

6, for Colorado River storage, Wyo., 327,000 acres; April 7, for conservation Missouri River, Montana, 250,000; April 8, for conservation Swan River, Montana, 19,000; April 8, conservation Yellowstone River, Montana, 55,000; April 8, conservation Yellowstone River, Wyoming, 200,000; April 8, conservation North Platte River, Wyoming, 145,000; April 8, conservation Yellowstone River, Montana, 345,000; April 9, conservation Yellowstone River, Wyoming, 34,000; April 10, conservation Grand River, Utah, 70,000; April 10, conservation Missouri River, Montana, 359,000; April 15, conservation Colorado River, Utah, 177,000; March 31, Green River, 69,120. Then we have lower Powder River, Oregon; Blackfoot, Idaho district; Yellowstone, Montana; Green River, Utah; Owyhee River, Oregon; Flathead, Montana and Colorado River storage, Utah—aggregating something over 4,000,000 of acres.

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Dispatches of the 13th from Washington stated that Secretary Ballinger had "turned the tables on Gifford Pinchot" by withdrawing from entry the largest area of land ever withdrawn in the history of the Interior Department. The order was issued by Acting Secretary Wilson in the absence of Mr. Ballinger. It covers 87,360 acres along the Colorado river in Utah, and came direct from Secretary Ballinger, who was at Spokane attending the Irrigation Congress. It is described in the dispatches as an offset to the disclosures regarding fostering monopolies made by Mr. Pinchot at the Spokane Congress. With the order came an unofficial announcement that the action was taken to forestall "monopolies" seeking water power privileges. The same dispatches told of a statement issuing from the land office asserting that "at no time during the administration of Secretary Ballinger have any power sites been filed upon in Montana."

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Exposure of Enormous Land Grabbing in Chicago.

Developments of the past week indicate that the raids upon public school land (p. 579) are not the only great land grabs in Chicago. A legislative committee which began its investigations on the 9th, has brought out testimony to the effect that large private interests are mere squatters on Chicago land worth probably as much as \$500,000,000.

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Among these squatters the following are named: The Chicago & Northwestern Railroad, the Chicago, Milwaukee & St. Paul, the Pennsylvania, the Illinois Central, the Wisconsin Central, the Economy Light & Power Company, Hibbard, Spencer, Bartlett & Co., the Goodrich Dock Co., the City Fuel Company, the Allis-Chalmers Company, the Armour Company, the American Steel and Wire Co., the Commonwealth-Edison Company, the McCormick Harvester Co., the Deering Harvester

Co., and the Illinois Steel Company. Some of the grabbed lands are filled-in lake bottom, while some are shore lands along the river.

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One of the expert witnesses, Edward T. Cahill, who said that he had made a study of water-front rights in Illinois, testified that under an act of the legislature of 1822 a 90-foot strip along an old canal should have been preserved for all time for the use of the people, and that neither the legislature nor the city had any right to convey title to "water lots" lining the canal. The Chicago river at Clark street, he said, should be about 450 feet wide from building line to building line, but encroachments have left it only about 250 feet wide,—some 200 feet having at that point been unlawfully deeded to private interests.

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The second day's investigation, that of the 11th, is reported by the Inter Ocean (Republican) as indicating that—

a startling and almost unbelievable amount of land has been appropriated by private interests along the lake shore and river bank wherever by fair means or foul it could be grabbed and made use of. With few exceptions every property owner along the river and its branches has illegally extended his dock lines from three to seventy feet out into the stream, and is using it for commercial purposes without recompense to city, State or Federal government, so it is charged. It is likewise charged that every foot of the thousands of acres which have either naturally or artificially been built up beyond the original meander lines of the lake, as given in the United States government plats of years ago, is unlawfully held and must be turned over to the State. As values of these river and lake lands mount into the hundreds of millions and involve nearly every large railroad interest, as well as many of Chicago's greatest industries, the enormous possibilities of a series of the greatest legal battles in the city's history are clearly apparent. A gigantic fight with the State of Illinois on one side and the combined forces of some of the greatest corporations in the world lined up on the defensive, is seen looming on the legal horizon. The successful recovery of the public lands now held by private interests will insure two things: The deepening and widening of the Chicago river and branches to make it navigable for the largest fresh water craft, thus giving Chicago the greatest industrial and commercial boom ever enjoyed by any city in the world; secondly, permitting the first and greatest step to be taken in making Chicago the city beautiful of the world, by utilizing for park and boulevard purposes every foot of lake shore from the Indiana State line, to the Wisconsin boundary.

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The legislative investigating committee consists of Representatives B. M. Chipfield (chairman), David E. Shanahan, John L. Flannigen, Fred Erickson, T. H. Riley, R. E. Wilson, and Senators