

AT LAST HE GETS IT.

THE DENNY HOTEL DISMISSED APPEAL IN DENNY HOTEL CASE.

Judge Hummer's Decision Giving P. S. Potvin a Judgment, Now Amounting to \$210,000, Stands, Because All Parties to the Action Were Not Given Notice of Appeal.

The Denny hotel case, which has furnished employment for many lawyers and has made it interesting to such a number of creditors, is at last finally settled by the supreme court, which has dismissed the appeal of the Cornell University against the judgment granted by Judge Hummer to P. S. Potvin. It has been a long, weary wait for a settlement, and there will probably be relief felt by all connected with the case, even the lawyers. The judgment rendered to Potvin includes also the numerous and diverse claims of claimants who have liens on the Denny Hotel Company. But Potvin is the one who has won. He has a few paltry thousands left, while he, after paying all his claims, will get about \$210,000, a fortune. His attorneys, Stratton, Lewis & Gilman, John Wiley and George E. De Beistiger, will divide the \$210,000. Although the judgment now amounts to \$210,000.

Fabien S. Potvin was the contractor who built the Denny hotel for the Denny Hotel Company. Times were booming and the hotel was planned in accordance with the large ideas which then prevailed in everything. It was to be a first-class hotel, and it was to be a place where the comforts of a home, and more, too. But it cost a great deal; money began to run short, stockholders refused to put up more money, and the hotel was abandoned. The mortgage was paid on a mortgage. This mortgage was purchased by Cornell University. The \$100,000 of the other money had gone, and still there appeared but the skeleton of the magnificent hotel intended. Then, after working awhile for nothing, they gave it up and went to fighting in the courts. Everyone who could find any excuse for going took a hand in the fight. There were about thirty lawyers, and each one had from one to half a dozen lawyers. When they gathered together in a court room it was like a convention of attorneys. The Cornell University, the Denny Hotel Company was defended by Denny, Shepard & Wood. It was a most bitter contest, and for the last three or four years has kept the legal mind occupied at a high tension.

The decree in the consolidated Denny hotel case was signed by Judge Hummer in the superior court last March, awarding Potvin a judgment against the hotel company in \$210,000, with interest of ten per cent, together with an attorney's fee of \$10,000, the ten of the judgment to be paid to that of the \$100,000 mortgage held by the Cornell university. The hotel building and grounds were ordered to be sold, and the proceeds applied as follows:

Table with 2 columns: Item and Amount. Includes Western Mill Co., J. Hatfield, Peter Stark, etc.

Fourth-To the payment of the judgments and liens of the first rank, the judgments and liens to bear interest at 10 per cent. from their respective dates, together with their legal fees for filing and recording, as follows:

Table with 2 columns: Item and Amount. Includes Western Mill Co., J. Hatfield, Peter Stark, etc.

Seventh-Any balance left, to Potvin, in such an amount as, taken with the payments in accordance with subdivisions 2, 4, 5 and 8, would not exceed \$18,327.38, with interest.

Eighth-Any balance left, to be paid upon the judgment of Murphy & Wright, together with attorney's fee of \$10,000, and costs and interest.

Ninth-Any balance left, to be paid upon the judgment of Murphy & Wright, together with attorney's fee of \$10,000, and costs and interest.

Tenth-Any balance left, to be paid upon the judgment of Murphy & Wright, together with attorney's fee of \$10,000, and costs and interest.

Eleventh-Any balance left, to be paid upon the judgment of Murphy & Wright, together with attorney's fee of \$10,000, and costs and interest.

Twelfth-Any balance left, to be paid upon the judgment of Murphy & Wright, together with attorney's fee of \$10,000, and costs and interest.

Thirteenth-Any balance left, to be paid upon the judgment of Murphy & Wright, together with attorney's fee of \$10,000, and costs and interest.

Fourteenth-Any balance left, to be paid upon the judgment of Murphy & Wright, together with attorney's fee of \$10,000, and costs and interest.

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A GROWING BUSINESS.

ANAPAPOA TAKES FULL CARGO TO CENTRAL AMERICA.

The large steamer Anapaopa, which has been chartered to the Central American route, sailed for the South yesterday morning with 1,600 tons cargo. Her Seattle cargo amounted to 100 tons, made up as follows: 50 tons from San Juan, 200 tons from the Rockford mills, 400 sacks; bran, 2 cars; beef, 50 cases; lumber, 500 feet, and 500 coffins. There were 50 passengers from Seattle.

There was at least one man dissatisfied when the Anapaopa sailed away yesterday. He was a passenger who had left the vessel and had not received what he considered justly due him in wages. He worked a year's pay without having received it, and as a result he had left the vessel and had not received what he considered justly due him in wages.

There has been much speculation as to the fate of the Anapaopa in her new undertaking. The latest and apparently most authentic report is that she is being managed by her owner, Clarence Gichrist, with headquarters at Washington City, D. C., Liverpool, England. He has been on the Sound since October 15. The Puget Sound Steamer Line, which is the Anapaopa Company, which runs the Transit, is endeavoring to arrange for a consolidation of the two lines, or at least to fix on a schedule which will do away with the possibility of conflict between the steamships.

