

TORY OF THE NORTHERN OVERLAP

not only improved these lands but they had helped build roads, school houses and churches and this caused towns to be built and a railroad, thus transforming portions of Sherman and Wasco counties from a cattle and sheep range to an agricultural region, making lands increase from little or no value to from \$25 to \$60 an acre.

As you realize the loss from earthquake by people in California you can form some idea of these peoples' loss. It is true, those improvements are not destroyed, but the people who built them and who should enjoy them have only the privilege of seeing others enjoy the profits of their labor.

Now, as to the overlap on the constructed branch of the Northern Pacific now pending: On May 2, 1885, the Northern Pacific railroad (now railway) company selected the lands now in controversy on account of its constructed branch line. The commissioner in the above referred to letter says, "Its selection was canceled December 7, 1892, for the reason that the lands were within the forfeited main line grant and restored to entry." Those who live on these lands know the department received filings on these lands all the time after that date until recently.

The commissioner in the same letter says: "The department on April 25, 1903, changed its former rulings that within the overlapping primary limits the grant on account of the constructed branch line was only of a moiety of the land and held that in the adjustment of their grant the company must be credited for the full amount of the odd numbered sections within the primary limits of its constructed branch line, and gave directions for the listing of such odd numbered sections as has been disposed of under the former ruling for relinquishment by the railway company under the provisions of the act of July 1, 1898 (30 stat. 597-620.)"

Let your readers please not here that all lands disposed of are included in this ruling. And it further appears that they have found out that those lands do not all come under the provisions of the act of July 1, 1898, for in the same letter the commissioner says: "Further conflict as to the tract in Section 23 cannot be adjusted under the act of July, 1898, supra, but there is a bill pending before congress to extend the provisions of the act of July, 1898, to this class of cases."

Your readers already know what has been accomplished in regard to this bill. It is Senator Fulton's bill, and if it passes and the railroad accepts its provisions you will not have to leave your homes; otherwise the settlers on these lands will move out or buy of the company these lands.

While there seems to be no opposition to this bill yet for want of time this congress may adjourn ere its time comes on the calendar; for remember, in the case of those already out on The Dalles military overlap district that the report of their claims for losses was sent to the session of the 58th congress, referred to the public lands committee and ordered printed. The 59th congress has so far as I can learn, never done anything, though Senator Gearin is a member of that congress, aspires to re-election and is familiar with all the details of these people's losses because he was their attorney in their suit to defend their title to their homes.

Why title fail where patents are issued in these overlap districts is best expressed in the language of Judge Bradshaw's decree in the Meader case. He says: "That subsequently to the act of congress approved September 29, 1890, and prior to — day of June, 1893, the secretary of the interior, without authority of law and wrongfully opened to settlement said tract of land, and on said — day of June, 1893, said defendant, George Meader, filed in the United States land office of the district in which said tract is situated his homestead application for said land, and thereafter, on May 29, 1894, the secretary of the interior wrongfully and unlawfully caused to be issued, and the president of the United States wrongfully and unlawfully executed, a patent for said land; which patent was thereafter wrongfully delivered to the defendant, George Meader, and the same was thereafter placed upon record in the records of deeds of said Sherman county and became and is a cloud upon plaintiff's title to such land."

The patents of settlers because these cases are similar, for these lands are only a cloud upon the title to the Northern Pacific railway title. How important then is it that Fulton's bill becomes a law. We will soon be called upon to decide who shall represent us in congress. This trouble emphasizes how carefully we should be to see that only men go there who, like Senator Fulton in this case of trouble, know how to remedy these things that may arise.

I will say in conclusion, Mr. Editor, that you and I are not likely to live to see a final settlement of these cases for if you will note the dates given by

the general land commissioner you will see it is 21 years the 2nd of May since the railroad filed its selections for these lands, and about seven years afterwards they were cancelled and the land opened to settlement, and 20 years after these selections were made the government again acknowledges the railroad has a title for these lands. This last ruling was April 25, 1905.

When a man looks at these dates and these changed rulings it makes him wonder if the child is yet born that will live long enough to see a perfect title to their homes.

