



THE HIDDEN HAND

Railroads Seek Repeal of Land Laws.

MAXWELL THEIR ATTORNEY

Members of House Land Committee Expose Him.

PLAN WOULD KILL IRRIGATION

Proposed Repeal of Desert, Timber and Homestead Commutation Laws Inspired by Railroads' Desire to Sell Their Grants.

Members of the House committee on public lands expose the hidden hand which is urging the repeal of the desert land, timber land and homestead commutation laws.

OREGONIAN NEWS BUREAU, Washington, Jan. 17.—The opinion is growing among members of the public lands committee of both House and Senate that railroad influence is behind the pending bills providing for the repeal of the timber and stone, desert land and commutation homestead laws.

After several weeks of discussion at odd times, Representative Lacey, chairman of the House committee, says there is not the slightest possibility of passing any one of these bills this session, as a great majority of the House committee at least are opposed to a change, believing that a proper administration will put an end to the frauds committed under these respective acts.

Mr. Maxwell, who was so profoundly interested last session in securing the passage of the National Irrigation law, and who expressed his approval of that measure when enacted, appears to be the most active advocate of the three land laws which supply the funds with which to carry out the work designed by that legislation, said he.

Mr. Maxwell and his friends are trying to repeal these three laws, said he, "in order to create a demand for railroad lands. Maxwell is a paid railroad attorney, and admits it. If he can persuade Congress to repeal the timber and stone act, he will practically cut off the entire Government timber supply and force millmen to buy the railroad lands in order to get timber. If he can shut off entries under the desert act he will open a loophole through which the railroads may unload their vast areas of desert land, which are today almost worthless to them. By repealing the commutation clause of the homestead law he would further induce the purchase of the lands in railroad grants that are valuable for agricultural purposes.

His purpose is clear as day, but he will not succeed as long as our committee retains its present membership. It is a fact that less than 40 per cent of the railroad lands has been sold, so it is readily seen what interest land-grant companies have in legislation that will assist them in selling the remaining 60 per cent."

Desert Land Law Good. Discussing the merits of the desert land act, Chairman Lacey said: "I am told by men who ought to know that it is good legislation, now that it has been amended to require settlers on desert lands to expend \$1 an acre for three years in improvements, pay 25 cents an acre when the land is taken, and \$1 an acre additional when they prove up. It is not reasonable to suppose that corporations will attempt to corral large areas of land for grazing purposes at any such price. If it had not been for the desert land act, the great tracts in the Pacific and Salt River Valley would never have been reclaimed and settled. Why, then, should this law, which induces settlement, be repealed merely because it may not be strictly enforced in every instance? It is not the law that needs remedying.

Whether or not the commutation clause of the homestead law should be repealed is to my mind a debatable question. There are many reasons why it should not be altered. True, there are instances where it is being violated, but, again, that is not the fault of the law. In the first place, lands that will be taken as homesteads are agricultural, and too valuable to be used for cattle ranges. Even if cattlemen should get control of large areas under the commutation clause, they could not be held for pastures, but would have to be turned over to settlers.

Promoted Improvement. "There are many other good things about the commutation law. It permits settlers to acquire title to lands nearly four years before title can be had by settlement; it therefore allows settlers to mortgage their lands this much in advance and secure money with which to erect barns, purchase machinery and successfully produce crops in greater quantities than is possible under the five-year settlement. I should hesitate a long while before voting for the repeal of this law.

It is true, I introduced both bills to repeal the desert land and commutation laws, but I did so at the request of Secretary Hitchcock and in order that both subjects might be freely discussed."

BROKERS FORCED TO PAY

Compelled by Court to Make Good on a Transaction.

NEW YORK, Jan. 17.—Michael H. Thomas, of Dallas, Tex., has won a fight for \$2,000 in the United States court, the amount of his verdict being the difference between the price of 23,000 bales of cotton on the day his brokers sold him out and that on the day, a month later, when he ordered his New York holdings sold. Mr. Thomas was "bucking" a panic market on a dollar margin, and the brokers advised him to sell. He did not want to do so, and the brokers gave him eight minutes in which to put up \$30,000 additional margin. He replied that the margin asked was not in his contract, and added an order to hold the cotton and a threat to hold the brokers personally responsible if they disobeyed his command. The brokers said they had already sold the cotton, and Mr. Thomas came to New York and began suit.

