

Alaska Legislation

TO BE RECONSIDERED
BY THE PRESIDENT

Roosevelt Receives a Present From the North Which He Highly Appreciates

Washington, Oct. 23—President Roosevelt in his annual message will devote a paragraph to urging better mining laws and provisions governing the public lands of Alaska.

A delegation from Alaska called at the White House this morning escorted by Congressman Wooten, of Texas, who acted as spokesman. After explaining Alaska's needs they presented Roosevelt with a gigantic moose head cabinet of gold and copper ore. The President was highly pleased. He will place the head in the White House family dining room.

After the Alaskans left, the President conferred with and dictated to Secretary Cortelyou the Alaskan matter for his annual message.

Washington, Oct. 27—The conference opened in the rooms of the Interstate Commerce Commission at 2 o'clock, today. The mine operators and Mitchell seated themselves on opposite sides of the same table. Assistant Recorder Musley shortly afterwards announced the gentlemen of the commission, and the operators as well as Mitchell and Fahey arose and stood while the Commission entered the room.

Ex-Justice Gray briefly explained the situation, and said that he preferred to regard the case as one of law, and as the plaintiffs and defendants were both present, would like to hear from each.

Mitchell said, as plaintiff, he was ready to present his testimony next Monday morning. Justice Gray interrupted him saying: "All we want is a logical statement by one side and an answer by the other, thus eliminating all irrelevant matters, and we don't want an argument."

Mitchell then made a statement in a few hundred words. Baer followed. He suggested personal visits to the anthracite fields, Thomas agreed.

Truedale wanted the opportunity given to the miners of certain mines to settle the difficulties with their employers by a conference of committees. If no agreement could be reached, then he was willing it should be submitted to the arbitration commission.

It was agreed that the largest individual operators should also be called before the commission. Justice Gray, on agreement between Baer and Mitchell, will appoint an expert to take statements of wages on both sides.

The men were all in a singularly good humor. When the suggestion was made that the commission begin an inspection in the upper regions of the anthracite district, Baer said: "I don't know anything about the upper regions,

All I have a knowledge of is in the lower regions, according to the general belief." Even Mitchell and Fahey joined in the applause and laughter which followed.

Justice Gray after consulting with all the parties fixed Thursday as the day when the inspection of the mining fields was to commence. Wilcox volunteered that a special train would take all the parties to Scranton, which will be the starting point and it is expected that it will require a week to visit the mines.

The commission adjourned to meet next Thursday.

Washington, Oct. 27.—At the Coal strike meeting today, Baer objected to the presence of Mitchell, as President of the United Mine Workers, before the commission. He said he would in no wise deal with that organization. He had no objections to Mitchell's presence as a representative of the anthracite region.

Baer announced that he would urge as a solution of the labor problem the adoption and re-adjustment of the sliding scale, which he called the profit sharing system, which gave practically peace to the mines for many years.

Tamaque, Oct. 27.—Four out of the twelve Lehigh collieries are working with a full force.

Wilkesbarre, Oct. 27.—Ninety of the collieries in this section are working and producing seventy per cent of their regular output.

Hazleton, Oct. 27.—The only collieries not working today in this region are those included in the Markle comb'n, which still insist that the men must sign agreements. The strikers say they will never accept the conditions asked.

Good enough for anybody!

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MORE RAILROAD SURMISES.

Speculation Rife Regarding Great Central

WISE ONES ON THE HUNT FOR ITS POSSIBLE CONNECTIONS

A Theory That it is to Be an Independent Line. Not Backed by Any Big Railroad Combination

Portland, Oct. 28—A new theory to account for support of the Coos Bay Railroad enterprise has been evolved by those who have watched the progress of affairs in the railroad world.

The withdrawal of the St. Paul road from the transcontinental field by contract with the Union Pacific, would have weakened the Coos Bay project if it had rested on the St. Paul for support as indications for a time strongly pointed. But it did not.

Now come intimations that the Rock Island, another big road that would have use for a line to the Pacific seaboard, is about to tie up with the Union Pacific as the St. Paul did. But this rumor, also, seems to have no effect on the Salt Lake-Coos Bay line.

That leaves the Missouri Pacific as the only important railway system without facilities for getting to the Pacific coast, and the Coos Bay line does not seem to rely on that.

It is now said by those who do not pretend to have an inside knowledge, but who read events, that the Great Central project is probably not directly related to any great railway system, but is probably fathered by men who see that such property could not fail to have a good market when built, and who can well afford to make the investment.

All avenues to the Pacific coast are now controlled by two men, Edward H. Harriman and James J. Hill. Even the Santa Fe does not get to the coast without using the Southern Pacific. This arrangement may be all right for road bound in groups but it is reasonable to suppose that independent lines do not relish the idea of being always at the mercy of the two men who control the outlet to the Pacific.

The growing importance of Pacific commerce naturally increases the unrest of the independent interior lines. Possibly capitalists connected with one or more independent lines, sizing up the situation, see that an independent railroad from some such central point as

Salt Lake City to some such seaport point as Coos Bay cannot fail to be valuable property even if it shall be maintained as a totally independent line. It need have no corporate connection with any great road in order to be a profitable railroad. It might remain unattached and yet serve the very best interests of all independent lines east by enabling them to force concessions from the Harriman-Hill combinations.

This view of the case is regarded as more sensible than the expectation that some independent Eastern road will be found to be directly supporting the Great Central project. Somebody or some group of men having command of large capital could well afford to build the road, for the future will surely bring a good market for it, if railroad signs of the times have any significance.

Will Accept No Favors

COMMISSION DECLINES A SPECIAL TRAIN

First Hearing Held With Full Representation of Miners, Operators and Spectators

Washington, Oct. 25—The Anthracite Coal Strike Commission today held a hearing in the room of the Interstate Commerce Commission, and held the first conference with the parties to the controversy. A full representation of both the operators and miners, members of the press and a number of other interested parties, was present.

President Baer tendered the commission a special train but it was declined. The members declined to ask or accept favors.

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