

BUTTE INTER MOUNTAIN

VOL. XXI, NO. 286

BUTTE, MONTANA, TUESDAY EVENING, FEBRUARY 25, 1902,

PRICE FIVE CENTS

FOUR MEN ARE BURNED UP AT MACE, IDAHO

WORST DISASTER IN THE HISTORY OF THE COEUR D'ALENES LAST NIGHT.

SEVERAL OTHERS MAY DIE

Boarding House of Finch and Campbell Caught on Fire in the Night—Four Men Could Not Be Awakened in Time.

(Special to Inter Mountain.)
Spokane, Feb. 25.—One of the worst disasters in the history of the Coeur d'Alenes occurred last night at Mace, Idaho. Twelve men are in the hospital and the bodies of four others are in the ruins of the boarding house of the Standard mine, owned by Messrs Finch & Campbell of Spokane.

The boarding and bunkhouses lodged about 60 men last night. A little after midnight flames burst out in the boarding house, spreading throughout the halls and shutting off all escapes except through the windows.

Four men are missing. It is believed they could not be aroused in time or attempted to escape through the hallways and were burned to death. The Standard company, however, refuses to make their names public until the lists can be revised and the missing made certain.

Jumped from Windows.

Twelve men who jumped from the windows were injured, some by flames, others by falling on rocks. It is believed that they may die.

These are:
D. McCallum and John Bowday, both badly burned.

The rest of the injured it is thought may recover.

All were placed on hand cars and taken to the hospital at Wallace.

The list of dead miners found in the ruins of the Standard boarding house at Mace is as follows:

J. W. EDWARDS,
D. R. MANN,
EUGENE BANGS,
M. T. MOORE.

The list of those less seriously injured are:
A. Townsend,
T. Tarbough,
K. McKenzie,
P. Bowers,
R. M. Eberhart,
L. Z. Eberhart,
J. B. Bond,
John McAuliff,
W. C. McConnell,
A. H. Adams.

The company was equipped with apparatus for fighting fire, but the flames spread so rapidly that both the boarding house and bunkhouse were destroyed.

The cause of the fire is not ascertained. It is said to have started in the drying room on the second floor of the boarding house.

BOARD OF PARDONS

THREE MEN RECEIVE EXECUTIVE CLEMENCY TODAY.

F. B. GARDNER IS PARDONED

Judge Brantly Wrote Strong Explanatory Letter Which Had the Desired Effect on the Executive and Board.

(Special to Inter Mountain.)

Helena, Feb. 25.—The board of pardons met this morning and passed on three applications favorably.

The sentence of Jesse White, who was committed to the penitentiary from Gallatin county for grand larceny for one year from November 3, 1901, was commuted to a reform school sentence.

Pardon was granted to William S. Seifred, convicted of an attempt to commit grand larceny in Cascade county and sentenced to three years in the penitentiary. His term would have expired September 3.

Like clemency was extended to F. B. Gardner, convicted of burglary in Deer Lodge county October 18, 1898, and sentenced to 10 years in the penitentiary.

A letter to Governor Toole from Chief Justice Brantly was principally responsible for Gardner's pardon. Justice Brantly stated in a letter that he did not believe Gardner was properly convicted; that he might have been guilty of assault on the woman he was living with, but that he never committed burglary.

Justice Brantly was sitting as judge of the case, and he says he told the attorney appointed to defend Gardner that he would grant a new trial if it was asked for, but the attorney made no move.

NAMES ARE RESTORED.

(By Associated Press.)

Washington, Feb. 25.—The names of Senators Tillman and McLaurin of South Carolina have been restored to the roll call of the senate.

LAUNCHING OF THE GERMAN EMPEROR'S YACHT

ROAR OF CANNON AND MUCH CHEERING

MISS ROOSEVELT CUT THE CORD WITH SILVER AX

Before the luncheon given on the imperial yacht Hohenzollern today in honor of President Roosevelt by Prince Henry of Prussia, a golden bracelet with a picture of Kaiser Wilhelm in diamonds was then presented to Miss Alice Roosevelt. It was the emperor's gift to the young lady as sponsor for the new yacht Meteor. The presentation was made by Prince Henry in behalf of his brother, the emperor.

