

The Santiam News.

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NO. 51.

The Santiam News

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By D. C. Humphrey.

TERMS

Per annum \$1.50

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PROFESSIONAL

WILBUR N. FINTLER, D. M. D.

DENTIST

Scio Oregon

A. G. PRILL, M. D.

PHYSICIAN and SURGEON

Scio, Oregon

Telephone Exchange No. 11.

R. SHELTON

REAL ESTATE BROKER,

Justice of the Peace Notary Public

Scio Oregon

R. W. HAGEY

Watchmaker and Jeweler

All kinds of watches, clocks and jewelry

promptly repaired.

SCIO OREGON

—ALBANY—

LUNCH - COUNTER

McKillop & Churchill, Props.

ALBANY OREGON

The best 20c meal in the valley

Open all night.

D. M. H. ELLIS

EYE AND EAR

McLellan block Albany, Oregon

D. C. HUMPHREY

INSURANCE AGENT

For the Liverpool and London and

Globe Insurance Company.

Portland, Ore

UNDERTAKING GOODS!

We have always on hand a full line of

Caskets, Coffins, and robes at low prices. Our

PICTURE FRAMING

Departments cannot be beat. Pictures

framed in any size or style at reasonable prices

Scio Planing Mills, Scio, Oregon

SCIO LIVERY & FEED STABLES.

Irvine & Myer, Props.

Hack connects with all trains at West Scio

and morning train at Munkers.

Our rigs are first-class and our horses good

drivers. Prices reasonable.

PIANO—Chickering, Kimball,

ORGANS—Newman Bros. and

Kimball

Webster and others

E. U. WILL

General Music Dealer

Music Books, Sheet Music, Small Instruments and Strings

Agent for the popular "New Home" Sewing Machine.

We Sell a Sewing Machine for \$20. Warranted for Five Years

Needles and Supplies for all Sewing Machines.

Pianos, Organs, and Sewing Machines Repaired.

120 First Street Albany, Oregon

Go To The

Keystone Shaving Parlors

Only First-Class Shop In The City

Shaving.....15 cents

Hair Cutting.....25 "

Shampooing.....25 "

Baths.....25 "

IRA FOREN, PROPRIETOR

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

THE

Scio State Bank

Scio Oregon

OFFICERS

President.....T. J. McKenna

Cashier.....W. A. Ewins

D is a general banking and exchange

business. L. is made at current rates

and drafts issued on principal cities.

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 12:35 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 Og-

den and El Paso, and tourist cars to

Chicago, St. Louis, New Orleans and

Washington.

Connecting at San Francisco with

several lines for Honolulu, Japan, China

Philippines, Central and South Amer-

ica.

See Mrs. M. E. Woodmansee, agent at

West Scio station, or address

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

Portland, Ore

EVENTS OF THE DAY

GATHERED FROM ALL PARTS OF THE

TWO HEMISPHERES.

Comprehensive Review of the Important

Happenings of the Past Week

Presented in Condensed Form, Most

Likely to Prove Interesting to Our

Many Readers.

Russia has called out more reserves

Many deported union miners are ar-

riving at Denver.

The Russian forces at Ping, south of

Niu Chwang have been forced to evacu-

ate.

Russia will not heed the protest of

British Rite Masons of Oregon in con-

traband.

An attempt has been made to kidnap

the Italian consul at Tangier, Morocco,

by bandits.

All Russian warships at Port Arthur

are expected to be ready for service

within a fortnight.

The tenth semiannual reunion of

Scottish Rite Masons of Oregon is in

session at Portland.

Congressman Metcalf, of California,

is slated to succeed Cortelyou as sec-

retary of commerce and labor.

The national heads of the Rathbone

Sisters and Pythian Sisters, at a con-

ference, have prepared a plan for the

consolidation of the two orders.

A cloudburst on the tableland adja-

cent to Sterling, Colorado, caused a

sheet of water 10 to 18 inches deep to

cover the lower portion of the town.

Much damage was done to growing

crops in that section.

The land office at Oregon City may

be moved to Portland.

Abner McKinley, brother of the late

President McKinley, is dead.

The Colorado train robbers have

again eluded the posse and are further

into the hills.

