

# The Santiam News.

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NO. 8.

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By D. C. Humphrey.

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second class mail matter.

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**DENTIST**

Scio Oregon

**S. C. BROWN, M. D.**

**PHYSICIAN AND SURGEON**

SCIO, OREGON  
Graduate Toledo Medical College  
Cincinnati.

**A. G. PRILL, M. D.**

**PHYSICIAN AND SURGEON**

Scio, Oregon

Telephone Exchange No. 11.

**R. SHELTON**

**REAL ESTATE BROKER,**

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Scio Oregon

**F. H. MAULDING**

Dealer in

Fresh Candy, Nuts, Cigars and Tobacco,  
and soft drinks of all kinds.

Try Him.

**R. W. HARGEY**

**Watchmaker and Jeweler**

All kinds of watches, clocks and jewelry  
promptly repaired.

SCIO OREGON

**J. R. GILL**

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**General Blacksmith**

AND

**Wagon Maker**

—ALBANY—

**LUNCH - COUNTER**

McKillop & Churchill, Props.

ALBANY OREGON

The best 20c meal in the valley  
Open all night.

Go To The

**Keystone Shaving Parlors**

C. H. BUCK, Prop.

Only First-Class Shop In The City

Shaving.....15 cents

Hair Cutting.....25 "

Shampooing.....25 "

Baths.....25 "

**DR. M. H. ELLIS**

**EYE AND EAR**

McLain block Albany, Oregon

**J. J. Barnes & Son,**

**General Blacksmiths**

**and Wagonmakers**

We buy our stock in large quantities  
and keep a full line of carriage and  
wagon material. All kinds of work in  
our line done on short notice.

**Horseshoeing a Specialty**

**SCIO, OREGON**

**D. C. HUMPHREY**

**INSURANCE AGENT**

For the Liverpool and London and  
Globe Insurance Company.

**EAST AND SOUTH**

—VIA—

**Southern Pacific Co.**

**SHASTA ROUTE.**

Trains leave West Scio for Portland

and way stations at 10:45 a. m. Leave

at Albany at 2:45 p. m.

Leaves Portland 8:30 a. m., 8:30 p. m.

Albany 12:10 p. m., 11:30 p. m.

Arrives Astoria 12:30 a. m., 11:30 a. m.

Sacramento 7:55 p. m., 8:55 a. m.

San Francisco 7:55 p. m., 8:55 a. m.

Pullman and Tourist cars on both

trains. Chair cars Sacramento to Ore-

gon and El Paso, and tourist cars to

Chicago, St. Louis, New Orleans and

Washington.

Connecting at San Francisco with

lines for Honolulu, Japan, China,

Philippines, Central and South Amer-

ica.

New Mrs. M. E. Woolhouse, agent at

West Scio station, or address

W. E. COMAN, G. P. A.,

Portland, Ore.

Through Salt Lake City, Leadville, Pueblo, Colorado Springs and Denver, and

the Famous Rocky Mountain Scenery by daylight to all points East.

Fast trains daily between Ogden and Denver

Modern Equipment, Through Pullman and Tourist

Sleeping Cars and Superb Dining Car Service.

**STOPOVERS ALLOWED**

For rates, folders and other

formation address

W. C. McBRIDE, Gen. Agent

124 Third St., Portland, Or

Fast trains daily between Ogden and Denver

Modern Equipment, Through Pullman and Tourist

Sleeping Cars and Superb Dining Car Service.

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W. C. McBRIDE, Gen. Agent

124 Third St., Portland, Or

**Scio State Bank**

Scio Oregon

**OFFICERS**

President.....T. J. MORGAN

Cashier.....W. A. EWING

Trustee.....J. M. MOORE

Director.....J. M. MOORE

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**EVENTS OF THE DAY**

TELL WHO MAY LAND.

New Chinese Regulations Are Made Public.

Washington, Aug. 19.—A new set of Chinese regulations, prepared by Commissioner General of Immigration Sargent and approved by Secretary Cortes, of the department of commerce and labor, jurisdiction of the matter of the exclusion of Chinese having been transferred from the treasury to the latter department, were made public today and are now ready for distribution. These rules designate that Chinese persons are permitted to land at ports of the United States under the provisions of the laws and treaties, together with the passport and visas, other than Chinese diplomatic and consular officers, who have been vested with the power and authority heretofore conferred on collectors of customs, giving their stations and jurisdiction.

Conditions are named to which every Chinese person seeking admission into the United States under the provisions of the act of 1902, for the purpose of taking part in any fair or exhibition authorized by congress, shall conform as a condition precedent to such admission, regulations governing the arrival and deportation of Chinese unlawfully within the United States are included. All told there are 61 rules embraced in the new regulations. Accompanying the regulations are laws and treaties relating to the exclusion of Chinese.

Provision is made for a certification record of all Chinese laborers arriving and departing at ports of entry, copies of such records to be transmitted to the commissioner general of immigration.

Conditions are prescribed to which all Chinese persons claiming the right of transit through the United States to foreign territory must conform as a condition precedent to such privilege. Numerous changes have been necessary in the revision of these rules to make them conform to the transfer of jurisdiction over the subject from the treasury department to the department of commerce and labor. Forms of blanks are prescribed and rules made to govern the officers charged with the enforcement of the exclusion law.

**LAWYERS AT FAULT.**

Congress May Be Asked to Repeal Present Land Laws.

