

BRIDGE-BUILDER IS ON THE WAY

Will Select Sites for North-Bank Road.

EFFECT ON COAST PORTS

Vice-President Levey Says It Is Up to Business Men.

TERMINAL RATES THE SAME

Shippers of Wheat From the Inland Empire Have the Choice of Whichever City They Desire to Deal With.

NORTH YAKIMA, Wash., Sept. 24.—(Special.)—While the fact that the Northern Pacific is to construct a line down the north bank of the Columbia River from Kennewick to Portland has already been publicly announced, Mr. Levey supplies some of the missing details which have been most eagerly awaited.

Mr. Levey left St. Paul Thursday night, accompanying him was Ralph Majeski, a bridge engineer and expert, who continued to Portland last night. Mr. Majeski comes from Chicago, and has the reputation of being one of the best bridge experts in the country. It will be his province to look over the route by which the new line will enter Portland, by way of Vancouver, Wash., and decide upon the best sites for bridging the Columbia at the latter city and the Willamette at Portland.

"The north bank of the Columbia," said Mr. Levey, "will be occupied by some railroad before a distant date. It is a natural route for the Northern Pacific and the Great Northern where, by they can reach Portland. As is well known, Tacoma and Seattle form a roundabout line to Portland.

In View for Some Time.

"Good connections can be made with the Northern Pacific's main line at Passo. We thought we would anticipate the future a little perhaps by building this line now. The new line has been in view for some time. In completing this extension, two bridges will have to be built. One will likely be constructed across the Columbia at Vancouver, and to enter Portland another will be built across the Willamette. Mr. Majeski has gone over to Portland to study the situation. The sites will be selected following his report. The bridge material has not yet been ordered, and also will await Mr. Majeski's conclusions. He is recognized as one of the foremost engineers in the country."

"How long do you anticipate it will take to complete the northern bank road?" Mr. Levey was asked.

"Probably fifteen months," was the reply.

In answering the question where would likely be any trouble over securing the right of way, Mr. Levey said:

"I suppose there will be some trouble, but I think it will not prove serious. It can be overcome without great difficulty."

"What effect will the new line have on the Puget Sound?" was asked.

Effect on Puget Sound.

"I do not see that it will have any special effect upon Puget Sound," Mr. Levey replied. "I do not anticipate that it will work any radical change on the business of that section. At the present time rates from all Eastern points are the same to Portland as in the East now are common to both Puget Sound and Portland and neither section has any special advantage."

"The new line will make the railroad distance to Portland shorter. In addition to the mileage that will be saved there will practically be a level grade into Portland, thus obviating the heavy haul over the mountains to Puget Sound with which we have to contend at present."

"In my opinion, Puget Sound business will be diverted to Portland to go via Tacoma to the Oregon city along the northern bank of the river."

Mr. Levey was asked whether Tacoma or Portland would be the principal port of shipment, especially referring to the immense quantity of grain, which annually comes to this city from the inland Empire.

"I do not see why the new line should divert this traffic to Portland away from Tacoma," was his reply. "What will go to either Tacoma or Portland will go to the shippers which it is to be sent. The rates will remain the same to both ports. As far as the Northern Pacific Railroad is concerned the relations of the two cities will remain as they are now, with no discrimination whatever. It will be a matter solely for the exporters to determine. The men who handle the business will have the upper hand. As far as the railroad is concerned we will haul the freight to either Tacoma or Portland as is designated by those who export the business. The rates will remain the same."

"As a matter of fact, the future of the two ports will be determined largely by the business men. Take New York, for instance. It is the men who handle the business who will decide this matter almost entirely."

Property Bought in Portland.

In reference to the purchase at Portland of 25 acres of land for terminals

Mr. Levey confirmed the story of the transfer of the property, and added that he was not at liberty to state. The consideration was \$1,500,000.

