

HONORS PAID TO MCKINLEY

Assassinated President's Monument Unveiled at Canton—Thousands Present.

ROOSEVELT WAS THERE

Description of the Nation's Offering—Parade Was Several Miles in Length.

Canton, Ohio, Sept. 30.—Following the immense military and civic parade which was witnessed by thousands of people who lined the entire distance from the Pennsylvania depot, the monument to perpetuate the memory of William McKinley was unveiled today with impressive ceremonies, participated in by the President of the United States and many distinguished citizens of the country.

His carriage was driven directly to the reviewing stand. Here he reviewed the parade. The parade, which was in charge of Senator Dick, chief marshal of the day, required an hour and a half to pass.

When the parade finally passed, the President immediately went to the auditorium, where an official luncheon was served. Those who rode from the reviewing stand with the President or in a carriage immediately following were, Vice-President Fairbanks, Secretary Loeb, Gov. Harris, Secretary Cortelyou, Secretary Garfield, Secretary Wilson, Justice Day, Major Loeffler, Justice McKim, Colonel James, General Corbin, Bishop Horstmann, James Whitcomb Riley and John Mitchell.

After luncheon, the President and other guests were driven to Monument Hill where the dedicating commencement took place.

The mausoleum stands on an eminence to which has been given the name of Monument Hill, about two miles due west of the city of Canton. It is not an ornate affair, but its simplicity is relieved by sufficient artistic embellishment to make it an object of beauty, as well as one of massive proportions and breadth of design.

From the first step of the approach to the monument, to the actual top of the structure is 163 feet 6 inches, the mausoleum itself being 98 feet 6 inches high above the summit of the mound. The top of the dome has an ocular 15 feet in diameter through which comes a

RUMORS OF BRITAIN ESTABLISHING NAVAL BASE ON THE PACIFIC

London, Sept. 30.—Reports have been appearing in London papers for the past week from Canadian sources that the British admiralty intends to re-establish a naval base at Esquimaux. Replying to inquiries today, officials of the admiralty say there is no intention either to resume control of the fortifications at Esquimaux or of increasing the strength of the British fleets in Pacific waters.

The mausoleum is 78 feet 9 inches in diameter. In the center of the floor beneath the dome stand the sarcophagi containing the bodies of the president, and Mrs. McKinley, and in niches on the north side of the dome those of the two daughters, Ida and Mary, who died in infancy.

Huge Doric columns are placed around the interior in such a manner as to appear half buried in the sides of the building. The floor is of mosaic, marble having been brought from many states for the purpose.

Half way down from the top of the 125 granite steps that lead up to the main entrance on the south side of the mausoleum stands a heroic bronze figure of President McKinley, representing him in the attitude usually assumed when speaking—his left hand holding a roll of manuscript, and his right hand in his trousers pocket. Behind the figure is a bronze chair encircled with a wreath and draped with the flag of the United States. The bronze figure which is nine feet high stands on a pedestal 18 feet from the base to the feet of the figure.

Twenty-six acres of ground were purchased by the monument commission, and the utmost art of the landscape gardener has been lavished upon the grounds. Natural streams flow past the base of the mound. Trees and flower beds have been arranged with an eye to the greatest artistic beauty. From the entrance to the grounds on the south to the foot of the mound is 590 feet, and along this distance a double driveway 175 feet in width has been constructed. Between the two sides of the driveway, a lagoon which is constantly filled with fresh water. Long rows of trees flank the lagoon and the driveways.

The mausoleum and grounds have been built and arranged at a cost of \$500,000, and it is the intention of the commission to raise an endowment fund of \$150,000 which preclude with the charging of a fee for admission.

At the next meeting of the mausoleum trustees, custodians will be chosen, and it is the intention to ask for the indefinite detail of soldiers of the regular army to guard the tomb.

The architect was H. Van Buren Magonigle, of New York, and the designer of the mausoleum was Charles Henry Niehaus.

Justice Day called the assemblage to order and introduced Gov. Harris, president of the day. Gov. Harris introduced Rev. Dr. Bristol, of Washington, whose church President McKinley attended while in that city. Dr. Bristol offered prayer. Gov. Harris then delivered an open address of ceremony in which he eulogized the late President as a worthy pupil of the great men of the country who had preceded him and to whose crowns he added fresh laurels.

Justice Day was greeted with great applause when he arose to tell the story of the building of the magnificent mausoleum. Especial applause greeted his remarks when he alluded to Magonigle, the architect of the monument and Niehaus, the sculptor.