Washington, Aug. 19.—The 58th congress, when it regularly assembles in December, will be called upon to remove from the statute books three laws under which the government is being systematically robbed each year of hundreds of thousands, if not millions, of dollars' worth of public lands. The robbers are not in all cases violating the letter of the law, and as long as these three laws remain in force they cannot be reached, but they are violating the spirit of the law, and escape only on technicalities. The fight began in the last days of the 57th congress, to bring about the repeal of the timber and stone act, the desert land act, and the commutation clause of the homestead act, it is to be renewed with vigor, and the friends, as well as the enemies of reform, are even now preparing to enter the fray, each side determined to win.

Secretary Hitchcock, after more than four years in the cabinet, during which time he has familiarized himself with the details of the several land laws, has become convinced that the statutes should be changed. He cannot see why the government should relinquish for \$1 an acre timber lands that are worth \$100 an acre; he cannot see why desert lands should be permitted, even though they be made just inside the limitations of the law; he does not see why one man should be permitted to make an entry in the interest of another; nor does he recognize the justice of allowing cattle barons and large stock interests to gain control, if not ownership, of vast tracts of public grazing lands, contrary to the public policy. Secretary Hitchcock has come to realize that while the government is annually losing vast areas of valuable lands under the operations of the laws just specified, the government is, to a great extent, powerless to arrest many forms of speculative entries so long as these laws remain on the statute books.

**Italy Expects War.**

Rome, Aug. 19.—The memorandum of the Bulgarian government to the powers regarding the situation in Macedonia has produced a great effect here. The general impression is no longer that the Bulgarian government is no longer able to hold back popular feeling, which, unless it is repressed in time, will lead to a war with Turkey. The fate of Bulgaria in that event, it is thought, would probably be the same as that of Greece in the last war with Turkey. The Italian government is exchanging views with Vienna and London on this subject.

**Nearing the Nevada Line.**

Carson, Nev., Aug. 19.—News has been received that a party of cowboys who escaped from the prison at Fort Carson, Cal., visited Glen Alpine, near Tallac. They stopped at the resort at noon, demanded dinner, and carried away several days' provisions. Beyond taking food they did not do any or threaten any one, and openly admitted their identity. The cowboys are now nearing the Nevada line, and if they cross an effort will be made to capture them.

**Street Cars Collide.**

Carthage, Mo., Aug. 19.—A head-on collision took place this afternoon on the Carthage-Joplin electric railway three miles from this place. Motorman Joseph Baker was killed. Motorman Ed Helge fatally hurt and 25 other persons seriously injured.

**WILLAMETTE VALLEY RANCHERS WILL DO WELL THIS YEAR.**

Willamette Valley Ranchers Will Do Well This Year.

Willamette valley farmers are rejoicing over the prospect for good profits in almost every thing they have to sell this year. Not only are prices good, but yields are large and as a consequence there will be more money in the valley this year than there has been for more than a decade before.

Wheat at Salem is quoted at 70 cents, with the mills paying a 2-cent premium. In ordinary years all above 50 cents would be clear profit, but because of the high wages paid to farm help this season it will take from 52 to 55 cents to pay the cost of production. The average yield, so far as can be learned, will be about 29 bushels to the acre or more. This means a clear profit of from \$1 to \$1.50 an acre on wheat after allowing for all labor and expenses. Oats have turned out better in proportion than wheat, and the large yield, with a price of about 25 cents per bushel, will leave a good profit on that crop. The season has been very favorable for hay, and yields have been good. The prices quoted at present are from \$7 to \$8 a ton in the local market for loose hay. Farmers say that about half of this price is profit. Yields run from two to three tons per acre, making this crop a better paying one than wheat.

Hops promise a price ranging from 15 cents upward, and it is generally figured that all above 8 cents is profit though growers who hire all their work done and give their yards a good spraying say that the cost of production is 10 cents a pound. At any rate, there seems to be an excellent profit this year.

The prune crop is large, and though the domestic market has not opened there is a fair price for the crop. A 2 1/2-cent basis, which price leaves the grower a "better than fair" margin.

All through the year dairy products have brought an extraordinary price and even country butter has found a ready market at paying figures. Woolgrowers sold their fleeces this year at a high price, and sheep have been in demand all through the year.

**CATTLEMEN REFUSE TO SELL.**

Despite Scarcity of Feed They Hold for Better Figures.

Never in the history of the country around Dale has the cattle market been as unsettled as it is at the present time. Prices offered by export buyers are extremely low, and the cattle raisers are refusing to sell. Crowding on top of this, there is a scarcity of hay as compared with last year, and prices are running mountain high. Hay is selling in the field at 10 per ton, which is \$1 higher than it was last fall. Cattle-raisers who have not a sufficient supply are trying to contract for all they can secure, but the farmer will not sell. Again there are more cattle on the range this year than last, without sufficient feed for them. Notwithstanding the discouraging state of affairs which confront the cattleman, he is willing to wait for further developments.

The export cattle-buyers who have been in the country have had to go to other parts because they could not secure the cattle here. The buyers give Portland quotations here at \$2.75 per hundred for cows and \$3.35 for steers. The average is \$3.75, and even better prices than that were received last year. If both the buyer and the seller continue to hold out, it is believed that there will be a number of forced sales on the part of the stockmen, and that they will sell at a loss to themselves.

**No Grass to Fight Over.**

There is no range war in the Upper Deschutes valley. On the contrary, there is the peace of desolation. The range was overstocked and eaten out, and no grass worth making war over remains. Where neat cattle and horses once thrived by the thousands there is now none too much feed for a few hundreds. Twenty years ago there was no finer grazing region in the United States. Men who now ride all day in a cloud of dust tell of the time when the grass was up to their knees as they bedrode their horses and cattle fairly wallowed in the feed that covered the 30 miles of present desert between Bend and Prinsville.