Bank Pays for Its Errors.

PHILADELPHIA, Jan. 17.—Judge Barrett in charging a jury yesterday said that a depositor whose checks were dishonored, although he had funds in the bank to meet them, suffered an injury which entitled him to damages. The case on trial was that of Samuel Kuriak, a depositor in the Southwestern National Bank. It was testified that while he had a little more than \$300 in the bank he drew four checks against it aggregating less than \$100. The checks were returned "no funds." It was subsequently discovered that a bookkeeper in the bank had mixed Kuriak's account. The bank admitted its mistake. The jury gave Kuriak a verdict for \$100.

Iowa Congressman May Die.

CHICAGO, Jan. 17.—Congressman J. N. W. Rumpke, of Marengo, Ia., is at St. Luke's Hospital, suffering from a tumor in his neck. His malady is such that the surgeons say it is impossible to perform a successful operation, and it is feared that his death will result within a short time.

Date for Travelers' Convention.

ST. LOUIS, Jan. 17.—The board of directors of the Travelers' Protective Association has decided on June 9 to 13 as the time for the annual convention to be held at Indianapolis.

NEW LINE OPENED

Two Thousand People Flock to St. Johns.

MARVEL AT SUBURB'S GROWTH

Excursionists Spend the Day Seeing Factories and Water Front and Are the Guests of Street-Car Company at a Luncheon.

Two thousand people enjoyed the free excursion given yesterday by the City & Suburban to celebrate the formal opening of the new St. Johns electric line. They crowded the cars all day, they inspected all the beauties and attractions of St. Johns and the surrounding suburbs, and, last, but not least, they happily enjoyed the free lunch provided by the street-car company. Through the day was not favorable for an outdoor picnic, dozens of families explored the woods and the river front and, tired at last, returned in the late afternoon well pleased with the excursion and marveling at the growth of the suburb which many of them had never before visited.

Though the people of St. Johns did not have the opportunity to enjoy a free ride of 18 miles, as did those who came from Portland, they hailed the advent of the opening of the electric line with more pleasure than those who could not appreciate the difference between the new, rapid system and the old motor, which has done service for so many years. The new cars, steam-heated and having nearly 150 horsepower, make it possible for the people of the dozens of suburbs on the peninsula to reach Portland in almost half the time formerly consumed by the old system. In the place of an hour service, the new cars will leave St. Johns and the junction at Piedmont every 40 minutes, and, as their rate of speed varies from 15 to 20 miles per hour, the connection there, therefore, made in much less time than formerly. The company expects greatly to improve its service in the near future, a step amply warranted by the rapid increase of population in the territory tapped by this line. Two more cars of the same modern pattern as those now in operation will shortly be built, and better accommodations will also be provided.

The first cars of the excursion left town at 10 o'clock and were jammed with merry throngs, all anxious to reach St. Johns and the picnic grounds at Cedar Park before the rush of the day began. The rain of the early morning had freshened the air, and the excursionists were intent on getting more than their money's worth out of the free ride. They scattered into the woods of Cedar Park, and the majority went straight on to the St. Johns terminus to inspect all the factories which have sprung up there within the past year. The big veneer and basket factory, the match factory, the planing mill, the boatmaking establishment were all visited, and the sightseers also gazed with interest at the huge cranes of the piling plant, sawing the long sticks around like straws. The old building used by James Johns as a trading station many years ago brought to the visitors a recollection of the remarkable changes in the little town since the Indians were the only inhabitants. The excursionists commented on the opportunities for converting the river front into a busy harbor, and they noticed the deep channel so near the shore.

When the noon hour arrived the special car kept for the purpose conveyed the visitors to Cedar Park, where a pleasant luncheon was provided by the company. Here the small boy became the most conspicuous person, and the visitors suffered terribly under the onslaughts of the youngsters. "Those in charge of the lunch tried in vain to control the boys' keen appetites whose parents were absent or did not restrain them. Plenty of provisions had been provided, however, and all were fed, though the small boys received the lion's share. The car between the Park and St. Johns was kept busy all day taking passengers back and forth, but by 4 o'clock most of the excursionists started home after a full day of sightseeing in a strange country only a few miles from their own doorsteps. Here again the advantages of the swift, new cars were shown, for the crowds could never have been handled in half the time had the old system been in operation.

