

SHOULD REFORM THE LAND LAWS

President Points Out, in Keokuk Speech, Changes Are Advisable.

LAWS ARE MADE FOR IOWA

Do Not Fit Conditions in Northwest—Stone, Timber, and Coal Laws Unjust.

Washington, Oct. 10.—It is evident from the president's Keokuk speech that he is going to undertake seriously to bring about a reform in the public land laws at the coming session of congress; not a general revision, perhaps, but such changes as will make the laws applicable to present-day conditions. Heretofore land law reform has been practically out of the question because a majority of the house committee on public lands was unfavorable to the reforms sought by the president, and because a few powerful senators stood ready to block legislation in the upper branch of congress.

Fortunately for the president, and for the bona fide settlers there is to be a reformation of the house public lands committee this coming session, due to the fact that Representative Lacy of Iowa, former chairman, was not re-elected to the 60th congress, and the further fact that several other members of the committee will not be members of the new congress. This will give an opportunity for injecting new blood into the committee, and this new blood, if carefully selected, can do much to promote such reform legislation as is desired by the president and by the entire west.

Representative Lacy was an honest man and he sought to do right, but Mr. Lacy came from a state which is climatically very different from the states of the Rocky Mountain and Pacific coast regions, where the bulk of public lands are to be found today. Unfortunately for the west, Mr. Lacy knew little of conditions in the west outside of his own state, and being a man of narrow vision, he believed that land laws applicable to Iowa should be adequate for every other state. This very view was particularly criticised by the president at Keokuk, and he pointed out that one of the great reasons why the land laws should be reformed was to meet conditions found in the Rocky Mountain and Pacific coast states.

Reforms for Arid and Grazing Land.

The national reclamation law adequately provides for such of the arid lands as can be rendered arable by irrigation, and up to the present time it is not apparent that that law needs modification. But there is a vast domain which will not be affected by the reclamation act, but which at the same time will never pass to private ownership under the homestead law in its present shape. The president clearly points out the necessity for amending the homestead law so that lands of this character may be taken in tracts of more than 160 acres, his reference being to lands susceptible of dry farming, or lands that are valuable only for grazing purposes. In his speech the president did not stipulate the amount of this land that should be patented to any one individual, leaving that question for congress to solve.

The second reform which he specifically recommends is in regard to the control of public grazing lands. The present law absolutely prohibits the erection or maintenance of fences on the public domain, the law being aimed primarily at large cattle barons who, to serve their selfish purposes, and to crowd out small stock owners, have in times past undertaken to monopolize millions of acres of the public domain. Yet this law, while striking at the barons, has also affected the small stockmen, quite a number of whom had erected small fences for their own protection, and in a way that could not prevent permanent development of the country. The president realizes that the removal of fences has worked a hardship in many instances, yet the law is specific, and while the law stands the administration has

no preference in the matter. It must remove the small fences with the large ones.

What the president evidently desires is a modification of the fencing law, so as to permit the fencing of small areas of the public grazing lands when such fencing acts as a protection to small stock owners who are permanent residents in the region where their stock are grazed. At the same time he advocates the exaction of a nominal grazing fee, but only such amount as is required to pay the cost of administration.

Again, the president makes no specific recommendation as to the exact type of legislation that should be enacted, leaving congress to decide just what is best to meet present conditions in the west.

General Revision Unnecessary.

It is doubted if the president will urge congress generally to revise the land laws at the coming session. There is not so much demand for change in the laws as for change in the manner of their enforcement. For instance, it is doubtful whether new legislation would materially reduce land frauds.

What may be urged, however, in addition to the legislation referred to by the president at Keokuk is a modification of the timber and stone act, and a change in the absolute coal land laws.

If the president makes an especial effort to secure modifications in the land laws, and if the house committee is reorganized along favorable lines, something is likely to be accomplished this winter. At all events, land law reform will be a conspicuous topic.

HOTEL COMMITTEE CONSIDERED BIDS

Action Deferred Until Saturday—Five Architects Submitted Plans Yesterday.

The hotel building committee met yesterday in the office of J. S. Coke, for the purpose of receiving and inspecting bids for building the \$75,000 hotel which will grace Marshfield before another season passes. Yesterday was the day advertised for closing the bids, but the time was extended until Saturday, as it was learned there were other architects who were desirous of submitting plans. The number which came before the committee yesterday was five, being the work of J. E. Cayou, of Marshfield, Travers & Wilson of Portland, H. S. Himebaugh, Marshfield, A. H. Eddy, lately from San Jose, California, and Charles Burggraf, of Albany.