All the vessels of the revenue cutter service on the Pacific coast are to be inspected. At the head of the board of inspection is Capt. John W. Collins, engineer in chief of the revenue cutter service, with headquarters at Washington City, D. C. The two other members of the board are Capt. C. L. Hooper, superintendent of construction on the Pacific coast, and Chief Engineer A. D. Dyer. They will arrive here next week, and will inspect the work on the new revenue cutter Golden Gate.

The revenue cutter Bear is expected to arrive today from Port Townsend. The Grant took coal at the Gilman bunkers yesterday.

The Western roads come into the picture to make a rate of one fare for the round trip to the convention of the Western Christian Temperance Union to be held in St. Louis in November. Now the Central passenger committee lines have made the rate, and the roads in the Western Passenger Association are reconsidering their refusal. It is probable that they will make one fare rate.

The Great Northern has issued a notice under date of November 3 that the Northern Steamship Company's business will discontinue receiving shipments of goods from Seattle, Tacoma, Olympia, Delphi, Pittsburg and Cincinnati on November 21; Boston and New England on November 22; and Buffalo on November 23, and from Cleveland and Detroit on November 24. The Northern Steamship Company's notice is the last of the traffic lines to be issued.

The Northern Pacific has issued a tariff effective November 9 on canned goods in the load lots from Boston, New York, Philadelphia and Baltimore to Seattle, Tacoma and North Pacific points, 60 cents per hundred weight. This is an all-rates tariff. The rate from some points to destinations as above by lake and rail on the same commodity is 60 cents per hundred weight. Minimum weights, 2,000 pounds. The former rates were all-rates, 5 cents; lake and rail, 70 cents.

The Northern Pacific has issued a joint agreement on minimum weights with the Seattle & Montana Railway, the Everett & Mount Vernon Railway and the Everett & Monte Cristo roads on lumber, lath and shingles from North Pacific coast points, effective November 1, as follows: Furniture cars, all in excess of 100 cubic feet, 200 cubic feet, all lengths, 20,000 pounds; other than named cars, 20 feet or less, 20,000; over 20 feet, including 24 feet, 20,000; over 24 feet, including 26 feet, 20,000. On fir logs, lumber, cross arms and gutting, in cars 20 feet long, 20,000; in cars over 20 feet, 40,000 pounds; long timbers, requiring two cars, 20,000 to each car.

The shipper of one in the Methow district are to receive a substantial benefit in the cut rate which has been established by the Great Northern railway in connection with the Wenatchee river steamer city of Ellensburg, of which Capt. Griggs is the owner. The new tariff will allow shippers of low grade ore to place their ore in the Everett smelter at 37 per cent. The rates for high grade ore will be the same as heretofore, 58 per cent. The rates at which shipments are accepted at the lower tariff is of 25 per cent value. The smelter works have also reduced their rates for treatment from 25 to 15 per cent. These changes have run in the past as high as 42 per cent. The tariff will be published as soon as the points involved by the reduction have been ascertained.

The one vacancy in the new board of administration of the Western Freight Association still remains unfilled, and another meeting will be necessary before the new organization can be organized. Four of the positions on the board have been filled. The one vacancy would have been filled had General Manager Monroe, of the Union Pacific, accepted the appointment. The delay will not be long, however. The roads are all agreed as to the policy to be carried out, and the carrying into effect of the policy adopted by the association, and on the day the association entered upon its new November 2. The restoration of rates to the old reduced rates, and as many of these contracts will not expire for twenty days or more, the full effect of the restoration may not be felt until that time has expired.

The Great Northern railway, in connection with the Seattle & Montana, Palouse & Southern, New Westminster Southern, Willapa & Skagit, Puget Sound, Puget Bay & British Columbia, Seattle & International, Everett & Monte Cristo and the Seattle & Montana railways has issued a joint tariff on lumber, shingles, poles, fence posts, fence material, lath, or mixed car loads. The minimum weights are as follows: Lumber, 20,000 lbs. all lengths, 30,000 pounds; refrigerator cars, all lengths, 20,000 pounds, cars other than above, 20,000 lbs. over 20 feet, 20,000 lbs. including 24 feet, 20,000; over 24 feet, including 26 feet, 20,000; over 26 feet, including 28 feet, 20,000; over 28 feet, including 30 feet, 20,000; over 30 feet, 20,000 lbs. including 32 feet, 20,000; over 32 feet, 20,000 lbs. including 34 feet, 20,000; over 34 feet, 20,000 lbs. including 36 feet, 20,000; over 36 feet, 20,000 lbs. including 38 feet, 20,000; over 38 feet, 20,000 lbs. including 40 feet, 20,000; over 40 feet, 20,000 lbs. including 42 feet, 20,000; over 42 feet, 20,000 lbs. including 44 feet, 20,000; over 44 feet, 20,000 lbs. including 46 feet, 20,000; over 46 feet, 20,000 lbs. including 48 feet, 20,000; over 48 feet, 20,000 lbs. including 50 feet, 20,000; over 50 feet, 20,000 lbs. including 52 feet, 20,000; over 52 feet, 20,000 lbs. including 54 feet, 20,000; over 54 feet, 20,000 lbs. including 56 feet, 20,000; 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