Mr. Levey said that the property in question lies along the company's present terminals in the Oregon metropolis. The newly-acquired land consists of the two blocks lying between Tenth and Twelfth streets and running from the river south to Hoyt street. He added that it would be used as the company's freight terminals and would not work against Tacoma in any manner whatever. Questioned whether the company had bought terminals in Vancouver, Mr. Levey said: "The Northern Pacific has owned a tract at Vancouver for some time. It will be used as the terminals for crossing the Columbia, the exact site of the bridge line one of Mr. Majeski's problems. He will also make the necessary surveys, look over the field and decide the best place for the erection of the bridge both here and at Portland. He will also have supervision of the construction of the two bridges."

When asked whether he thought the Harriman interests would retaliate because of the Northern Pacific's new line, Mr. Levey stated that he knew nothing about the matter whatever. In reply to a question whether the Northern Pacific intends to build a line up the Columbia River from Kennewick to the Canadian boundary, Mr. Levey answered that the road has no such extension in mind.

Increased Capacity at Tacoma.

Referring to the South Tacoma shops, Mr. Levey was asked whether the company intended to erect such a plant on its new property at Portland, and replied:

"We are going to increase the capacity of the shops at South Tacoma and get ready for additional work. Orders have been issued for the construction of ten new freight cars at the local point. This order will go on indefinitely and means that in Tacoma cars will be built to replace those wrecked or damaged along the entire line of the system. Instead of dividing this work up among the shops in the East or other cities, it will be done in our own shops, at South Tacoma, and will result in no small increase of the work to be done here."

Route Into Grangeville.

Official announcement was made by Mr. Levey that the Culliac extension has been decided upon as the route over which Grangeville will be reached, and it was stated by Mr. Levey that the contract for the road which is to open up the rich Nez Perce country in Idaho would be let by November, and that much of the preliminary work would be done this winter. The annual construction work will be deferred until Spring.

"Bids for the construction work on this line will probably be called for about November 1," said Mr. Levey, and when asked if work on the line would be commenced this winter, he replied that there was much work of a preliminary nature that could be done during the winter.

"The rock work and the problem of getting the rough canyons can be accomplished this winter," said Mr. Levey, "and by Spring we will have a good start towards the actual construction."

Mr. Levey will remain in Tacoma until the middle of the week, when he will go to Portland, where matters in connection with the new line to be built down the north bank of the Columbia River will demand his attention.

SUCCESS OF THE PRINTERS

EIGHT-HOUR DAY ESTABLISHED IN MANY CITIES.

About 1000 Men Out on Strike Have Returned to Work Under New Conditions.

CHICAGO, Sept. 24.—(Special.)—

"Unusual success is attending our efforts to establish the eight-hour day throughout the country. Two hundred and twenty-four subordinate unions are now working on an eight-hour basis, or have arranged to do so not later than January 1, 1906. Typographical unions throughout the country lead me to believe that the shorter work day for union printers will be established in a large majority of offices at the beginning of the new year."

This statement was made today by James M. Lynch, president of the International Typographical Union, who came to Chicago to attend a meeting of the Typographical Union No. 16. Mr. Lynch declared that the signing of agreements with a number of master printers has been delayed on account of their agreement not to expire until October 1. On that date he predicted a number of additional strikes will probably be called. The latest bulletin issued by the eight-hour committee of the International union contains the following statement:

"Reports continue to show gains throughout the jurisdiction and not a single loss. Several thousand members have returned to work under eight-hour contracts. About 200 members are now out in jurisdictions where partial settlements have been made. Every union that has made a demand for the eight-hour day has succeeded in securing contracts with some object, and these contracts are not confined to small offices by any means. The loyalty of our members is beyond question."

ATLANTA, Ga., Sept. 24.—

Mr. G. F. Godfrey, assistant surgeon in the United States Army, stationed at Fort McPherson, committed suicide late Saturday night by shooting himself through the brain with an army revolver at his residence at the post. Captain Godfrey was a son of Colonel E. S. Godfrey, commander of the Ninth United States Cavalry, stationed at Fort Riley, Wash.