I realize I have taken a great deal of space to tell this history, but I could see no way to abbreviate and tell all the facts.

Mr. Editor, you deserve thanks for keeping your readers posted, but it seems to me it is time the people with one accord demand of our government a final settlement soon. I do not mean by this that we should indulge in harsh criticism of those high in authority for placing settlers on these lands, because all men are human and make mistakes, but I do mean that we should, as emphatically as possible, demand that the title to the lands should be perfected at an early date, and that those who lost their homes should be promptly paid what is justly due them.

Long delayed justice is almost cruelty, rather than justice.

J. E. DAVID.

Postmaster Robbed.

G. W. Pouts, postmaster at Riverton, Ia., nearly lost his life and was robbed of all comfort, according to his letter, which says: "For 20 years I had chronic liver complaint, which led to such a severe case of jaundice that even my finger nails turned yellow; when my doctor prescribed Electric Bitters; which cured me and have kept me well for 11 years." Sure cure for biliousness, neuralgia, weakness and all stomach, liver, kidney and bladder troubles. A wonderful tonic. At J. C. Perry's drug store. 50 cents.

Getting Ready at Jamestown.

Jamestown, Va., May 12.—Several thousand visitors, who came here with the excursion of the association for the preservation of Virginia antiquities, to visit the interesting historical relics with which Jamestown and surroundings abound and to inspect the site of the coming exposition. They swarmed through the town all forenoon and visited every thing of historical interest. Particular interest was shown in the ruins of the old Smithfield church, on the site of which the building of the National Society of Colonial Dames is to be erected.

Before the building will be begun, it will be necessary to take down the present shed and box over the foundations, chancel and tombs. Arrangements have been made to begin the work in a few days. Edmund M. Wheelwright of Boston, the eminent

Special Shirt Waist SALE!

The swellest line in town for the money. Worth one-third more than we ask.

Prices 75c, \$1.00, \$1.15, \$1.25, \$1.50 \$1.75, \$2.00.

ROSTEIN & GREENBAUM

Old Nos. 298 and 300 Commercial St. Salem

NOW IS YOUR TIME TO BUY WOOD

AT SALEM SAW MILL
\$1.75 Per Load

The Chas. K. Spaulding Logging Co.
SALEM, OREGON

architect, who is to complete the plans for this building, recently visited Jamestown and is very enthusiastic about the work and thoroughly in sympathy with the ideas of the association for the preservation of Virginia antiquities. The tower is, of course, not to be touched. The walls are to be built with specially made bricks of a size to correspond with the bricks in the tower, which are somewhat thinner than the modern standard bricks. These will be interspersed with some ancient glazed bricks taken from some old wrecks of houses which will be bought for the purpose. The new building will probably be, to a great extent, a copy of the Smithfield church.

The interior of the present foundations, with the remains of the church in which the first legislature assembled, the old chancel and the tombs, will be preserved intact. A flooring of granolithic or some such substance

will cover most of the space within the foundations, and a railing running around inside will protect the ruins.

At the last session of congress \$50,000 was appropriated for a monument at Jamestown, provided a site was donated. The association for the preservation of Virginia antiquities has offered for that purpose a site at the eastern end of the grounds, on a high level point. If this offer is accepted, the fence of the A. P. V. A. can be moved a little westward and the grounds be preserved intact as at present. The proposed monument will be of an artistic and impressive character. It will be a reduced copy of the Washington monument in Washington and will be about 100 feet in height.

CASORIA.
Bears the Signature of *Chas. H. Fletcher*
The Kind You Have Always Bought

SOCIALIST'S ADVERTISING

(This space is hired by the Socialist Committee.)

McPartland as Seen by His Fellow Townsmen.