The specifications called for any material, including stone, concrete and brick. Some of the plans included all these materials, while others provided for concrete or brick. The committee will meet again on Saturday when, it is believed, they will have received all the bids, and probably be ready to make a decision as to which plans will be adopted. The work will be commenced immediately after the work is let. The site at the corner of C and Second streets comprises a plot of land, 100x100 feet. Some of the plans provide for alley ways and other reductions of the space for the building, and the number of bedrooms planned for in the specifications submitted ranges from 40 to 55. The site has two houses on it, and these will be taken into the street when the work is commenced, and used for storing materials for the building. The committee is anxious to have the work under progress just as soon as it can be started without slighting any of the considerations which will enter into the enterprise. It takes time to work out matters of this sort and the committee desires to have everything well planned before commencing, that there will be no changes and consequent delays.

Mr. Powers and Family Arrive.

Mr. A. H. Powers of the Smith-Powers Logging company, returned yesterday from his trip to Minneapolis, where he went to close his business affairs and bring his family to Coos Bay. Mr. Powers was absent five weeks, and came with his family on the Breakwater. He brought from the east his automobile, a fine span of thoroughbred horses and three dogs from the most noted kennels in the east. Mr. Powers had expected his home, now under construction at the corner of Baines and Washington avenue, would be completed upon his arrival, but the carpenters were unable to complete it in the short time.

BIGELOW HAD GREAT PLANS

Had Schemed to Extort Money from Firms and Railroads in Denver.

AUTHORITIES HAVE HIM

Uncle Sam Will Prosecute in Protection of Mails—Only Wanted \$100,000.

Denver, Colo., Oct. 10.—Kemp V. Bigelow, the young clerk from Farmer, Ohio, who mailed dynamite packages last Monday to Governor Buechel and other prominent citizens of Denver, confessed today he was also author of the letters mailed August 29 last to the Burlington road, Moffat road and Adams Express company, Daniels & Fisher Stores company, May Shoe & Clothing company and to Postmaster Paul Sours, demanding amounts varying from \$10,000 to \$100,000.

These letters contained threats that unless his demands were complied with passenger trains would be wrecked with dynamite, the Daniels & Fisher and May store and federal building would be blown up and C. H. Day, local agent of the express company, would be killed within 30 days. Bigelow's confession was made to Chief of Police Delaney in the presence of Mr. Day and John F. Vallery, general agent of the Burlington road in Denver. The letters contained instructions for placing a different mark upon each package and demanded it should be placed in one bundle and thrown from a certain Burlington train as it passed the Denver stock yards on the night of the 30th. A dummy package was made up and thrown off the train as directed. Detectives were in hiding near the spot designated and kept up a vigil all night, but nobody appeared. Next morning the package was returned to Agent Day. Bigelow will be turned over to the federal authorities and prosecuted on a charge of using the mails to defraud.

BREAKWATER WILL HAVE NEW DATES

The Breakwater arrived yesterday with her cabins filled with passengers bent on remaining on Coos Bay if accommodations can be found. She had 400 tons of freight, much of it household goods of families who are here to remain permanently.

The ship will change her sailing dates after she leaves port, and will hereafter leave Portland every Wednesday evening at 8 o'clock, and on the return, will leave Coos Bay every Saturday at service of the tide.

Following are the passengers who arrived: J. Bleu, Mrs. Ward, Miss Ward, J. Wahl, Miss J. Davis, Miss M. Davis, C. W. Street, Miss Wilkinson, J. Wilson, O. L. Hagood, J. Hubbard, Capt. Mason, C. Hess, Rev. Van Wahn, Mrs. Van Wahn, Mrs. Bennett, H. Bennett, Rev. Gordon, Mrs. Gordon, Miss Gordon, Miss H. Gordon, C. Fouchy, Mrs. Fouchy, Miss Fouchy, Mrs. Littlefield, W. Littlefield, W. Russell, Mrs. Russell, Miss Russell, R. Russell, J. Quick, S. Arnold, Miss Walker, C. S. Mudge, Rev. McDonald, W. Sylvester, F. Powell, E. Galena, T. B. Waite, H. Richardson, C. Sendelbach, M. Davies, H. A. Brown, S. Broker, R. Hilt, J. W. Hardin, A. Jackson, H. Wells, W. Dickey, W. Dickey, Jr., Wilbur Dickey, J. C. Richards, H. V. Martin, C. Long, Miss Powers, Miss L. Powers, Miss H. Powers, Fred Powers Chas. Powers, Mrs. Powers, A. H. Powers, George Taylor, E. Mackwell, L. Harshberger, W. L. McFarland, Mrs. McFarland, C. Hansen, L. Bunch, Mrs. Bunch, J. Bridge, Mrs. Hunt, O. Metchner, Jno. Mawer, Mrs. Downs, Miss Downs, Miss M. Downs, M. Gillston, Mrs. Lacy, A. L. Lacy, J. Stevenson, Mrs. Stevenson, Miss Stevenson, Rev. Black, E. G. Flanagan, E. Fogarty and five steerage.