Captain Godfrey was 35 years old and a graduate of West Point. He came to Fort McPherson from Washington three months ago. He is survived by his wife and small son. The cause of the deed is not known, but is attributed by his brother officers at the post to temporary mental aberration.

ARMY OFFICER'S SUICIDE

Captain Godfrey Shoots Bullet Into His Brain.

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PROPERTY BOUGHT IN PORTLAND.

In reference to the purchase at Portland of 25 acres of land for terminals

GOYTHAM WANTS NO CHILDREN

Landlords Refuse Apartments to Would-Be Renters With Families.

PRICES UP ALL OVER CITY

Prominent Restaurateur, an Admirer of the Rooseveltian Theory, Offers Premiums to Employees Who Marry.

NEW YORK, Sept. 24.—(Special.)—It is yearly becoming more and more of a problem for New York families to know what to do with children.

In only two classes of homes are they welcomed, the cheap, dirty, uncomfortable tenements of the lower East Side, and in private houses.

It is an actual fact that a man with an income from \$50 to \$200 a week, is compelled to put in the hardest kind of hand work, if he wants to secure a dwelling in proportion to his means, providing he has children.

Landlords of the better class of apartments are gradually becoming converts to the theory that children are unnecessary evils, and tenants who have them are temporarily ordered to move as soon as their leases expire.

This fact has been accentuated during the past few days by the action Andrew Bowen, owner of an apartment in the aristocratic Riverside Drive section in visiting four of his tenants.

Prompt With Their Rent.

Each of these men paid from \$200 to \$500 a year for their apartments and paid it promptly. But they had one or two children apiece (to be exact, six in the four families) and for that sole reason they were told to look elsewhere for a home.

Andrew Garvan, one of the four who has been ejected, declares that it is almost impossible to find the kind of a home that he desires.

"My wife and I have hunted all over the city," he says, "and I am convinced that there is a general conspiracy against children among the owners of first-class apartment houses."

"We have been rebuffed time and again, when we had found places that suited us. The fact that I am financially good for any amount that I may agree to pay, is lost sight of because I have children."

Despite the fact that this Summer and Fall has seen the opening on Manhattan Island of apartments with room for 300,000 families, rentals have gone up from \$20 to 40 per cent based on last Winter's figures.

Riots When Rent Is Raised.

On the lower East Side this condition of affairs has been met by numerous rent riots, which have afforded the police a turm for days at a time.

For example, in the congested ghetto it has heretofore been possible to rent an apartment, so called, for \$2 a month, consisting of two or three dark, dismal closets. Most of these have now been raised to \$4 or \$5 a month, and the additional burden is more than the family can bear.

The writer two months ago looked over some flats on the upper West Side renting for \$5 a month. A week ago a visit to the same houses revealed the fact that the price had gone up to \$15.

This is a case typical of present conditions. There seems to be no real reason for the jump, except the fact that owners find they can get the money, and natural, by asking for it.

New York City has over 500,000 families who pay \$5 a month or under in rentals, according to the figures of the City Tenement House Commission. Two hundred thousand or more of these come in the class of \$5 a month or under.

Henry Phelps, the philanthropist, donated \$1,000,000 for the erection of model tenement-houses and the location of three has already been decided upon.

It is understood that if the project is a financial success (that is if it pays two per cent on the capital invested), the Phelps project will be materially extended. In fact a movement is now under way to induce Andrew Carnegie to spend a few millions in that way.

Despite the crusade against children, President Roosevelt still has admirers in New York. The latest of these is the proprietor of the aristocratic Cafe Martin, who has offered \$100 in cash to every employe who gets married, and \$50 to every child born in Cafe Martin families after date.

Twelve hours after the order was posted, a waiter and a pantry girl were married, thereby gaining \$200, and the marriages in the Martin service have averaged three a week ever since.

"Every Man Should Marry."

