

MILWAUKEE PLANS MEAN MUCH FOR PUGET SOUND

THE FLURRY IN TIDE LAND PROPERTY IN THIS CITY CONTINUES UNABATED—WHAT THE EXTENSION OF THE MILWAUKEE MEANS TO SEATTLE

That the Chicago, Milwaukee & St. Paul railroad has decided to extend its line from Everts, South Dakota, to Seattle is considered by the local business men as one of the greatest compliments ever paid to this city. That a road would spend millions of dollars in constructing a line to the Sound shows that the promoters of the enterprise have great faith in the future of this city and the advantages it offers for business.

As has been shown before, the Milwaukee is now constructed as far west as Everts and Chamberlain, South Dakota. Its branches into the great wheat raising section of the Middle West make it one of the most important in the territory. It is connected with all the great cities of the Middle West and has a perfect network of tracks from Chicago west as far as the Dakotas.

The construction of its line to the Coast would give it an independent outlet and place it in direct competition with the Northern lines. It will give to Seattle and the Puget sound another communication with the East over a transcontinental railroad and give local shippers the benefit of a reduction in rates that would follow direct competition with the lines now reaching here.

A line from Everts to Seattle will necessitate building about 1,300 miles of road and, considering the cost of construction of railroads in the West, this line would cost the Milwaukee about \$25,000,000. Of this amount \$25,000,000 was raised by a bond issue voted by the stockholders a year and a half ago.

At the time this bond issue was voted the object was not given to the public, but it is now apparent that it was for the purpose of extending the line to the Pacific coast.

The profits of the Milwaukee are enormous. Last year the earnings were over \$10,000,000 more than the expenses, and a good part of this can be used for the extension of the line. It is said that with \$25,000,000 as a nest egg the Milwaukee could easily build the line to the Sound from the earnings of the road without future bond issues.

To the Milwaukee the new line opens up a new field and places it in direct touch with the growing Pacific Northwest. It will give it an opening into the mining districts of Washington, Idaho and Montana. It can then enter into the Oriental trade in which it will compete with J. J. Hill and his fleet of big Oriental liners. It can bring products from the East to the coast on its own line and ship it to the Orient in its own vessels.

To Seattle the road means as much, almost, as any other enterprise that has been promoted in its history. In the first place, it is one of the best advertisements Seattle could wish, showing that the Milwaukee railroad has confidence in the future of the city enough to build hundreds of miles of road in order to reach here. It shows that the railroad officials and the men who actually have to put up the cash realize the strategic advantage of this city.

It is very probable that to accommodate the cat's paw business that will come to this city on account of the road there will be an increase in the number of vessels entering this port, if not another new Oriental line. These will make a big increase in the shipping business of the city. Conservative business men of the city consider that the building of the Milwaukee to Seattle means that before many years this city will be the metropolis of the Coast and the most important port on the Pacific.

In fact, many of the real estate dealers have figured out that this will be brought about within a few years. The BENEFIT TO SEATTLE is not problematical, but something real, if the Milwaukee actually completes its line to this city.

Business in all lines will be stimulated, rates reduced so that Seattle products can successfully compete with those of the Middle West, settlers and homeseekers induced to come here in greater numbers, and above all, capital led to come for investment. When the Milwaukee says to the financiers of the East that it has enough CONFIDENCE IN SEATTLE to build 1,300 miles of road to this city it will be a guarantee to them that the city offers great inducements to Eastern money.

With the Milwaukee running into the city over its own lines, the city will be placed in a better commercial position than any other city on the Coast. It is now nearer the Orient than San Francisco. The finest harbors in the world are found on Puget sound and the opportunities to build up a great commercial section here are boundless. On the other hand, here are great opportunities for industry and manufacturing establishments of all kinds. The agricultural and mineral products of the country are greater than any other section of the United States, and the lumber industry is unsurpassed.

There are some of the reasons why the Milwaukee desires to get into Seattle. There are hundreds of reasons why Seattle should desire that the Milwaukee come here. The

problem of railroad rates on lumber, iron and numerous products necessary to home industries would then be solved by competition. While President Earling, of the Milwaukee, and many of the other officials of the road DENY ANY KNOWLEDGE of the proposed new line, their agent is procuring options on tide lands and rights-of-way in Seattle and Tacoma, and between these cities. It is only natural that they should make a denial until they had a control of the field that would assure them entrance into the city.

