pacific company declared a semi-annual dividend of 3 1/2 per cent on the preferred stock and a quarterly dividend of 1/2 per cent on the common stock. These dividends are unchanged from the last quarter.

METHODIST HOME MISSIONS

Thirteen Bishops in Attendance at Portland Meeting.

PORTLAND, Ore., Nov. 15.—The general board of home missions and church extensions of the Methodist Episcopal church met yesterday. Thirteen bishops of the church were in attendance, as well as the officers of the board, several prominent divines and editors. A business session was held yesterday afternoon at which Robert Forbes of Philadelphia was elected corresponding secretary.

Prizes Awarded.

The presentation of prizes for the fruit examination growing out of the display which was recently held at Winn-Barr-Chainey company was made at the public schools. Much interest was taken in the subject and the essays written indicated much care and thought. The examinations were conducted by Fruit Inspector William Buckley. The results were most satisfactory.

The winners were: eighth grade, Florence Williams; seventh grade, Ethel Cope; sixth grade, Helen Patterson; and fifth grade, Emma Thomas.

TESTIMONY FOR DEFENSE

Mason, Alleged Accomplice of Adams on the Stand

RATHDRUM, Idaho, Nov. 15.—The case of Steve Adams charged before Judge W. W. Wood with the murder of Fred Tyler in the Marble Creek country in the summer of 1904, dragged along slowly and tediously today.

The defense swore nine witnesses and placed Alva M. Mason on the stand. Mason related the history of his early life, giving Pennsylvania as his place of birth. He came to the Marble creek country in 1901, bringing his wife and family with him. He said he took a homestead in that locality, the patent for which he had received from the government. He ran a boat up and down the river as a matter of business to earn his living. In 1904 when he returned to his claim he found it had been divided by four jumpers who had erected cabins and were making improvements. These four men were Lindsay, Boule, Griffith and Griffith's son, each one taking a 40 acre tract of his homestead, combining it with other land which they had jumped. In 1904 Steve Adams came and made himself useful by working for Mason. Tyler was in the locality assisting the claim jumpers in improving the claim held by Jack Simpkins. He claimed Tyler always went armed with a revolver and a rifle.

Attorney Heitman asked, "Do you know that Tyler is dead?" "No, sir," replied Mason. "Did you know of the killing of Boule?" "Yes, sir." "Did you have anything to do with the killing of Tyler and Boule?" "No, sir, I did not." Did you take any other than legal steps to rid yourself of the jumpers who were located up there?" "No, sir, I never did." "From whom did you first hear of Boule's death?" "From Frank Price who called it out from the river as he came along." "Did you see Adams and Simpkins after that?" "About one hour after I heard of Boule's death, Adams and Simpkins came down and passed my claim."

Nothing developed from the cross-examination during the morning session.

During the afternoon Mason was kept upon the stand by the prosecution's cross-examination. The prosecution endeavored to show that Mason had no right to the land in 1904, although he now had a patent to it.

Mason stated he saw Orchard in 1905 in that locality about the time and after the skeleton of Fred Tyler had been found.

The defense endeavored to show

that the information in Orchard's confession was obtained by hearing the stories and going over the country after 1905.

Mason said he saw Simpkins and Adams several times in August, 1904. He saw them both on August 20 at Price's ranch 20 miles from Boule's cabin which was intended to show that it was quite impossible for Adams and Simpkins to have been present at Boule's death, inasmuch as the trail was rough and would require a return trip making 40 miles. He was asked, "Did you attend the meeting at Boule creek?" "No, sir."

"Did you ever have any trouble with Archie Phillips?" "Yes sir; Mr. Phillips twisted an ax over Mr. Russell's head one day intending to kill him and it came nearer hitting me than Russell and I ordered him never to come on my place again."

Entertains Friends.

Mesdames George Steele and E. N. LaVigne entertained about 50 of their friends this afternoon at the former's home on Lakeside street.

The rooms were artistically decorated, causing the home to present a beautiful appearance. The color scheme was red, green and yellow, reminding the visitor that Thanksgiving day is drawing nigh. Mountain ash, Oregon grape, cedar and kinnikinnick were tastefully blended, producing a pleasant effect.

Refreshments were served, consisting of several tempting courses. A physiological research, with prizes awarded, afforded the amusement.

CITY IN BRIEF

R. H. Webb, of the B. R. Lewis Lumber company, is confined to his home, being sick.

Messrs D. York and Anderson have purchased the Majestic theater and will move it to the room vacated by the Lakeside furniture company, on Second street.

Frank Lemmer was called to St. Maries yesterday to take charge of the body of Charles Montandon, who died there. He was one of the oldest settlers in that locality, having taken a ranch on the river over 20 years ago. A son was formerly interested in a local livery stable. The particulars cannot be obtained.

TRADE ON SOUND BASIS

NEW YORK, Nov. 15.—Comparatively sound conditions in commercial and manufacturing interests are indicated by special reports to R. G. Dun & Co., from 60 or more of the leading cities of the country. Conservatism in accumulating stocks is reported in most cases, and there are

many in which working hours are being reduced and men laid off. As a rule, however, the reduction in production is taken rather as a measure of precaution than because of greatly diminished orders. All New England points report reductions in production of cloth, but do not indicate any serious crisis. On the contrary the usual report is that industrial conditions are fair.

In all the New England cities adequate currency is reported to meet payrolls and to carry on business, although the banks are not making new loans. The check system has been introduced in a few cases in New York and Pennsylvania.

Western Conditions Better.

Conditions farther west are more favorable than when the money stringency first became acute. From Grand Rapids, the largest furniture center, it is reported that all factories are running fully. Some reductions in output and in the number of men employed are reported from Detroit and Milwaukee. It is reported at Detroit that confidence is returning in the monetary situation, while at Grand Rapids sufficient cash is available for payrolls. Clearing house checks are in use at Milwaukee in small denominations. Collections are generally reported good throughout the west.

DEFINES HIS POSITION

LINCOLN, Neb., Nov. 15.—William J. Bryan will accept the democratic nomination for president in 1908, but he will neither ask nor fight for it. He says that for fear or more he has been pressed to answer the question, "Will you accept the nomination?" and he believes the public is entitled to an answer and to know the position he occupies.

The question that ought to weigh in his mind, he says, is whether his nomination will strengthen the democratic party more than the nomination of some one else. Not only will he not seek or ask for the nomination, but he will not assume to decide the question of availability, and if the question falls to another he will neither be disappointed or disgruntled. At the same time, he denies that he has been long in a desire to see the republicans are likely to nominate or to ascertain the chances of victory.

KEEP OFF, SAYS BAILEY.

Congress Will Meddle With the Money Situation. EL PASO, Tex., Nov. 15.—United States Senator Joseph W. Bailey in a speech here yesterday before 1,000 people made the following statement:



NICHOLAS M. BUTLER, President of Columbia university since 1903, former president National Educational association.