"I am convinced it is a good idea and I can afford the money," declared the proprietor in an interview. "I agree with President Roosevelt that every man should marry and have a number of children. It has cost me a good deal, but it is money well spent."

"I am now considering the advisability of offering an annual Christmas present of \$50 to the man or woman in my employ, who has the largest family. To make it more interesting, I will probably stipulate that no one person can be winner two successive years."

Mr. Martin's experiment recalls the action of a certain newspaper publisher some years ago who ordered that whenever a man in the editorial department became a happy father he should be presented with \$100, as a gift from his employers.

The rule was in force exactly three weeks. In that time every eligible was

a happy father at least once. Six reported twins, two triplets, and one man, after drawing \$100 the third day of the first week, came back six days later with a request for another \$100.

Whereupon the happy father was fired, the rule was abrogated, and the arrival of young editors dropped off at an alarming rate.

But somehow the supply of babies keeps up, despite hard-boasted landlords who declare they do not adorn flats, and do annoy childless tenants.

ISLANDS ARE SEIZED.

Japanese Flag Hoisted Over the Kommander Group.

ST. PETERSBURG, Sept. 24.—News has been received here that the American steamer Montara, having on board Baron Bruggen, manager of the Kamchatka Trading Society, was seized by the Japanese near Nikoliskoe, Behring Island, and that the Japanese occupied the Kommander Islands and hoisted the Japanese flag. Neither the date of the seizure of the vessel nor the occupation of the island is given.

The seizure of the Montara has already been chronicled, but there has been no mention of any occupation of the Kommander Islands. Rear-Admiral Kataoka reported to the Imperial Navy Department on August 25 as follows:

"The divergent dispatch to Kamchatka captured a number of Russians on board the American steamer Montara off the port of Nikoliskoe, among them Commander Griseom, who was taken to Minatka, Griseom, at Tokio, on September 11, notified the State Department of the character of the vessel and giving August 16 as the date. The steamer, the Minister said, was taken to the Youka naval station and the case brought before the prize court at Yokohama, which had not rendered a decision at the time the report was filed."

The Montara was engaged in carrying provisions from one point to another along the Siberian coast. Early in the war the governments of Great Britain and the United States entered into an agreement to protect the seals at the Kommander Islands until the termination of hostilities. The Russian government consented to this arrangement.

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MILLION DOLLAR BLAZE AT BUTTE

Four Blocks Are Destroyed in the Business Section of the City.

EIGHT PEOPLE ARE INJURED

Fire-Fighting Apparatus Is Hurried in From Near-By Towns and Entire Destruction of Montana Town Prevented.

LIST OF THE INJURED.

John Neil, burned and head cut slightly.

Frank Harrington and Robert Simons, bruised by fall from roof of Barrett block.

Mell Fort, colored, scalp wound.

Jack Curley, head cut.

W. D. Tracy, arteries cut in left wrist and right hand badly cut.

Frank Robertson, volunteer fireman, severely burned.

Chief of Police Mulholland, right leg cut by flying glass.

BUTTE, Mont., Sept. 24.—Fire, causing a loss estimated at about \$1,000,000, today consumed the entire business portion of Butte lying between the Shodair block and Renshaw block, on the south side of West Park street and half destroyed the public library.

The fire call was turned in at 8:40 A. M. At noon the entire four-story Symons structure was a mass of flames and the public library and other places were burning simultaneously. At 1 o'clock Mayor MacGinnis announced the fire under control.

Had the blaze once crossed Main street into the old buildings on the north side of Park street, or had it not been checked at the Renshaw Hall building, Butte would be suffering today from a \$5,000,000 fire.

The alarm went in at 8:40 o'clock, and First Assistant J. T. Shinnick and his men went to work. At the first opening, smoke, thick, yellow and suffocating, belched forth, making entrance impossible. A cigar company occupied part of the ground floor and basement of the big Symons Dry Goods Company's building.

Firemen Brave Dense Smoke.

