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NO. 9

INTER-VALLEY TRACTION GIVEN 50 YEAR FRANCHISE

TUESDAY AFTERNOON

COUNTY COMMISSIONERS FINISH
IMPORTANT WORK.

STRIP GIVEN OFF HIGHWAYS

No Changes Made in the Franchise
Granted—Company Has
Started Work.

The application of the Yakima Inter-Valley Traction company for a franchise along the county roads for building an electric railway was granted by the commissioners Monday afternoon. The existence of the franchise is for fifty years. The petition was granted by the commissioners without any change. It gives the traction company two and a half feet off the county roads 40 feet in width, and 12½ feet off the 60-foot roads. The franchise will be accepted by the Inter-Valley company, it is stated by a high official of the road, and as work was started Monday, there is evidently no difficulty from the company's standpoint.

The company did not ask for a right-of-way along any roads narrower than 40 feet. It is stated in the franchise that construction must be started 30 days after acceptance. The engineering work of the system was started last Monday, and actual construction work will commence as soon as material can be secured.

The terms of the franchise are that the company will have five miles of line operating inside of the first twelve months after the issuance of the franchise, and that five miles be built each year for the first two years thereafter, and that entire system be in operation inside of five years. An agreement has been made between the commissioners and the officials of the traction company, and embodied in the franchise, whereby the company shall haul all crushed rock and material for the use of the county roads at 1 cent per cubic yard per mile. The county is to load and unload the material.

The following agreements are also embodied in the franchise:

That the tracks must be laid along the side of the roads.

Bridges less than 40 feet in width may be used by the traction com.

pany for a right-of-way, but bridges having a greater span must be strengthened before tracks are laid. Where tracks interfere with ditches or fences, the traction company must change the course of the ditches and rebuild the fences to the satisfaction of property owners.

Actual construction of the system will probably start about April 1, if not sooner. The rails for the line are on the way from the east and are expected to arrive daily.

The system of the Inter-Valley Traction company, while now embracing a large area proposed to be tapped by the tracks, will ultimately cover an immense territory if plans are carried out. Included will be a complete line to the Columbia river, which will connect with the river boats and give North Yakima a quick outlet for its produce to all of the principal markets of the world by the cheaper method of transportation, the waterway.

REVIVALS ARE GREAT SUCCESS

WINTER AN EXCELLENT SPEAKER

Tells Tuesday Evening of the Chasm
Between Christ and the
Devil.

The revival services being conducted at the Methodist Episcopal church are arousing considerable interest and are being well attended. A large audience attended last evening. The services opened last Sunday and will continue throughout the week. The attendance Tuesday night surpassed that of any previous evening. The evangelist, Frank H. Winter, used as his subject "The Great Chasm."

He said in part: "The one that separates man from God is the greatest lesson from rich man and Lazarus, as found in Luke 16-27." He stated the following lessons are drawn from the story: "The gulf exists here now, Christ and the Devil oppose each other. A great gulf is between Christ and the devil. A great gulf is between a Christian and a sinner. Bad men do not come to the church because there is a

great gulf. The church is making a mistake in trying to bridge it over. The church should widen it. There is a great gulf between good and evil, love and hate, purity and impurity. The battle is on the ground of the questionable things." He also referred to dances, cards and theaters, and stated that he would talk further on those subjects later.

"If I haven't a good reason," said, "I want you to tell me. Every one is on one side of the gulf or the other. The great battle of life is to overcome sin. This life is only place to get on the right side of the gulf. If you can have a time here serving the devil, will you want to change in hell? Only one has the right and will take you across the gulf, that is Jesus Christ. To say nothing of the hell hereafter, what do you think of the hell here?"

At the opening of the services the evangelist asked questions about the bible. This evening those in the audience will tell or give reasons why they believe the bible is God's word.

OVER EIGHTY MEET DEATH

IN HORRIBLE NAVAL ACCIDENT

Explosion on French Battleship Iena
Proves to Be Horrible
Catastrophe.

TOULON, March 12.—The powder magazines on board the French battleship Iena blew up this afternoon, and as a result Captain Adigard, commander of the battleship, Captain Vertier, chief of staff of the Mediterranean squadron, and from seventy to eighty bluejackets are dead, while Rear Admiral Manceron and hundreds of men are suffering from injuries. Naval circles are aghast and the public stunned by the appalling catastrophe. The entire after part of the Iena is blown to pieces. The bodies of victims were hurled through the air by the succession of explosions and the panic stricken workmen at the arsenal fled from the vicinity of the dry dock.

Scores on board the Iena jumped overboard onto the stone quays of the dock and sustained serious injuries. The primary cause of the accident was the premature explosion of a torpedo. What caused the explosion is not known, but the powder magazines were set on fire and the resulting explosions practically destroyed what is considered one of the best vessels in the French navy. The crew had finished the midday meal only a short time before and had dispersed to various parts of the ship.

The first shock shook the vessel fore and aft. It was followed immediately by others. The crew rushed wildly about the deck. The men forward attending a lecture clambored over the bulwarks and jumped down, some of them into the dock and others onto the stone quay, many of them being fatally hurt. Hundreds of men below decks were enshrouded in smoke and while they groped their way upward to the exits many fell unconscious.