At the close of Justice Day's speech, Gov. Harris asked the audience to rise while Miss Helene McKinley, the only sister of the late president, drew aside the flag disclosing the figure of McKinley in Buffalo delivering his last speech, Sept. 6th, 1901. The flag was removed slowly and impressively. This was followed by reading of the poem entitled "William McKinley," by James Whitcomb Riley. President Harris then introduced the President of the United States who delivered a short oration on the appreciation of William McKinley.

Mr. W. H. Jones, a prominent flour mill operator of St. Johns, Ore., is spending a few days on the Bay looking after business matters.

HEATHER PAYS COOS BAY VISIT

Lighthouse Tender Leaves Regular Supplies for Beacons Adjacent.

SETS TWO NEW BUOYS

Leaves This Morning for Port Orford—From There She Will Go North.

The lighthouse tender Heather tied up at the Dow docks last evening and is remaining over night, when she will pull out for the lighthouse at Port Orford. Captain P. J. Byrne is in command of the vessel which is of 500 tons burden and as she is a looking ship as has entered the port of Coos Bay since she was here last April. The Heather plys the Pacific waters from Alaska to Cape Blanco and is just from the north. Her duties comprise looking after supplies for lighthouses, furnishing them with the necessary materials to keep the beacons burning and setting buoys where they are ordered for designating a new point or channel, or replacing buoys which are torn out by the waves or winds. She arrived in from Astoria on Sunday, having come down at an 11 knot pace for the distance. Her business here, according to Captain Byrne, was to unload supplies at the Southern Pacific depot for the lighthouse at Bandon, to leave supplies for the Umpqua beacon at the Empire docks, where they will be taken aboard by the tug Hunter and transported to the government works at the mouth of the Umpqua. The supplies for the Arago lighthouse were lighted and put ashore near the lighthouse. Yesterday, the crew set a buoy near the government jetty and this morning, on her way out, they will set buoy No. 10 1/2, between Marshfield and Empire.

Captain Byrne has been in the lighthouse tender service for 14 years and during that time has been on the Mazanite and Columbine. He said there are now four lighthouse tenders on the Pacific coast: The Madrone, which takes care of the California coast; the Columbine; and the Armeria, a new craft of 1400 tons, lately built at Seattle, and the finest in the Pacific service. The Heather is practically a new boat, having been built in 1902, thus being in the service five years. Captain Byrne has been aboard this ship for the past two years and has seen service all up and down the coast in that time.

After supplying the Port Orford station, the Heather will go to Yaquina and from there to Astoria. The smaller and distant lighthouses are supplied from convenient ports where there is plenty of water to float the ship which draws 14 feet. She was here last April and will likely make one more call before the year ends, as the captain is supposed to make three visits to Coos Bay each year.

Captain Byrne was asked his opinion of the Coos Bay bar. He said it was the best bar along the coast, outside of the Columbia, and did not except that only for the reason that it has more water which comes through the regular government aid which it obtains. He said that when he was here two years ago, he came into the bay when the water was two feet below mean tide and found 19 feet. He was free to say that Coos Bay has a most excellent bar, and said there was but one fault, it was a little narrow.

Will Build Telephone Line.

The citizens of Millington and Flagstaff have made up their minds to put in a private telephone line from that vicinity to Marshfield and the work will soon be under way. They are not satisfied with the present telephone arrangements and will better their service in the manner mentioned. The distance to be covered is about two miles and a half.

For Short Trip of Inspection.

James Conro and Frank Cameron departed yesterday for Curry county, in the vicinity of Port Orford, where they have an interest in a fine ranch. They will be absent about one week and Mr. Conro thinks of prospecting before he returns.

NAMED AFTER THE SOUTHLAND

Launch "Dixie" Added to Craft Plying Coos Bay Waters.

CEREMONY OF LAUNCHING

Miss Alice McCormac Christens Boat with Bottle of Mississippi River Water.

A new boat has been added to the Coos Bay craft. Her name is "Dixie," and she is the largest gasoline boat on the bay. She was built by Max Timmerman and launched from the Timmerman wharf at 5:30 o'clock Saturday afternoon with appropriate ceremonies.

