

MYSTERIOUS MOVES

Secrecy is Watchword at Boise Trial.

DETECTIVES EXTREMELY BUSY

Prosecution and Defense Are Watching Every Move of Opponents Through the Eyes of a Score of Detectives—Counteracting Evidence Desired.

Secrecy is the watchword of the men who are conducting the prosecution of W. D. Haywood, charged by the State of Idaho, with compassing the death by assassination, of a former chief executive, and mystery surrounds every move made by counsel retained by the Western Federation of Miners to defend their secretary. The case has reached the state where every move on the present state attorneys is more closely watched and reported on by a score of sleuths employed by the defense in order that counteracting evidence may be secured from points in the four or five western states where the alleged conspiracy, culminating, according to the allegations of the prosecutors in half a hundred murders, played its part and from which the state is producing witnesses. While the state has its day in court, another score of detectives watches the employees of the defense in the hope of uncovering some new move by which counsel for Haywood hope to clear their client from the charge of murder. In these last few days during which the state hopes to clinch and corroborate beyond a doubt in the minds of the 12 men with whom the final judgment rests, the story told by Harry Orchard, the self-confessed co-conspirator with Haywood, a tremendous activity is apparent. Witnesses for the state are arriving and more are expected to arrive today. The witnesses for the defense, numbering between 150 and 200 will be here by the end of the week. Colorado supplies the large number of these, but California, Idaho and Washington will send others.

Among the state's witnesses who arrived late yesterday was Judge Goddard, a justice of the supreme court of Colorado, who was hunted by Orchard. A bomb was planted at Judge Goddard's gate in Denver, but which failed to explode, was dug up by Bulkley Wells, adjutant-general of Colorado, after Orchard made his confession telling where the bomb was planted. A woman witness here from California, who kept the house in which Orchard roomed while in San Francisco, is expected to testify that while Orchard was in her room she found evidence that in the light of his confession, shows he tried experiments with the trigger for a bomb. She found, it is said, a small screw eye in the door of the room with a piece of fishing line passing through it and a cork at one end. The fishing line corresponds, it is alleged, with the piece of fishing line passing to the bomb that killed Steunenberg and a section of which was found in Orchard's trunk at Caldwell, after his arrest. Young Charles Neville will be one of the witnesses today, but it is possible that he may be held until later

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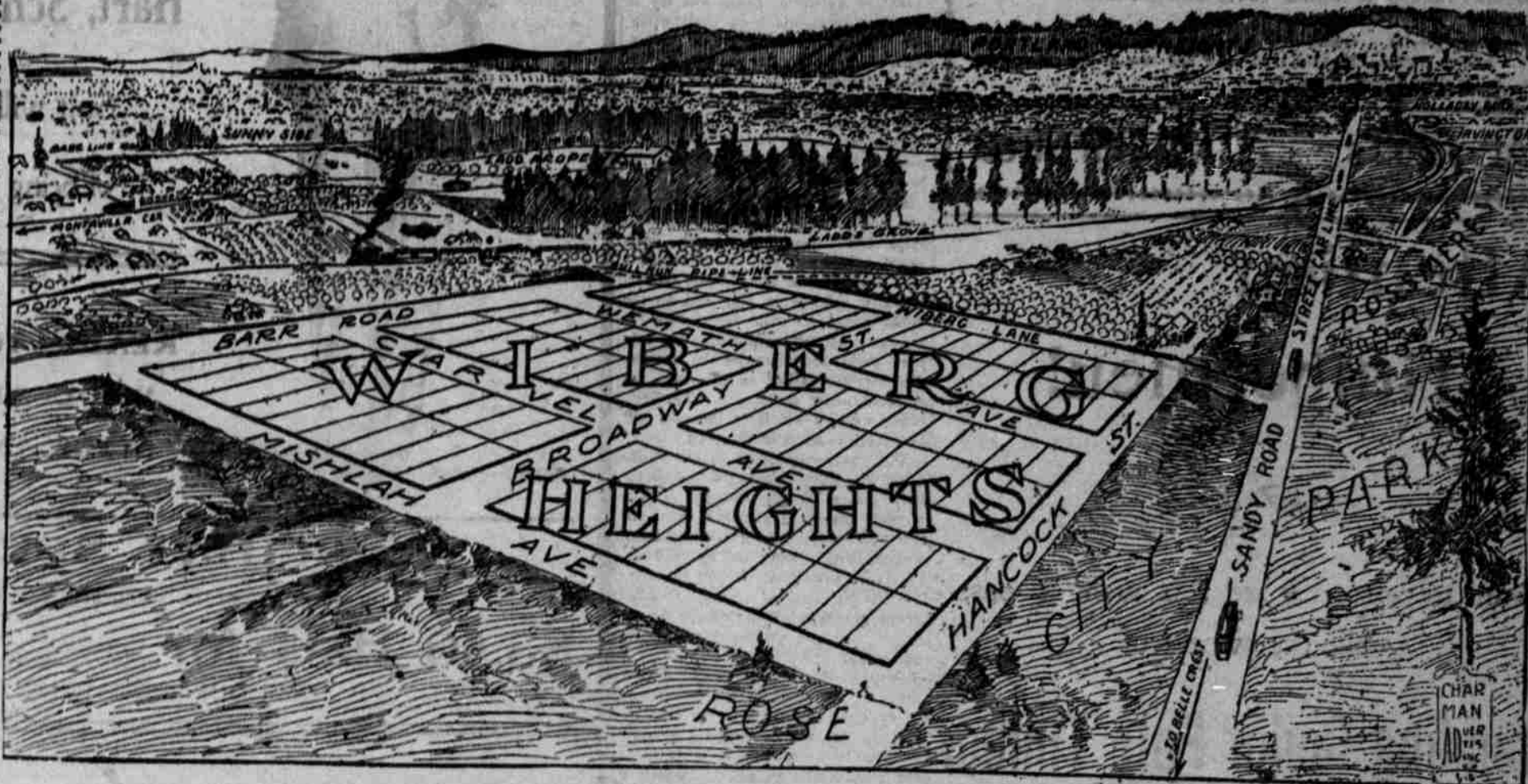
The Home's the Thing! If you've got a home, "Be it ever so humble," you are fortified against want.