"How this country has grown," said one portly gentleman, as the car started for home. "When I was last in St. Johns, that whole tract to the west was covered with brush; now there are fully a dozen houses upon it."

As the car passed Northern Hill, near Portsmouth, his seatmate remarked: "Yes, and when the cut-off from here straight through to St. Johns is completed, the cars will be able to make much better time. I see that the poles are already in place. That will shorten the route by over 14 miles."

"Well, the old motor line was in operation long enough. It has been running since 1883, and the new improvement has been needed for a good while."

"St. Johns has grown just the same," said the other. "They tell me that the school attendance has increased 50 per cent within the past five months; that is a good sign."

As the train of the power car and trailer ran into Piedmont Junction, the portly person looked at his watch. "At this rate we will be in town in 45 minutes or so from the time we left St. Johns. Now, isn't that a change for the better?"

CARE OF COMMERCE

Will Be Committed to New Cabinet Officer.

THE HOUSE PASSES THE BILL

Democrats Make Vain Effort to Exclude Labor Bureau From Its Control—Interstate Commission May Be Transferred.

WASHINGTON, Jan. 17.—At the end of a struggle which prolonged the day's session until after 8 o'clock, the House passed the substitute to the Senate bill to establish a Department of Commerce and Labor. The vote stood 137 to 40. All the Republicans and 25 Democrats voted for the bill. In committee of the whole the Democrats and a sprinkling of Republicans, led by Corliss, Rep. of Michigan, struck out the portion of the bill providing for a Bureau of Insurance. By a plea of Parliamentary strategy, Hepburn (Rep., Ia.), chairman of the interstate commerce committee, sought to have this provision restored, but the opposition stood fast and he was overcome. The Democrats then attempted to recommit the bill with instructions to report back a separate bill for the creation of a Department of Labor, but the motion was lost. The only other substantial amendment was one to authorize the President to transfer the Interstate Commerce Commission to the new department.

The substitute, as passed by the House, differs from the Senate bill in important particulars. It leaves the Life Saving Service, the Marine Hospital Service, the Bureau of Navigation, and the Shipping Commissioner under the control of the Treasury Department, but authorizes the President, in his discretion, to transfer other bureaus for the collection of statistics and the Interstate Commerce Commission to the new department. It places under the control of the new department, the National Bureau of Standards, the Coast and Geodetic Survey, and the Bureau of Statistics, the Census Bureau, the Bureau of Foreign Commerce, the Bureau of Immigration, including jurisdiction over Chinese immigration, and also creates the Bureau of Manufactures and Corporations. At the opening of the session McCreary (Minn.), from the committee on appropriations, reported the District of Columbia appropriation bill, and gave notice that he would call it up at the earliest possible moment.

Labor Bureau Stays In. The House then resumed consideration of the Department of Commerce bill. General debate having closed, the bill was read for amendment under the five-minute rule. Richardson (Ala.) moved to strike out the words "and labor" in the title of the new "Department of Commerce and Labor." He said he was not individually opposed to the creation of the Department of Commerce, but objected to the incorporation into it and the subordination of the independent Bureau of Labor. Shackelford (Mo.) supported the amendment. Mann (Ill.) denied that labor was opposed to the bill and read a letter from the Chicago Federation of Labor expressing the hope that it would pass. Richardson's amendment was defeated, 56 to 100.

Corliss (Mich.) moved to strike from the bill the provision making it the duty of the department to foster, promote and develop the "insurance business of the United States." The motion prevailed, 70 to 45. Cowherd (Mo.) moved to decrease the salary of the Director of the Census from \$4000 to \$3000, arguing that his duties and responsibilities were greatly reduced under this bill. The amendment was lost, 35 to 53. Sulzer, Dem. (N. Y.), offered as an amendment a comprehensive bill he had introduced to create a Bureau of Corporations, which would have extensive powers of compelling publicity of matters relating to corporations. The amendment was defeated, 75 to 90.

Insurance Bureau Cut Out. A motion made by Corliss (Mich.) to strike out the provision for the creation of

OUTLOOK FOR LEGISLATION

Senate Will Pass Trust Bill and Cuban Treaty—No Statehood Bill.