Flying missiles demolished the torpedo house of the arsenal, the engine works and the pump house nearby and constituted a serious menace to the lives of those who made their way toward the battleship to begin the work of rescue.

Amidst the masses of dense smoke the search for the dead and wounded began. The lower decks of the Iena were littered with fragments of shattered and torn bodies, while the surrounding water was dotted with human fragments. It is impossible to ascertain the exact number of killed and wounded until tomorrow, when the roll call will be held.

Cave In—

Tuesday morning about ten feet of the sewer excavation caved in at the point where it crosses North Second street. The water pipe was not injured and the damage will be repaired at slight cost, as it will only necessitate filling in the caved portion of the street.

JUDGE ALLOWS SMITH'S STORY

LOW STAGGERS THE DEFENSE

Ending of Thaw Trial Is In Sight—
Lunacy Commission Is
Abandoned.

NEW YORK, March 12.—The end of the Thaw trial at last seems to be in sight. Tentative plans for the final stages of the trial were agreed on today by the counsel, even to the detail of allotting the time for summing up. District Attorney Jerome has at last burned all bridges behind him leading to a lunacy commission and is irrevocably pointing his course to proving Thaw was sane when he shot White, and being sane his crime constituted murder in the first degree. Within two weeks the case should be in the hands of the jury.

Jerome played today probably the strongest card he holds, the evidence of which came to his knowledge but a few days ago and which undoubtedly caused him to abandon the idea of trying to send White's slayer to a mad house and try for a straight-out conviction under the criminal statutes. The evidence came from Mrs. White's brother, James C. Smith, who told a remarkably clear, succinct story of the events of Madison Square garden the night White was killed and of a long conversation he had with Thaw just before the shooting. Delmas fought bitterly the introduction of this testimony for nearly two hours today, renewing his argument begun yesterday afternoon. He insisted Smith was probably a witness in chief and should not be allowed to testify in rebuttal. Jerome replied he only recently ascertained the value of Smith's testimony and he appealed to the court to allow the testimony to go in. Judge Fitzgerald held in the interest of justice the jury is entitled to know all the facts. It was one of the most serious blows the judge had dealt the defense since the trial began.

A photographer named Rudolf Eckenmeyer, who took the pictures of Evelyn Thaw which had been introduced in the evidence, was the last witness of the day. Jerome tried to fix dates of certain pictures for which Evelyn posed, thus hoping to establish the day she says she had the experience with Stanford White. Delmas objected on the ground the evidence tended to contradict Mrs. Thaw's story. Jerome said he desired to take advantage of the waiver Delmas made at the beginning of the trial in regard to rebutting Mrs. Thaw's testimony.

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Jerome said he would only produce two more witnesses, Hummel and his stenographer, besides three experts, with whom he intended to conclude the state's case. It was agreed after the defense has put in its sub-rebuttal, each side shall have one clear day for summing up. Then will follow the charge and consideration of the evidence by the jury.

DOUBLE HEADER

NORTH COAST LIMITED OPERATING IN TWO SECTIONS.

To Accommodate Wonderful Immigration From the East—Twice the Number of Last Year.

For the last three or four days the North Coast Limited, the crack train of the Northern Pacific, has been operating in two sections to accommodate the great traffic caused by the immigration of easterners to Washington.

According to reports from the Northern Pacific officials the immigration of eastern passengers will be twice the number of last year, and possibly more, and last year was considered a heavy one. Liberal

stopover privileges are being granted and consequently many who purchased tickets through to the coast are taking advantage of the opportunity to stop in the irrigated belt, in this city and other places along the line, and the big vanguard has not yet struck the coast.

The superior attractions here have captured many who purchased colonists' tickets, and the balance of the ticket will never be used.

This wonderful incoming of settlers promises to make this the biggest year of any for the agricultural sections of Washington, and North Yakima will receive a great impetus from the settlers.

Contract Awarded—
The county commissioners awarded the contract for rebuilding the wrecked portion of the Mabton bridge to Charles E. Lum Monday. The contract price is \$6,984.

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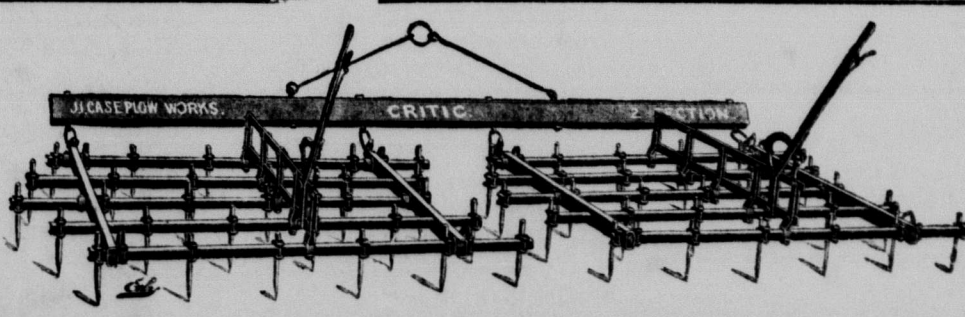
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