Just how James McPartland, of Pinckerton infamy, is regarded by those who knew him best in his former home, is fully evidenced by the resolutions adopted at a mass meeting of citizens of Parsons, Kan., April 12, held to consider the cases against Moyer, Haywood and Pettibone. The leading citizens of the place took active part in the demonstration, and among the speakers were the Rev. Pyle, pastor of the Christian church, and Judge Sheppard, one of the most prominent members of the Kansas bar. Every phase of the case was thoroughly discussed, after which the following resolutions were unanimously adopted:

Whereas it has come to our knowledge that one James McPartland, who formerly lived in this city, is the chief instigator in procuring the arrest of, and is now trying to convict, Charles Moyer, William Haywood and George A. Pettibone, citizens of Colorado, for the murder of ex-Governor Steunenberg of Idaho; and,

Whereas, while said McPartland lived among us he was infamously bad character, being associated while

here with the notorious McLaughlin, of Grand Central fame. He, to the knowledge of our people, was engaged in the commission of almost all crimes known to criminal law. He suddenly departed from the city nearly twenty years ago, and we knew naught of his whereabouts until we heard of him in connection with this case. While we have not sufficient knowledge of the facts regarding the Steunenberg murder to warrant us in making a positive statement as to the guilt or innocence of Moyer, Haywood or Pettibone, such limited information as we possess leads us to believe in their innocence; therefore,

Be it resolved by this meeting, that we warn the courts and law officers of Idaho to be watchful of every move made by James McPartland, as we unhesitatingly declare that where there is a money consideration he will do anything, no matter how low or vile, to accomplish his purpose. We caution all persons that have any connection with the trial of these men, that there is not today in the United States, outside prison walls, a more conscienceless and desperate criminal than McPartland. F. A. Matthes, chairman; P. C. Larsen, secretary.

Public Speaking

C. W. BARZEE

SOCIALIST NOMINEE FOR GOVERNOR OF OREGON

WILL SPEAK AT SALEM

ON

Socialism

Tuesday Eve., May 15

A plain talk and questions answered, on Social Economic and the political situation of today, as it pertains to the wage earner and the small capitalist. By an Eastern Oregon

Come Out and Hear Him!

We have arranged the following Excursions to Norway and Sweden

CROWNING OF KING HAAKON VII. In the Historic Cathedral at Trondhjem.
NATIONAL EXPOSITION AT NORKOPING. (The Swedish Manchester.)
And also to Liverpool, London, Hamburg, Antwerp and Rotterdam.

Sweeping Reductions in Rates

	Single tickets	Round Trip Tickets
FROM MINNEAPOLIS AND ST. PAUL TO SWEDEN, NORWAY AND DENMARK	\$48.00	\$91.00
TO LIVERPOOL AND LONDON	\$44.50	\$84.00
To Hamburg, Antwerp and Rotterdam	\$51.00	Will be quoted on application

Rates on Express steamers to Sweden, Norway and Denmark, single, \$2.50 higher, round trip, \$4.00 higher. To Liverpool and London, single, \$2.25 higher, round trip, \$3.75 higher. To Hamburg, Antwerp and Rotterdam single, \$1.25 higher.

First Excursion Leaves Minneapolis

From Minneapolis Thursday, May 17th 6 p. m. Sailing May 19th on the magnificent new Express steamers, "Empress of Britain," 20,000 tons displ., 18,000 horse power, cost \$2,000,000. THE LARGEST, FINEST AND FASTEST STEAMER BETWEEN ST. LAWRENCE PORTS AND EUROPE.

Only Four Days From Land to Land

SECOND EXCURSION—Leaves Minneapolis May 21st sailing on the large Twin Screw Steamship Lake Champlain May 24th.
THIRD EXCURSION—Leaves Minneapolis May 28th, sailing on the Popular Twin Screw Steamship Lake Erie May 31st.
FOURTH EXCURSION—Leaves Minneapolis June 11th and sails on the large Twin Screw Steamship Lake Manitoba June 14th.
FIFTH EXCURSION—Leaves Minneapolis June 21st and sails on the "Empress of Britain" June 23rd.
SIXTH EXCURSION—Leaves Minneapolis June 27th and sails on the Steamship Lake Champlain June 30.

Advantages

- Lowest Rates, the Finest Service,
- Excellent Through Car Service,
- Closed Cabins for 3rd-class Passengers.
- Saving of Hotel Expenses,
- Very Short Ocean Trip (Only four days from land to land.)
- Family State Rooms, No Extra Expenses.

For further particulars call on

DERBY & WILLSON