The Santiam News.

Politically Independent

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EDITOR AND PROPRIETOR.

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WHO ARE ACTUAL SETTLERS?

From reports from all portions of the valley, the eagerness of men to secure a quarter section of timber land out of the Southern Pacific's holdings is, to say the least, somewhat startling. Yet as a matter of fact, any of us would like to secure a quarter of this fine timber, if there was any assurance that we could get a title to it. But can a title be obtained?

In accepting the grant, the railroad company obligated itself to sell the land to actual settlers, in quantities of no more than 160 acres to any one person, at a set price of $2.50 per acre. Whenever an actual settler selects a claim and makes application to purchase, the holding company, according to the terms of the grant, providing the set price of $2.50 per acre is tendered with the application, is obligated to make the deed. In order, then, to comply with the law, the applicant must be an "actual settler," that is to say, he must live on the land he seeks to purchase. That is the only way that a man can demonstrate that he is an actual settler. To simply make the application with a tender of the money will not make a man an actual settler, by no means. Nor can the railroad company be required to make a deed under such conditions. It is well known by the railroad company and everybody else, that the men who are making application to buy these lands at the set price of $2.50 per acre, are not "actual settlers." They have no intention of building homes upon these lands. Even if they should squat upon the lands, build cabins, etc., the instant that such settlers should secure titles, that instant would see them abandon their cabins to repair to their actual homes elsewhere.

The railroads, therefore, according to the terms of the grant, are under no obligation to sell the lands under such conditions. The S. P. company well knows if there was no timber upon these lands, there would be no applications to purchase. Indeed, a vast majority of the lands are wholly unfit for homes and men would not take them as a gift if they were denuded of timber. Hence, the railroads will not be disturbed by the flurry and bluster of those who pretend to be actual settlers, but who are actual speculators in stead.

The railroad company, no doubt, is violating the spirit and intent of the law creating the grant. In a few instances men apply to purchase, who want the land upon which to build homes; but such men do not make selections of land valuable only for the timber that is growing upon it. They would select land that would be valuable for agricultural or stock purposes, after being cleared of timber. Hence, when men apply to purchase the heavily timbered lands well up on the mountains and which would be worthless after the timber is removed, the railroads can safely question the motives of a purchaser of that class.

An actual settler, as contemplated by the law, is a home builder—one who contemplates making the land sought, a permanent home. Therefore if the land is unfit for a home and is valueless with the timber removed, the railroads and the courts would be justifiable in questioning the motive of a man who seeks to purchase such lands.

In these days when men are being prosecuted for wrongfully and fraudulently acquiring government land, the term "Actual settler" is apt to be literally interpreted as a "Home builder." No doubt the S. P. company is wrongfully holding these timber lands for speculative purposes. But the NEWS fails to see that it will help matters by taking the land away from one speculator and turning it over to another.

The government should declare these lands the S. P. and other railroads are holding, forfeit and have them revert back to the government. Then let the lands be sold to the lumbermen at their actual value and the proceeds applied to the benefit of all the people. Enough money could be realized from the sale of the land that the S. P. is wrongfully holding, to buy the railroad, should the timber be sold at its present stumpage value.

THE END JUSTIFIES THE MEANS.

Mr. Francis J. Heney has lately taken the San Francisco public into his confidence. He has made a statement explaining his reasons for the prosecution of bribe givers and bribe takers. He explains the reason why the sixteen bribe taking supervisors were given immunity and were allowed to retain their offices. According to a law enacted a year or two ago by the California legislature, an indicted office holder can not be suspended from office, as long as his case is pending before the courts. This means that an indicted official, who appeals his case to a higher court, will have plenty of time to serve out his term of office before his case is finally adjudicated. Mr. Heney's reason for promising the supervisors immunity if they would confess their guilt and state who were the bribe givers, was the only means that the state had to secure a conviction of such men as Calhoun, Halsey, Detwiler, et al. Of course Detective Burns had discovered evidence sufficient to convict some of the supervisors and possibly Reuf and Smitz as well. But this would have been the extent of the convictions possible. Now, not only are the supervisors convicted by their own confessions, before the bar of public opinion, and to be forever beneath the notice of respectable men, but the arch conspirators, the freebooters who believe every man has his price, are to suffer for their crimes. In no other way could the evidence against these men be secured so long as the bribe taker and bribe giver stands pat, there is scarcely a possibility that the crime can be unearthed and fastened upon the guilty parties. But let either the one side or the other "peach," then law and honesty has the oportunity to be vindicated. The NEWS thinks Mr. Heney has pursued the only course through which justice can be reached and the vilest lot of grafters, bribers and boodlers perhaps in the United States, broken up.

The disaster that has overtaken San Francisco's high financiers may serve as a warning to others of their ilk in other cities, and result in an improvement upon their moral and financial turpitude. Mr. Heney's services are needed in nearly every large city in the land. In fact if Messrs Heney and Burns should attempt to break up bribe giving and bribe taking, franchise grabbing and grafting in general, they would each need another hundred years added to his life. At all events, they are inspiring more terror in the hearts of evil doers, than any other two men in America to-day.

YAQUINA BEING REVIVIFIED.