WASHINGTON, Jan. 17.—Important conferences were held today between the president and prominent members of the senate regarding the legislative prospect for the remainder of the session. President Roosevelt is anxious to have enacted one anti-trust legislation, and to secure the ratification of the Cuban reciprocity treaty. Such assurances as are possible at this time have been given him that both of his desires would be fulfilled. In the course of an interview today Senator Burrows, of Michigan, who last spring led the opposition to the reciprocity legislation, told the President that with possibly one exception the 19 Senators who opposed that legislation would support the pending reciprocity treaty as amended.

Senators Platt, of Connecticut, and Aldrich, of Rhode Island, discussed with the President the prospect of anti-trust legislation in the Senate. Both were of opinion that some measure, perhaps, could be passed at this session. Senator Beveridge, of Indiana, told the President that it was certain that the omnibus statehood bill could not be passed by the Senate. He did not indicate what fate awaited his committee's statehood measure.

TRUST BILL READY MONDAY. Sub-Committee of House Confers With Attorney-General. WASHINGTON, Jan. 17.—Representatives Littlefield and Overstreet, of the subcommittee of the House judiciary committee, were at the Department of Justice today, their visit being in connection with the preparation of an anti-trust bill. The subcommittee expects to have its bill completed so as to be able to have a final conference with the Attorney-General on Monday. If the subcommittee finds that an anti-trust bill can be formulated, it is expected to report it Tuesday or Wednesday, the judiciary committee may adjourn from Monday to Wednesday, that the bill may be reported to the full committee on that day; otherwise there would be a delay until Friday.

IT IS NO MAN'S FRIDAY. Treasury Department Defines Bed of Pacific Ocean for Tariff Purposes. WASHINGTON, Jan. 17.—The Treasury Department has decided the bottom of the Pacific Ocean is not a "foreign country" within the meaning of the tariff laws, and hence repair cable imported by the Commercial Cable Company cannot be withdrawn from a bonded warehouse for repair work without the payment of duty. The law specifically says that, in order to be entitled to free exportation, the goods must be landed in a foreign country, which fact must be verified by the certificate of a United States Consul in the country where the goods are landed. The rate of duty is 35 per cent ad valorem.

NAVAL INCREASE APPROVED. House Committee Adopts Moody's Plan—Guard Against Combles. WASHINGTON, Jan. 17.—The naval affairs committee of the House has adopted in its entirety the naval increase programme provided for by the subcommittee in the naval appropriation bill. The bill as it now stands provides for three battle-ships and one cruiser of 16,000 tons, two steel training ships and one wooden brig, the latter to be used for training purposes. Provision is made for the construction of the vessels at Government yards, if it be found that combinations exist.

District of Columbia Appropriation. WASHINGTON, Jan. 17.—The District of Columbia appropriation bill, reported to the House today, carries an appropriation of \$7,742,553. Shipment of China Silk. OGDENSBURG, N. Y., Jan. 17.—A valuable importation of raw silk and silk goods from China has been entered at this port. It consists of nine cars of raw silk and five of silk goods, entered under consular seal for immediate shipment to distant cities. The whole consignment was valued at \$1,500,000. The raw silk goods direct to New York and the silk goods will be distributed between New York, Philadelphia, Washington and other large cities.

HAILS HIS CHIEF

Secretary Hay Extols the President.

AT BANQUET TO DIPLOMATS

Foreign Representatives Dine with Ohio Society.

AND CHEER FOR ROOSEVELT

Count Cassini Pays High Compliment to Hay—Senator Depew Advocates Arbitration Between Capital and Labor as Essential.

Secretary of State John Hay was the guest of honor at the annual banquet of the Ohio Society, in New York, yesterday. He made a speech, in which he gave the highest praise to President Roosevelt and predicted his re-election. Count Cassini, the Russian Ambassador, paid a high tribute to Mr. Hay. Senator Depew advocated arbitration of labor disputes.