The new boat is the property of Dr. J. T. McCormac and the name "Dixie" is intertwined with memories of girlhood days for Mrs. McCormac. Mrs. McCormac is a native of the Southland and, like all southern ladies, is proud of it. Her friends of Louisiana had been apprised of the building of a boat on Coos Bay, Oregon, that was to bear the historic name of "Dixie," and they determined to take part in the christening. Accordingly, a bottle of Mississippi river water, with all its sedimentary ingredients, was forwarded for the occasion. Tied about the neck of the bottle were red and white satin ribbons arranged in artistic bows which held bunches of rice and bursting bolls of cotton. Inscribed on the ribbon in letters of gold was the word "Dixie."

The christening was performed by Miss Alice, the younger daughter of Dr. and Mrs. McCormac. The words "I name thee 'Dixie,'" were pronounced by Miss McCormac kneeling on the bow as the bottle was broken into a thousand pieces over the bowsprit and while the new craft was gliding swiftly and gracefully into the waiting waters. From the cold storage plant, from the Timmerman wharf and every visible point along the wharf, people waved God-speed to the new queen of the bay.

The new boat is 45 feet 9 inches long with 11 foot beam, and 4 1/2 foot hold. It has a gross tonnage of 14.41, and will carry 75 passengers. She was built at a cost of \$4,000. The "Dixie" is one of the finest equipped launches on the bay. She has a 30-horse power Standard engine and is equipped throughout with electric light. She has a permanent mast to which is attached three electric lights, three feet apart, one above the other. The cabin is furnished with elegant upholstery and the deck with easy chairs. The "Dixie" is distinctly a Coos Bay product. She is made throughout of Coos Bay white cedar, with the exception of the keel and stern which is of fir, while the steering wheel is of highly polished myrtle and oak. The "Dixie" will be used by Dr. McCormac in his log-towing business which has grown into extensive proportions though she is adapted for charter and other purposes. Dr. McCormac is also owner of the Aloha, another finely equipped five horse power standard, gasoline launch. The Aloha, with Master Fred, son of Dr. McCormac, at the wheel, is familiar to Coos Bay navigators.

Gets a Rebate.

A suit was held before Justice Penneck wherein Grocer Hibbard was suing the Oregon Coal & Navigation company for the price of a crate of cauliflower brought from San Francisco. The amount of the bill was \$2.25, but the costs ran it up to nearly \$20. A jury gave Hibbard the case and the company must pay for the produce which spoiled in transit.

Better Telephone Service.

Mr. Robertson of the local telephone company, returned yesterday from a meeting of Oregon telephone managers, and says that while nothing definite was promised by the general manager for Oregon, there is a very good prospect for a decided improvement in the Coos Bay service of the Pacific States service. One improvement which Mr. Robertson says will be installed at once, is an extra line between Marshfield and North Bend, making four lines between the two cities.

LIMELIGHT FOR UMATILLA AGENCY

Federal Grand Jury to Investigate Unlawful Acquisition of Indian Lands.

Washington, Sept. 30.—Government officials here expect that starting action will be taken by the federal grand jury in Oregon which convenes soon. Among other lines of investigation inspectors and special agents have been re-covering the ground in the cases involving the recent acquisition of lands on the Umatilla Indian reservation. Indictments are expected, one official saying there might be as many as 30 in and near Pendleton.

The Umatilla reservation lands were originally sold to the whites in 1890, after all the Indians had received their allotments. A large area remained unsold. The unsold lands during the past few years have been sold under successive acts of congress, and the claim is made that many persons have been guilty of violation of the law. Recently 242 of these entries have been under investigation, of which 101 have been relinquished to the government. It is from this list of 101 that the officials here look for indictments.

They make it clear that by no means all of these 101 who relinquished are susceptible to prosecution, as some were unable to comply with the requirements of the interior department and were guilty of no wrong act. But they allege that many committed unlawful acts who knew they were doing so and should be punished.

While care will be taken to differentiate between the innocent and the guilty, it is said the authorities in Oregon probed deep, sparing no man of high or low degree. The policy is first to be sure before publishing any names, thus avoiding injustice to innocent persons, which has several times occurred in the past.

The alleged wrongful acts on the Umatilla reservation grow out of the purchase of lands which remained unsold after the general sale of 1890. Under the act of March 3, 1885, each settler was allowed to purchase 160 acres of untimbered and 40 acres of timbered lands, if it was for his own use and occupancy, and it was stipulated that they make no contract by which the title would inure directly or indirectly to the benefit of another.