It is not the custom of railroad men to go to work procuring rights-of-way and terminal privileges with brass hands. They generally get some unknown quantity to do the work, while they do the denying. Should they give out their intentions the wonderful stimulus it would give to property values would necessitate the doubling of the amount they would be obliged to invest.

FIRE!

STETSON-POST MILL DAMAGED \$75,000 BY BLAZE THIS AFTERNOON—HEROIC WORK OF FIREMEN PREVENTED A FAR LARGER LOSS

Bulletin.—3:40—The big fire is out by heroic work the firemen saved the main mill building and the saw and door factory in connection. The loss will not exceed \$75,000 and was confined to the planing mill, dry kiln and the stock of lumber in the yards. The loss is partially covered by insurance.

Fire broke out in the dry kiln of the Stetson-Post sawmill, near the foot of King street, at 2:15 o'clock this afternoon and is burning fiercely as this edition of the Star goes to press. The fire department is badly handicapped by lack of water, and it now looks as if several large machine shops in the vicinity would be burned.

Bulletin.—At 2:50 o'clock the entire mill plant is now threatened with destruction. The wind which had been blowing from the west has shifted and the main mill building is now on fire. The loss will be fully \$150,000, unless the department succeeds in getting control of the flames.

Several buildings to the east of the mill are now ablaze. Bulletin.—At 2:45 the Campbell Brothers' machine shop caught fire. All lumber and other inflammable material below the Campbell Brothers' plant is now being dumped into the bay. The flames are sweeping everything in their path.

In spite of the heroic efforts of the fire department the fire leaped across First avenue at 3 o'clock and is eating its way into the wooden structures on the east side of the street. The whole district is burning under a pall of dense smoke.

The Stetson-Post mill is one of the largest in the city and its value is estimated at \$125,000, and the stock of lumber in the yards at about \$15,000 more. The district in which the fire is located is just below the King street coal bunkers the Pacific Coast Company and is occupied by scores of factories, all of which are housed in wooden frame structures and will be easy prey to the flames.

The Moran shipyard is within a few blocks of the fire, which is moving in that direction. The firemen are working only to have the adjoining property. The mill and mill buildings are doomed with the exception of the office and the stables. The fireboat is doing splendid work.

Victor Von Plaetse, a Belgian laborer 25 years of age, had his back broken last evening by being crushed between an Interurban car and the station platform at Orilla. It is thought that he is fatally injured and his death is expected at any moment.

The man, who intended to go to work in the night at Orilla today, was hurt in jumping off the rear platform of the passenger coach of the Interurban train which left Seattle at 6 o'clock, before the station was reached. He clung to the steps and when the train came to the platform, was thrown under the car and caught in a death trap. He screamed for help and waved a bloody hand from beneath the train, and in an instant a crowd had gathered.

It was with some difficulty that Von Plaetse was gotten out from under the car. He was conscious and was placed in the baggage car. Von Plaetse's head had been slightly cut and his foot burned to the bone by coming in contact with the electric shoe on the side of the car, and it was thought by the train hands that these were all his injuries. The train was met at Kent by Dr. Owen Taylor. The injured man was taken at once to Dr. Taylor's hospital, where it was found that his back was broken at about the fifth vertebra, and that he could not recover.

The injured man feels no pain at all on account of the nature of his injuries, and is perfectly conscious and able to discuss his affairs. A priest was with him all night. Von Plaetse is a widower with two children, who are living with his parents in Belgium. He came to this country about two years ago and had intended sending his family in a few months.

A WORD TO THE CITY FATHERS

According to the present program the city council will, tonight, take up the franchise recently granted the American Improvement company, which has agreed to furnish Seattle consumers with dollar gas.

The present scheme is to indefinitely postpone action on the franchise, which is equivalent to killing it. The city fathers should consider well before they kill this franchise and allow the verbal agreement of the Seattle Lighting company to go to the consumers with gas for a dollar after August first.