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as counsel for the state intimate that they have more documentary evidence to introduce.

The witness on the stand at the opening of court this morning is Ed Boyce, now a very wealthy man and one of the owners of the Hercules mine in the Coeur d'Alene of which Orchard owned at one time a sixteenth share. Boyce was for several years the president of the Western Federation of Miners. He has identified the Miners' Magazine as the official organ of the Federation. It

was in fact started under his direction, when president. With the opening of court this morning the fight turns on the introduction of copies of the magazine. Those which have been offered in evidence contain a number of articles commenting on former Governor Steunenberg. Some of these articles are over the signature of W. D. Haywood, and the state hopes to get them in as proof of the animus that existed in Haywood's mind against the Governor who had driven the Federation from the state and whose example had been followed by the Governor of Colorado, in the calling out of the militia to quell disturbances, and regulate the mining towns.

The state now expects to close its direct case by Friday night when it is probable court will adjourn over Monday. The opening of the defense will probably take one day and then will commence the attack on the story told by Orchard. Counsel for the defense will, at the close of the state's case, however, move to strike out Orchard's entire story on the ground that the state has failed to link Haywood with the murder of Steunenberg, with which he is charged. This under ordinary circumstances, it is said by counsel for Haywood, might be a somewhat pertinent matter, but in the present case they hold that the state has not so far made good its case and they expect Orchard's story to be stricken out in which case they say the case against their client would fall to the ground.

Counsel for the state hold that their case is not complete and that the defense has no means of knowing the amount or the quality of the corroborative testimony yet to come. In any event, the argument on this motion is likely to be exhaustive.

INCREASED FACILITIES.

Pacific Coast Industries Will Benefit By Improvements.

NEW YORK, June 19.—That Pacific Coast industries will benefit largely by increased facilities, provided on the Harriman lines to avoid as far as possible a repetition of last year's delays in freight movement, is shown by information obtained today from officials of these lines. Last year's enormous increase in demands upon the carriers indicates what this year's requirements will be. From a tonnage of 32,000,000 in July, 1905, the south-bound lumber movement alone on the Southern Pacific lines in Oregon to points outside the state jumped to 73,400,000 tons in June, 1906, an increase of 820 carloads, or

129 per cent. The east-bound tonnage in the same time increased from 13,000,000 tons to nearly 32,000,000. This unprecedented gain of more than 60,000,000 tons in a single commodity was responsible for delays that have occurred in spite of arrangements made in advance to handle an expected increase of the lumber business. New freight-car equipment on the associated lines of the Union and Southern Pacific and the Oregon lines, delivered since last June and ordered for delivery by the end of this month, amounts to

	New	Total
Cars	June 30	
Union Pacific	3,852	18,335
Oregon Short Line	2,200	8,291
Oregon R. & N.	600	3,282
Pacific System	3,969	29,687

The increase in car capacity on the Harriman lines on June 30 will be 535,000 tons. This, with existing equipment, gives these lines a total freight car capacity of 2,730,776 tons. New trackage and motive power have kept pace with this increase in rolling stock.

The pooling arrangement in force on these lines means that their cars are "at home" anywhere on their rails, and equipment can be diverted from one line to the other, wherever it is most needed. Last year the San Francisco disaster complicated the transportation problem on the Pacific Coast, and it was made still more difficult to handle by the fact that eastern lines were unable to furnish their quota of equipment for business originating in this territory.

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