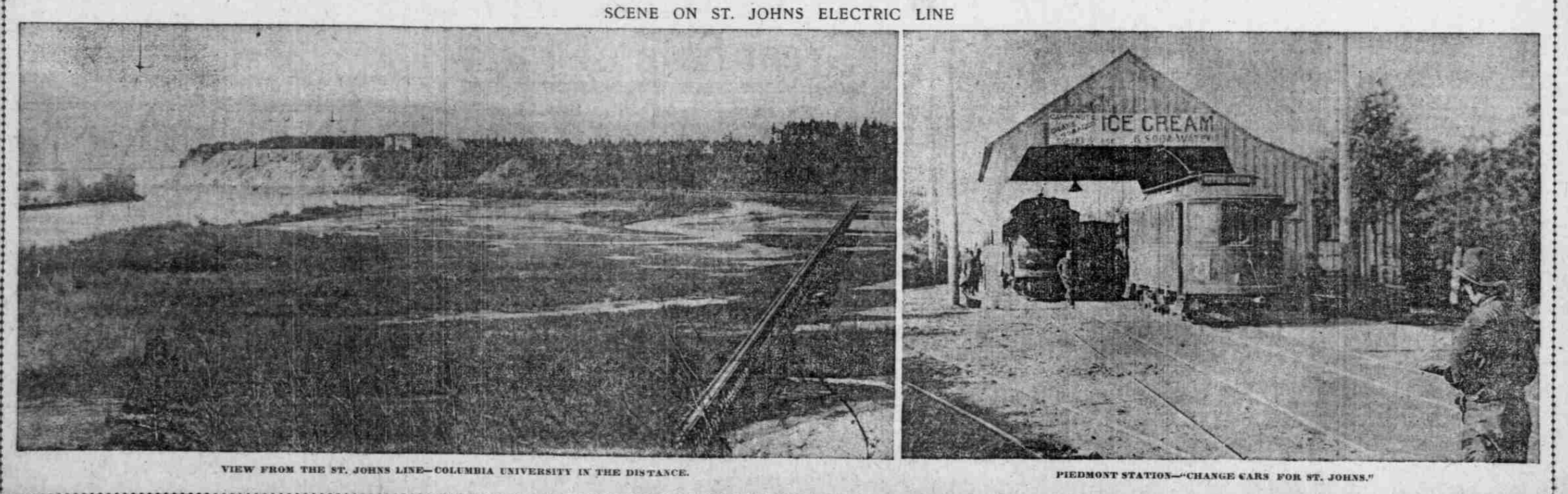
NEW YORK, Jan. 17.—Secretary of State John Hay was the guest of honor at the 17th annual dinner of the Ohio Society, given in the grand ballroom of the Waldorf. The banquet, to which the title of "Diplomatic" was given, in recognition of the presence of the representatives of all the great powers, was the most brilliant that has occurred in New York in several years. Additional interest was given by the presence of the ladies of the several embassies and the wives of numerous distinguished officials of the National and state governments, who filled the boxes of the ballroom. Colgate Hoyt, president of the Ohio Society, presided, with Secretary Hay at his right and Count Cassini, the Russian Ambassador and Acting Dean of the Diplomatic Corps, at his left. Others at the guest table were Edmondo Mayor de Planches, the Italian Ambassador; Ladislaus Hengelmuller von Hengenberg, the Austro-Hungarian Ambassador; Count von Quadt, Assistant Secretary of the German Embassy; Pierre de Jagerie, counsellor of the French Embassy; Sir Michael Herbert, the British Ambassador; Senor Aspizco, the Mexican Ambassador; Dr. David J. Hill, Assistant Secretary of State; Bishop William A. Leonard, Chaplain of the Ohio Society; Senator Marcus A. Hanna, J. P. Morgan, Senator C. M. Depew, Mayor Low, Whitehall Reid, General William H. Seward, James H. Hoyt, of Chicago, and representatives of various societies.

In his opening address, President Colgate Hoyt referred to each Ambassador and Minister by name, when each rose and bowed his acknowledgments. After the toast to the "President of the United States" had been drunk with the customary honor, the whole assemblage rising and the orchestra playing the National anthem, Mr. Hoyt introduced the guest of the evening, who responded to the toast. The Secretary of State was hailed with prolonged applause, in which the ladies in the boxes joined. Mr. Hay said in part: "I imagine your toast referred more especially to our actual President, our young, gallant, able, brilliant President Roosevelt. I am glad to be called on to say in his absence what few men would be hardy enough to say to his face—for, like all men of high courage and manliness, he is inhospitable to flattery. In the great roll of our Presidents—all of them men of mark, of lofty character and lion's not one name among them untraced by the slightest stain of per-