Putting in Gutters.

North Bend is grabbing Father Time by the forelock (or some other good hold) and is putting in good gutters on Virginia avenue to carry off the surplus water which the rainy season will bring.

SANTA FE WILL ENTER OREGON

Great Road Will Build Short Line Between Astoria and Portland.

SECURE SITES FOR SHOPS

Portland Will Be Terminus of Line Up the Coast From California.

(Oregon Journal.)

Having overcome two years' determined opposition of the Harriman lines, the Portland Oregon Seacoast Railway company has completed all arrangements for construction of a railroad from Portland to Clatsop City, on the Clatsop county coast, north to Astoria and south to Eureka, forming a connection there with the Santa Fe and giving that great system a direct entrance into Portland.

Twenty miles of right of way have been acquired for the Astoria line, for a summer resort, lands have been bought at Clatsop City for shops, and the Astoria chamber of commerce has undertaken to secure 13 miles more of right of way.

Returns From Conference

William Reid, secretary of the company, who has just returned from a New York conference with representatives of the London and Los Angeles financial syndicates back to the enterprise, left today for Astoria to complete certain right of way arrangements. Eleven condemnation suits are now pending for rights of way in Clatsop county.

A meeting of the stockholders will be held in Portland Saturday, October 26, at which the capital stock will be increased from \$500,000, the preliminary capitalization, to \$1,000,000, the working capital. The company has floated a bond issue of \$25,000 per mile on the first 100 miles, and the stockholders will ratify this action. They will also confirm a construction contract for the same mileage made with the Lewis & Clark Construction company, a corporation formed in Portland and Los Angeles and incorporated in Oregon. This company will build the entire system in ten mile sections.

Complete in Two Years.

The company's right of way contracts stipulate that construction shall be commenced within seven months and shall be continuously carried on, and that the road shall be completed and in operation from Astoria to some point east of the coast range summit within two years. It is intended by the company to build the line at a much faster rate.

The final locations are now being made by surveys between Astoria, Clatsop county and Portland. The line will follow the Lewis and Clark river from Astoria to a point about eight miles inland, where it will join the line from Clatsop City, a station two miles west, near the seashore from the junction the main line to Portland will follow the easiest grade via Humburg creek, Clear creek and Gales creek to Oswego, where it will cross the Willamette river over a bridge that is being built by the Southern Pacific company under a common user franchise secured by Mr. Reid's efforts at the last session of the Oregon legislature.

The terminal of the Portland Oregon Seacoast road will be in East Portland. It will grant equal traffic arrangements with both the Hill and Harriman lines.

Shortest Route.

Surveys show that the line from Portland to Clatsop City will be 80 miles in length, 20 miles shorter than any other route now in operation or surveyed to the seacoast. Completion of this line will within the next three years give Portland three inlets for traffic from northwestern Oregon, a great region heretofore practically inaccessible excepting by wagons or a circuitous route traversed by boats from Tillamook bay to the Columbia river.

The Portland Oregon Seacoast railway will be built by British capital. The line from Portland to Astoria will be built first and will cost approximately \$3,500,000. Sev-

enty pound rails will be used and the construction and tunnel work will be up to the standard of the best western roads.

H. Hawgood, president of the company and in personal charge of all arrangements, is a railroad builder of many years' experience. He was for some years in the engineering service of the Southern Pacific, later chief engineer of the Huntington roads in Southern California, and more recently was chief engineer of the San Pedro, Los Angeles & Salt Lake, the railroad built by Senator W. A. Clark from Salt Lake to San Pedro.

IMPORTANT THINGS UP FOR DISCUSSION

Chamber of Commerce Meeting Will Hear Talk From Francis H. Clarke.

At the chamber of commerce meeting tonight Francis H. Clarke, attorney for the joint Coos Bay Harbor Committee, for Marshfield and North Bend, will be heard.

Mr. Clarke will treat the subject from an initiative and referendum standpoint for it is understood he holds that it is within the power of the Coos Bay towns to create a harbor commission through their own initiative without going to the legislature.

The harbor commission as it affects the interests of the Coos Bay harbor, is the most important question before the people of the bay. The address tonight will be from a legal standpoint, but interesting, nevertheless, and every citizen present, will be glad that he or she attended. Coos Bay is making some wonderful strides forward these days, and nothing has yet been touched upon of more importance to the welfare of the bay than some things that will be brought out at tonight's meeting.

An address will also be delivered tonight by W. H. P. McDonald. Mr. McDonald is recently from Sacramento valley, and later from Albany, Oregon. He is a forcible speaker and his impressions of the possibilities and opportunities for the land-locked, rockless-bottomed harbor of many inlets will be entertaining.