They should particularly exercise caution when the grant is put into legal form, so that with it does go an EXCLUSIVE FRANCHISE. There is absolutely no question but what the Seattle Lighting company will now fight to secure such a grant in return for the promise of dollar gas. A promise, which it must be remembered, was only made because the American Improvement company's grant was a dangerous club held over the head of the company. The promises of corporations are dangerous to pin too much faith on. They should ever be taken with a grain of salt and swallowed slowly.

If the councilmen can, and they should, so arrange it if the old company will be compelled to furnish gas for or larger per thousand cubic feet and of good quality, well and but the city fathers should not forget the fact that the stipulations will hold them responsible for safeguarding the interests.

Before the franchise of the American Improvement of is killed the councilmen should impose upon the franchisee an old company exactly the same conditions with which it has hedged the new company's grant. The old company's franchise may look good, but it is a top plan to "BEWARE OF THE GIFT-BEARING GREY."

FERGUSON CASE NEARING END

(Special to The Star) COLFAX, Wash., June 27.—Interest is unabated in the Dr. Ferguson case, in which the physician is charged with manslaughter as the result of the death of Agnes Downs following an alleged criminal operation.

The testimony of Dr. Ferguson was on the stand and corroborated most of the testimony given by former witnesses, except that of the death bed statement of Miss Downs. His testimony, and also that of Mrs. Will Cahoon, Miss Lucy Hogan, Miss Ada Tompkins and Miss Lettie Tiff, all of Colfax, showed that Miss Downs was alone with Ferguson in his private office not to exceed eight minutes on the day on which she died. The criminal offense was formed.

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ST. LOUIS, Mo., June 27.—Edmund Hirsch, ex-member of the St. Louis house of delegates, pleaded guilty today to the charge of boodling placed against him by Circuit Attorney Folk. He will receive a sentence of not less than five years.

NEW YORK, June 27.—The 26-foot sloop yacht Elsie and Katie was capsized in a storm in the bay, off 47th street, Brooklyn, and five persons were drowned, yesterday. Eight other persons aboard the yacht were thrown into the water, but were rescued by members of the Second Naval battalion, who put off from the armory in whale boats.

SHOT AT BURGLAR

Mrs. E. P. Hagusman, whose husband is an employe of the Seattle Electric Company, took a shot at a burglar last night at her home near Lake Washington near Leach park.

Mrs. Hagusman was about to retire for the night when the man attempted to enter the tent. Her husband had not yet come home from work and she promptly defended her summer castle with her shot.

She says the man fell to the floor of the tent when she fired and that she believed he was wounded. The police, who investigated the affair, believe the man must have been floored by surprise at his hot reception, but not hurt by the bullet.

STILL IN A TRANCE

The Madison park beer garden license will come up once more before the license and revenue committee this afternoon, probably for the second time. It is the general belief that the committee, and following it the council, will dispose of it quietly. Certain members of the committee have tried to draw Mayor Ballinger out publicly on the matter, but they have not succeeded.

The license was discussed in executive session at the last meeting of the committee. At its conclusion a sub-committee, consisting of Bowen, Benjamin and Burnett, called upon Mayor Ballinger for his views upon the subject. The mayor told them plainly that he would veto the ordinance if it were passed. Neither he nor the members of the committee, however, have yet announced that this is what was said, although they have admitted it to intimate friends.

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MUTINY MYSTERIOUSLY DISAPPEARED

Storm, pestilence, mutiny, accident and death have delayed the steamer Shawmut, which is now overdue at this port from Yokohama, according to a story which reached this city from Victoria today, all knowledge of which is denied by the local agents of the Boston Steamship company, the Shawmut, which was reported to have sailed from Yokohama June 5, was forced to put back by a series of accidents soon after she left that port and did not get away again until June 16. She was due in Seattle June 21 and the fact that she has not yet been reported from the Victoria lends color to the story of her alleged misfortunes.

The Victoria story is to the effect that the Shawmut ran into a terrific storm within a few days after leaving Yokohama and narrowly escaped being wrecked. Hardly had she escaped this danger when a mysterious epidemic broke out among the Chinese stokers and 12 of them died within a few hours. The remaining coolies, frightened out of their wits, demanded that the ship be taken back to Yokohama.