secution. Gardner (N. J.) contended that the section of the bill was intended to bring insurance companies under the domination of a bureau in Washington and allow them to escape state regulations. Hepburn denied this most emphatically, declaring sarcastically that he did not wonder that the gentleman from New Jersey sought to defend "the vile and infamous corporations created by his state." The purpose of the bureau, he said, was to collect and disseminate information regarding the business and solvency of companies in which the people of the whole country were interested. Corliss' amendment to strike out the section was carried 98 to 87. The section relating to the Bureau of Corporations created no comment. It was amended, without debate, to make the Chief of the Bureau an appointee of the President. Overstreet (Ind.) offered an amendment to section 13, to allow the President in his discretion to transfer by executive order the Interstate Commerce Commission to the Department of Commerce. After debate it was adopted, 59 to 38. An amendment was adopted providing that the transfer of the old bureau to the new department shall not take effect until July 1, 1904. When the committee of the whole reported the amended House substitute for the Senate measure, Hepburn (Iowa), by a parliamentary maneuver, succeeded in bringing the House to a direct vote on the substitute, with the original sections relative to the Bureau of Insurance incorporated in it. Instead of moving the adoption of the amended substitute, he moved the adoption of a substitute which he offered and that substitute was the original with the Insurance Bureau sections restored. It also included Overstreet's amendment authorizing the transfer of the Interstate Commerce Commission to the new department. Hepburn's motion was lost, 63 to 98. Last Attack Fails. Richardson, Dem. (Ala.), moved to recommit the bill as agreed on in committee of the whole, with instructions to report it back amended so as to create two departments, one of Commerce and one of Labor, and to incorporate Sulzer's provision for a Bureau of Corporations in the former. Upon his motion the roll was called. The motion for recommitment was lost, 85 to 115, a party vote with the exception of Applin of Michigan, and Tompkins of Ohio, Republicans, who voted aye, and Howland and Maddox of Georgia, Democrats, who voted no.

The vote then recurred upon Mr. Corliss' motion. A rising vote resulted, 115 to 27. (Mo.) made the point of no quorum, and the roll was called. The substitute was adopted and the bill was passed, 137 to 40. The Republicans voted solidly for the bill and the following Democrats with them: Branley (La.), Brazeele (La.), Coney (Mass.), Feely (Ill.), Fleming (Ga.), Glasser (N. Y.), Gordon (N. J.), Griffith (Ind.), Johnson (S. C.), Lamb (Va.), Livingston (Ga.), Lloyd (Mo.), McAndrews (Ill.), McClellan (N. Y.), McCulloch (Ark.), Mahoney (Ill.), Maynard (Va.), McKee (Ill.), Moon (Tenn.), Napier (Mass.), Padgett (Tenn.), Patterson (Tenn.), Robertson (La.), Ryan (N. Y.), Lowell (N. C.), Sulzer (N. Y.), Thomas (N. C.), Wiley (Ala.), Williams (N. C.) and Small (S. C.). At 6:45 P. M. the House adjourned.

Getting Rid of Scandal. WASHINGTON, Jan. 17.—Secretary Root has directed that the resignation of Colonel William K. Kislser, Eighteenth Infantry, be accepted for the good of the service. This action was taken on the recommendation of Brigadier-General Funston, commanding the Department of the Colorado, and others, to avoid a scandalous expense of trial. It appears from the records that Lieutenant Kislser has been absent without leave from his post at Fort Logan, Colo., since December 18, and that he has duplicated his pay accounts. Another New Trust Bill. WASHINGTON, Jan. 17.—A bill was introduced today by Representative Bell, of Colorado, providing that any producer, dealer, transporter, agent or other person in any territory of the United States who shall join with any other person or persons for the purpose of raising the price of any article of food or fuel, or its carriage and handling, shall be guilty of extortion. A maximum penalty of a \$5000 fine or imprisonment for one year is provided. Will Rush Currency Bills. WASHINGTON, Jan. 17.—The House committee on rules today decided to report a rule for the consideration of the Phipps currency bill, also for the consideration of the Fowler currency bill and the Federal Judges' salary bill and other bills favorably acted upon by the House Judiciary committee, the dates yet to be fixed. A Job That Nobody Wants. WASHINGTON, Jan. 17.—For the reason that no suitable person is available to take the office, the Fourth Assistant Postmaster-General has discontinued the post-office at Keokee, Island of Maui, Hawaii. The postmaster, whose compensation was \$34 a year, resigned some time ago.



VIEW FROM THE ST. JOHNS LINE—COLUMBIA UNIVERSITY IN THE DISTANCE.

PIEDMONT STATION—CHANGE CARS FOR ST. JOHNS.