In addition to the oratorical treat in store for visitors at the chamber of commerce tonight, there will also be a treat of apples for every one in attendance will be given a prize gravenstein apple. To be sure of first choice visitors should be in their seats by 7:30 o'clock.

The additions to the exhibit the past two days includes, samples of popcorn, perfectly matured, grown by Cal Ray, Oregon grape and other ornamental shrubbery, from Evergreen Terrace, were contributed by Mr. and Mrs. C. S. Hilborn. Exquisite bouquets of dahlias from the lawns of Mrs. Lawler and Mrs. Flanagan decorate the windows and samples of copper ore and basaltic rock were left by unknown parties.

Box Factory for Prosper.

The business men of the growing city of Prosper on the lower Coquille river are organizing a corporation for the purpose of putting up a box factory there. Messrs. Shelley & Spencer donated the site for the factory and George Shelley has promised to find them a practical man on his next trip north to manage it for them. It is a safe prediction George will find them a man, for if there are any words he learned to spell and define when he went to school, they were—hustle and rustle.

Likes Coos Bay.

Mr. A. H. Eddy, a San Jose, California, architect, is on the bay with the intention of opening an office and making this his permanent home. When seen by a Times representative yesterday and asked his opinion of this country, he said: "It is the greatest country in the world when we consider its undeveloped state. There is opportunity here for everybody; the young man and the old man alike. A little money and average shrewdness will make a man a fortune on Coos Bay within a few years."

Will Build in Sengstacken Addition.

K. A. Henricks of the cold storage, will soon commence a home for his family in Sengstacken addition.

Magill Jury Completed.

Decatur, Oct. 10.—The Magill jury was completed this afternoon. The first testimony will be heard tomorrow.

MINERS ARE RESPONSIBLE

Harry Orchard Puts Brown Tragedy Up to Miners' Federation.

OPINION OF BOMB EXPERT

C. E. Elmer Gives Idaho Side of Controversy With Captain Swain.

Boise, Idaho, Oct. 10.—In the opinion of Harry Orchard the Western Federation of Miners is responsible for the death of ex-Sheriff Harvey Brown at Baker City. He says he believes the murder was committed to revenge work done by Brown in assisting the state to get evidence against those accused of the assassination of ex-Governor Steunenberg.

When first informed of the Baker City tragedy Orchard predicted that very shortly the papers would be printing interviews with those connected with the Federation, in which it would be claimed that Brown was a friend of the Federation.

Charles E. Elmer, private secretary to Governor Gooding, today reiterated his charges against Captain Swain, who has charge of the detectives investigating the Brown case. Mr. Elmer states that when he went to Baker City he had no knowledge that Captain Swain was working on the case, and that he did not know it until he had talked for three-quarters of an hour with the authorities there.

When he met Captain Swain he was greeted cordially by the Spokane detective, he says. Captain Swain told him he had absolutely no clue, but that the crime was a parallel case with the Steunenberg murder. Elmer said:

"I asked Captain Swain what the dogs had done. He told me the tracks had been crossed by so many persons that the dogs had been unable to work. I learned the dogs had taken a trail and followed it toward the home of Mrs. Kinnison and again in the same direction. I was told by the owner of the dogs later that Swain had called them off, that they had not been given an opportunity to show whether or not they could pick up the scent after dropping it near the depot."

"When I learned that Captain Swain was in charge of the investigation," said Elmer, "I determined to leave Baker City for home and say nothing. I was intending to leave that night, but I had a long-distance telephone talk with Governor Gooding. We talked the matter over and came to the conclusion that the authorities of Baker City should be put in possession of some facts regarding Idaho's experiences with Captain Swain. It was a duty as we considered it.

"I then went to the mayor, District attorney and sheriff and told them candidly what I knew. I told them I did not question Captain Swain's ability as a detective, but I had reasons to question his motives. I told them that it was Captain Swain's fault that Jack Simpkins got away; that Swain told us an absolute falsehood, which resulted in Simpkins' escaping, and that we had proofs that such was true. I told them that as far as I was concerned the information I had given them need never become public.

"I left Baker City without breathing a word of what I had told them to any one. I gave no information to any newspaper man. All that was sent out by the newspaper men concerning that interview must have come from the Baker officials, and probably through Captain Swain. They must have gone to Swain immediately, and he at once, building up a defense, caused the newspaper men around him and gave them the interviews that have been published.

Balloons Arrive for Races.

St. Louis, Mo., Oct. 10.—The balloons St. Louis and Pomero arrived tonight from Paris and Brussels respectively to be entered in the international balloon races that begin October 21 for the James Gordon Bennett cup.