The officers of the Shawmut laughed at their fears and attempted to quiet them with soothing words. Then threats were found necessary, and finally mutiny broke out and was quelled only by force of arms. The rebellious coolies were placed in irons and their passengers and crew alike went into a stokehole and kept up the fires until the steamer had been worked back to Yokohama.

A new crew was shipped and repairs made to the vessel's leaking boilers, which were strained during the storm. Then she resumed her voyage. With \$1,200,000 in gold dust, nuggets and bars, the steamship Humboldt is now en route to this city from Skagway. The news reached here in a telegram from the agents of the Pacific Coast Steamship company at Juneau, which stated that the vessel left that port at 12 o'clock on June 25. The vessel left Skagway early this morning, arriving in Juneau eight hours later. The officials of the Pacific Coast Steamship company stated this morning that most of the gold was the result of the spring clean-up in the Tanana district.

This is the largest single shipment of treasure that has been shipped from any part of Alaska during the spring, the largest shipment prior to this being \$554,000, which came down on the steamship City of Seattle. The Humboldt should reach this city Tuesday evening.

SOLD MORTGAGED FURNITURE

A complaint was filed in the prosecuting attorney's office this morning by City Detective Wappenstein, charging Robert A. Seater and C. W. Cox with obtaining property under false pretenses. Others are said to be implicated in the case. The furniture dealer on Pike street. He alleges that furniture to the value of \$72.25 was taken from his store under fraudulent representations. Cox maintains that a Mrs. Cole, of Ballard, sent him to buy the goods, and that he was acting in good faith, and that he was working for Wood at the time the sale was made and says that the goods were to be sent to 511 Thomas street. This was found to be a vacant shack. Both men are under arrest.

It is thought by the police that this is only one of many deals of like nature that have been carried through by these men.

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MULTI-MURDERER EAGER FOR DEATH

(By Scripps News Ass'n.) NEW YORK, June 27.—Frank Burness was put to death in the electric chair at Sing Sing prison early today for the murder of a sea captain in the port of New York last fall. In addition to this murder Burness confessed at his trial that he had killed more than half a dozen persons during the last ten years.

Burness was unattended by a clergyman and keeper, and he almost ran to the electric chair, so eager was he to have it over. When sitting in the death chair he smiled cheerfully at the witnesses, although merely posing for a photograph. Four shocks were necessary to produce death. His body was buried in quick lime.

READY FOR GREAT FIGHT

(By Scripps News Ass'n.) TIEN-TSIN, June 27.—Two thousand Russian mines about Kwang Tung have thus far been destroyed.

ST. PETERSBURG, June 27.—Dispatches from Tachekiao state that both the Russian and Japanese sea maneuvers for positions are about concluded and that the great battle even now may be in progress. Sharp firing was heard in the hills Sunday. All day Sunday Russian troops marched to the front.

ROME, June 27.—A Tokio telegram says the Japanese government declares that deaths from disease in both armies up to the present time equal the losses sustained in actual fighting.

ST. PETERSBURG, June 27.—A Mukden dispatch reports that a force of Cossacks gave chase to some Japanese reconnoitering on Gen. Kuroki's right. The pursuit lasted twelve hours when it was over the valley was strewn with bodies of Japanese cut down by Russian horsemen. The Russians lost but a few men.

GOLD FROM TANANA

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SUCCESSFUL CRUISE

The cruise of the Seattle Yacht Club, which began Saturday and ended yesterday, was a complete success. The fleet headed by Commodore Stimson's yacht Olympic got underway Saturday afternoon and anchored in Manzanita bay at 5 o'clock that evening. Just before weighing anchor the Kelpie broke her bowsprit. Her crew and guests were taken aboard the other vessels. Aside from that, the cruise was without accident.

ARCADIA WON MATCH The Arcade bowling team won the five-man-team match from the Bellingham team on the Arcade alleys yesterday afternoon. In the two-man matches Worthington and Smith, of Bellingham, won from Vogel and Morris, of Seattle.

P. H. Nelson, the street preacher convicted last week of the charge of adultery, has filed a motion for a new trial.

The damage suits of Ernest Sterns, Frank Connelly and Thomas J. Moore against the Seattle Electric Company were dismissed in the superior court this morning. The three suits were settled out of court.

Deputy Coroner Arnold will take charge of the dead man's effects and

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