Charges are made that many bought lands with the distinct understanding that they would sell to others, thus directly violating the law. A prominent official said, "You will be safe to guess that the coming grand jury in Oregon will be as busy as any of its predecessors. Neuhansen has been directed to throw himself unreservedly into such work as Bristol may desire. Glavis from Oakland is selected for Oregon because of his special skill in ferretting out evidence."

MARSHFIELD TEAMSTERS ORGANIZE UNION

The teamsters of Marshfield met last evening in the Longshoremen's hall on Front street and organized a union. The object of the organization is given by members who participated as for the purpose of securing shorter hours, and more particularly, regular hours. Also, to get together on a better basis of charges and to provide uniform charges throughout the city for work done by the many draymen and teamsters. The union starts out with a membership of 24 members, though the remainder of the workmen have signified their intention of joining at the next meeting. This will bring the total membership to at least 30. The work of organization was assisted by several men from other unions. C. A. Strickland of North Bend was chairman of the meeting and aided in the institution.

The following officers were elected: W. H. Mulloy, president; Thos. Freese, vice president; C. A. Jensen, secretary; J. P. Mauzey, financial treasurer; George Thomason, treasurer. The board of trustees elected were: John Bear, L. H. Hiser, A. Hanson, William Harding was elected conductor and A. Matson warden.

The union will have regular meetings and will affiliate with the other unions on the Bay.

Married.

Mr. Willis A. Henderson and Miss Maud A. Krick were married at the residence of Rev. D. W. Thurston on Sunday. They will live in Marshfield.

DYNAMITE FOR HARVEY BROWN

Ex-Sheriff of Baker County Maimed by Bomb Set at Gate.

SIMILAR TO IDAHO CASE

One Leg Blown Off, Arm Mutilated And Internal Injuries—No Clew to Deed.

Baker City, Ore., Sept. 30.—An attempt was made at 10:30 o'clock tonight to assassinate former sheriff Harvey K. Brown at his home in this city by blowing him up with a dynamite bomb. Brown is at the hospital in a critical condition. One of his legs is blown off, one arm badly mutilated, besides internal injuries caused by the concussion. The outrage is similar in manner of execution to that of former Gov. Stuenkel, at Caldwell, Idaho. Brown was returning home, and as he opened the gate, a bomb exploded blowing in the windows of his house. The explosion was heard in the center of the town, half a mile away. The chief of police and the county authorities are wholly unable to fathom the cause for the deed, nor are they able to obtain any clew to the perpetrators of it.

BELL MAKES FORMAL REQUEST FOR FRANCHISE

At City Council's Meeting Last Night, Street Car Franchise Was Presented.

At an adjourned meeting of the city council last evening, the matter of attaching an emergency clause to the fire limit ordinance passed last week, was discussed at length, but no action was taken. The matter may come up again on Wednesday evening, to which date the meeting was adjourned.

Bids were opened for the work of building the extension to the present city hall, and the contract was awarded to E. S. Fairchild, whose bid was approximately \$2,450.

The extension of Laurel street from West Marshfield to South Marshfield was ordered.

The matter of purchasing a plot of ground for the future needs of the city for city buildings was brought up and after discussion, lots 1 and 4 in block 24 were purchased. These lots are at the corner of A and Fifth streets, and will afford ample room for the buildings the city will require when it assumes metropolitan size.

The most important matter which came before the body was the formal presentation by Seymour H. Bell of a street car ordinance for the council's consideration. A copy of this could not be obtained either from Mr. Bell nor from the city attorney, Mr. E. L. C. Farrin, in whose possession the only copy was left. The "Times" representative was informed that it contains 4 or 5 typewritten pages and is practically the same form that has been talked ever since the matter was first broached last fall. The council did not give it any consideration at last night's meeting, but postponed action until the meeting of Wednesday night, when it is given out, the matter will come up and be arranged to suit the ideas of the councilmen.

Sales Were Large.

Merchant Brothers informed a Times representative that the firm had the largest amount of sales on Saturday it has had since last Christmas. This goes to show that there is something besides building going on in Marshfield. The firm keeps an excellent line of goods and their trade appreciates the fact.

Raises Good Potatoes.

E. A. Curry brought to the Chamber of Commerce yesterday some potatoes raised in Marshfield. They are fine specimens and Mr. Curry obtained 1,700 pounds from a tract 40 feet square.

Alliance Leaves Today.

The Alliance arrived in port yesterday with its usual full list of passengers. She will sail today at 1 o'clock from Marshfield for Portland.

—Buy your groceries at Sacchi's.