The man who attempted to kill the

Spanish premier has been sent to pris-

on for 17 years.

The wife of Mayor Ballinger, of Seat-

tle, has been warned of a plot against

her husband's life.

Chinese report that a battle was

fought June 9 within seven miles of

the inner forts of Port Arthur.

The Panama commissioners are sure

a currency system acceptable to the

United States will be adopted by Pan-

ama.

More union miners are being deport-

ed from Colorado and the work will be

kept up until all are taken out of the

state.

The Japanese are constructing a rail-

road from Feng Wang Cheng to Sha-

delin, 30 miles to the southeast, near

the mouth of the Yalu river.

Roosevelt desires Ambassador Choate

to succeed Knox as attorney general.

John W. Minto has been appointed

postmaster at Portland, to take charge

July 1.

Perdicaris, the American held by

Moroccan bandits, will soon be re-

leased.

The Japanese have dislodged Russian

forces in a number of towns along the

Liao Yang.

A waterspout in Oklahoma was the

cause of three deaths and washed away

many houses.

Kansas objects to being made the

dumping ground for the objectionable

GOOD DOINGS.

A Few Simple Rules Which Would Help

Our Highway.

Among the elements and forces of

nature there are several enemies of

good roads, but the greatest of them is

water. It washes away the material

of the road. It eats into the road and

softens it so that the wagon wheels cut

into the surface making ruts and holes.

It permeates and softens the foundation

so that the surface of the road sinks or

breaks up. In the winter the water that

is in the road freezes, expands,

and loosens and disintegrates the road

material.

The most important thing in the

building of roads is to lessen or prevent

the ravages of water; yet no feature of

the work is so neglected as this. Many

local road improvements seem to give no

consideration to the question of drain-

age, and the result is a regular mud

blockade during several weeks or

months of the year.

The following are a few simple rules

the observance of which would go far

toward bettering the roads of this coun-

try:

First. The road should be so located

and constructed as to avoid steep

grades down which the water runs

during heavy rains tearing up and

washing away the road material.

Second. The foundation of the road

should be thoroughly drained by open

side ditches which will carry off the

water, and where necessary the drains

should be laid in the foundation itself.

Third. The surface of the road

should be graded and smooth and have

sufficient slope toward the sides to shed

the surface water.

Fourth. Ruts and holes on the sur-

face of the finished road should be filled

as fast as made so that no water can lie

on the surface to be worked up into

mud.

These rules are simple and easy to

follow, and any one who gives any seri-

ous thought to the matter can see the

wisdom of following them. Still they

are almost universally ignored, and the

condition of our roads abundantly

proves.

What this country needs is a radical

change in road building.

The people have been moving in this

more sensible than one, and if each

local community is left to work out the

road problem alone, they will continue

to move in the same old groove, and

every year millions of dollars will be

thrown into the mud, to say nothing of

the losses resulting from the use of bad

roads. Lectures on road improvement

to move in the same old groove, and

bulletins on road building appear to

have very little effect.

What the local communities need is

practical object lessons and actual as-

sistance, and these can come only from

the state government and the federal

government. It is for this reason that

road reformers everywhere are turning

toward state and national aid as the

only solution of the road problem.

The bad roads of the United States

are a blight, a curse, a disgrace and all

patriotic, progressive citizens should

make a grand united effort to wipe

them out and put our nation on a level

with the advanced nations of Europe

HAPPENINGS HERE IN OREGON

DECISION ON SWAMP LAND.

Governor Receives the Text From the

Interior Department.

Salem—Governor Chamberlain has

received the full text of the decision of

the secretary of the interior rejecting

the claim of the state of Oregon to the

swamp lands within the Klamath In-

dian reservation. Briefly stated, the

decision quotes the swamp land act of

1860, which specifically provides that

the grant to the state shall "include

any lands which the government may

have reserved, sold or disposed of (in

presence of any law heretofore enact-

ed) prior to the confirmation of title to

be made under the authority of the

said act."

The treaty creating the Klamath reser-

vation was made in 1864, but the de-

cision holds that the right or title of

occupancy of the Indians ex-

isted prior to that time, as recognized