The prince made a brief address and the young lady thanked him very much. The bracelet is of very handsome workmanship and the portrait of the emperor in diamonds is well made.

(By Associated Press.)

New York, Feb. 25.—The special train bearing President Roosevelt from Washington to the launching of Emperor William's yacht, the Meteor, reached Jersey City at 6.40 a. m. The president remained on board until the arrival of the prince's train a few minutes afterward. A cylinder head on the engine of Prince Henry's special blew out and the train was more than an hour late in reaching Jersey City.

The accident occurred shortly after leaving Baltimore. The stalled train was pushed into Magnolia, Md., by a passenger train and there got a new engine. There were some other minor delays en route occasioned by the change of schedule.

The weather was most inauspicious. A

IN SUPREME COURT TODAY

JUDGE HARNEY MUST PASS ON MINNIE HEALY CASE OR SHOW CAUSE.

WRIT RETURNABLE MONDAY

Case of Starke Against James A. Graham et al Relative to the Rose Lodge Claim Filed Today by Attorneys for Plaintiff.

(Special to Inter Mountain.)

Helena, Feb. 25.—L. O. Evans, a Butte attorney, this morning made an application in the supreme court and was granted a writ of mandamus in the case of the State ex rel Finlen vs. Heinze, the court ordering the writ to issue returnable next Monday at 10 a. m.

It commands Judge Harney to pass on and determine the motion for a new trial in the Minnie Healy case, or show cause why he does not do so.

The case of Arthur Starke vs. James A. Graham, J. W. Fairfield and Charlotte Pressner was brought to the supreme court today on appeal from the district court of Silver Bow county.

The Rose lodge claim, in Silver Bow county, is concerned in the litigation. The case was begun November 1, 1901.

The Plaintiff Appeals.

The plaintiff claims a two-thirds interest in the Rose claim, and alleges that on January 1, 1901, the defendants unlawfully entered upon that claim and ejected plaintiff, and by means of underground workings began to extract ores therefrom.

The plaintiff prayed judgment for recovery of claim and costs and asked that an injunction be issued against the defendants.

A temporary restraining order was issued and the defendants were commanded to show cause November 26.

Continuance was taken until December 4, when the application for an injunction was denied and the order previously made in the case was dissolved. From this decision the plaintiff now appeals.

Botha Surrender Rumor Denied.

(By Associated Press.)
London, Feb. 25.—The war office today denied the rumors which were circulated in the lobby of the house of commons last night that Gen. Louis Botha, the Boer commander-in-chief in South Africa, has made an offer to surrender on certain conditions. The story appears to have come from Paris.

French Vessel Lost.

(By Associated Press.)
Calais, France, Feb. 25.—The maritime authorities here have posted as lost the sailing vessel Jules Jean Baptiste, bound for St. Malo, France, which has long been overdue. There were 80 persons on the vessel, including 60 passengers, mostly working people.

National Bank Closed.

(By Associated Press.)
Washington, Feb. 25.—The comptroller of the currency today appointed National Bank Examiner J. W. Delay receiver of the First National bank of Belmont, O., upon telegraphic advice from the directors of the bank that they had closed the doors.

Union Stock Yards Report.

Chicago, Feb. 25.—The annual report of the Union Stock Yards company, just completed, shows that 1901 was a record breaking year. The total receipts of live stock of all classes amounted to \$15,667,162 head, the aggregate value be-

ing \$285,953,239, an increase of \$1,024,847 head, and \$205,540,516 in value over the receipts in 1900. This value of live stock received is the largest in the history of the yards, being \$18,225 larger than the number of head received in any former year.

Returning From Philippines.

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Old Man Gets a Judgment Against Street Car Company.

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Even for a death it has only once been exceeded.

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