A dispatch in an Oregonian of last week stated that the Curtis Lumbering Co. was loading a steamer at Yaquina bay with lumber, the cargo to comprise one and one-half million feet. This will be the first cargo dispatched from the bay in nearly ten years. It is the purpose of the Curtis Lumber Co., we understand, to follow up this cargo with others and make the bay its regular shipping point.

A Mr. Potter, representing the R. P. Thomas Lumber Co., of Portland, was in Scio last week. The purpose of this visit was to interview our different mill companies with the view of letting contracts to them for lumber supplies. The R. P. Thomas company makes a business of chartering and loading vessels with lumber to be taken to any port of entry in the world. Mr. Potter was here several days and, we understand, did some business with all of our mills.

The NEWS suggested that the R. P. Thomas company should load vessels at Yaquina with lumber shipments of the central valley. Mr. Potter thought very favorable of the idea and seemed surprised that it was possible to load sea going vessels at Yaquina.

The main dificulty with the shipment of lumber over the S. P. lines at the present time, is car and motive power shortage. As a matter of fact instead of there being a car shortage, the railroad has all it can do in hauling higher priced freight and for this reason it does not care to carry lumber. Now on the C. & E. railroad there is no lack of cars and the rail haul being short from the valley to the bay, a few cars can be made to carry a great deal of lumber. The experiment of the Curtis Lumber Co., in loading the large steamer "Leggett" with a large cargo, will demonstrate the practicability of shipping via Yaquina. Any number of vessels could be loaded over there, providing the valley mills would supply the cargoes.

Nor should the S. P. object to opening up this line of transportation in order that the overflow freight could be taken care of. Formerly when the S. P. could handle all the freight offered, matters were so manipulated that freighting from San Francisco and other points via Yaquina, was entirely suspended; and the steamer line that plied regularly between Yaquina and San Francisco, was sold and utilized at other points. Seeing that the S. P. does not care to handle lumber except at rates that makes its shipment prohibitive, the Harriman interests ought to encourage the revival of this quick and cheap freight line. Or if it is true that the C. & E. has passed under the controll of the S. P. the plan of sending low priced freight via this route would be emphasized. At all events, let us hope that Yaquina, a really fine harbor for coasting vessels, is again to be placed in full commission.

CAPITOL JOURNAL X—RAYS.

Homer Davenport's noble steed of the desert, from Arabia, is not going to make the trip to Washington. When he heard that two to one bets were made that a government mule, with, as Nesmith said, "no pride of ancestry nor hope of posterity," would outtravel him, it made him sick.

Those locating or attempting to locate lands over which the government has any control, will do well to remember that "actual settler," since the land fraud trials pretty apt to mean just what it says, and that a residence on the land will be necessary.

While condemning the Soutern Pacific for with holding lands from "settlemen" it is noted that the sudden desire to own a farm, impels those so desiring to select the tract with the largest amount of timber on it for a home.

Work was begun on the upper or temporary dam last Monday. The work on the permanent dam will be commenced just as soon as the county pile driver can be obtained, which is expected to be about the middle of this present month.

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Trains From and To Yaquina.

No. 1—	
Leaves Yaquina	6.40 A. M.
Arrives Albany	2.15 A. M.
No. 2—	
Train leaves Albany	12.50 P. M.
" " Corvallis	1.33 "
" arrives Yaquina	6.1 "

Trains To and From Detroit.

No. 3—	
Leaves Albany for Detroit	7.30 A. M.
Arrives Detroit	12.30 A. M.
No. 4—	
Leaves Detroit	1.00 P. M.
Arrives Albany	5.5 P. M.

Trains for Corvallis.

No. 8—	
Leaves Albany for Corvallis	7.55 A. M.
Arrives Corvallis	8.35 A. M.
No. 10—	
Leaves Albany	2.2 P. M.
Arrives at Corvallis	3.05 P. M.
No. 6—	
Leaves Albany	7.35 P. M.
Arrives Corvallis	8.15 P. M.

Trains for Albany.

No. 5—	
Leaves Corvallis	6.30 A. M.
Arrives Albany	7.10 A. M.
No. 9—	
Leaves Corvallis	12.45 P. M.
Arrives at Albany	1.30 P. M.
No. 7—	
Leaves Corvallis	6.00 P. M.
Arrives Albany	6.40 P. M.
No. 11—	
Leaves Corvallis	11.30 A. M.
Arrives at Albany	12.15 P. M.
No. 12—	
Leaves Albany	12.50 P. M.
Arrives at Corvallis	1.35 P. M.

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The Local Markets.

The following are prices quoted on Thursday of each week by our dealers:

Wheat, per bushel	$ 75
Oats, per bushel	38
Flour, per sack	1 10
Bran, per ton	20 00
Shorts, per ton	25 00
Chop, per ton	25 00
Butter, (Country) per roll	37½
Eggs, per dozen	15
Chickens, per pound	13
Chickens, per pound, young	20
Geese, per pound	07
Turkeys, per pound	13
Ducks, per pound	15
Beef, per pound, live weight	02½
Hogs, per pound, live weight	06¼
Veal per pound, for shipping	07½
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Mutton, per pound	09

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