At once the men realized that to keep the fire confined to the basement and away from the elevator shaft was the only hope of saving the building. Three lines of hose, manned by crews who stood the smoke with superhuman endurance, advanced into the thick smoke and poured their food into the hole. Unfortunately the basement of the Symons Company store was drained, and the basement being a double one, with a sub-basement beneath it, it was impossible to flood.

The men could not advance to the source of the flames, but several went through the rear sidewalk window and held the hose as close as they could to the origin of the smoke. Finally with a favorable turn of the wind which kept the smoke back, the firemen broke in the three doors on the ground floor and poured the water in the direction of the elevator shaft, which reared like a millrace. A perfect geyser of sparks and burning shingles spread its torments across the roofs of buildings, starting patches of flames from the Renshaw Hall all the way to the Park building.

Locks Up Shop and Runs.

From 11 o'clock until noon the Symons Company building burned free as a bonfire and the department confined its labors to saving adjacent property. The Renshaw building seemed doomed, as did the Lewis, King & Clark buildings. Louis Rosenstein, in the Clark block, stayed until his plate-glass windows cracked, when he locked up and fled.

Early in the course of the fire Chief of Police Thomas Mulholland had stretched ropes across Renshaw alley and later across Park street from the Shodair block to Bouchers, across West Galena, at Colorado.

The Miner building, the Penway, Harvard, Argyle and other blocks were licked by the flames, but good work on the part of the owners and the firemen from the hill prevented what seemed for a time a general conflagration, as a stiff wind was blowing flaming embers everywhere.

By 11 o'clock every piece of fire apparatus in Silver Bow County was at the scene of the fire. The departments from the Barrus, Corra, Parrot, Original, Gagnon, Anaconda and other mines responded with alacrity and rendered great service. The fire battalions from the Centennial Brewery, from Walkerville, from Williamsburg, the Butte Reduction Works and other places, answered the general alarm and lent valuable assistance to the regulars.

Quick Run From Anaconda.

A. H. Wethey, general manager of Senator W. A. Clark's Butte properties, volunteered the use of the fire crews from the Clark mines and the Butte Reduction Works as soon as he learned of the extent of the fire. He also called up the water works and offered to start the pumping plant at the Butte Reduction Works, if it was found necessary.

About noon telephone messages began arriving from Anaconda, Helena, Dillon, Missoula and other places, offering the services of the fire departments of the various cities. Anaconda was one of the first to volunteer and her offer was accepted. At 12:30 three hose wagons and a steamer, with full crews, accompanied by Mayor McKenale and other citizens, were placed aboard a special train for this city.

Exactly 33 minutes were consumed in

making the 33-mile run to this city. Quickly the apparatus was removed from the cars and within three minutes after the train pulled into the depot Acting Chief Harper and his men were on the scene and had several streams playing on the big blaze. The Smelter City firemen went to work with a spirit and vim that encouraged their tired brothers who had been battling with the flames since early morning. The big steamer began pumping and with its assistance water was directed into the interior of the blaze with good effect.

Losses From the Fire.

Blocks totally destroyed: Maule, York, Barrett, Woodward and Ogden. The following is the estimated loss and insurance given by the persons affected by the fire:

Symons store, Maule and York blocks, owned by Harry Cannon and James Davis. Loss \$500,000; insurance entire, about \$350,000. Library building, \$70,000; insurance, \$75,000.

Baltimore block, \$200, insured.

Washington block, \$200, insured.

Barrett block, owned by A. H. Barrett; total loss, insurance amounting to 90 per cent.

George Woodworth block, owned by Rose & Pearson; total loss; partly covered by insurance.

Waltrove-Shee Company; loss \$16,000; insurance, \$3000.

Clark block; damage, \$2500; fully insured.

Goldberg block; damage, \$1000; fully insured.

Renshaw block; damage, \$2500; partly insured.

Ogden block; total loss; insurance, \$40,000; owned by Harry Cannon and James Davis.

Atlantic block; loss, \$11,000; fully insured.

V. Straesberger, cigar store; \$