The Santiam News.

POLITICALLY INDEPENDENT.

Entered at the postoffice at Scio, Oregon, as second class mail matter.

PUBLISHED EVERY FRIDAY BY

T. L. DUGGER

EDITOR AND PROPRIETOR.

One year in advance	$1.50
Six months in advance	.75
Three months in advance	.50

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THE MITCHELL TRIAL.

The Oregonian has supplied the reading public with a complete stenographic report of the trial of Senator John H. Mitchell, and, we take it, the report is perfectly reliable. Whether the defense will be able to break down the testimony of Judge Tanner, Mr. Mitchell's law partner for years, or not, the public has become fully convinced that the senator did receive his share of the firm's earnings for services before the several governmental departments, and that he chiefly conducted the Washington end of such service. This, Senator Mitchell knew, was in direct violation of the mandates of the law. Nor can he successfully prove ignorance on his part that the monthly net earnings of the firm included fees for a law practice that is prohibited to senators and representatives in congress. Every one who has carefully read the Oregonian's report of the trial will be forced to conclude that Senator Mitchell is either a rogue or a fool, and we all know the senator is far from being a fool.

Whatever the result may be of the trials of Mitchell, Herman, and Williamson, their political death warrants are being rapidly written. They are serving their last terms in the senate and house of representatives respectively. Oregon deserves a representation in congress composed of men to whom not a taint of dishonor attaches; and the breaking away of the party shackles of the voter by the use of the direct primary method of nominating candidates offers the opportunity to secure men free of reproach for those positions. Senator Mitchell's very many friends are extremely sorry that he has become involved in practices forbidden by law, but if he has plucked the forbidden fruit, justice demands that he pay the penalty. Nor will a defense of "careless business habits" mitigate the offense in the least. The testimony shows that he did the work and received pay for it, when stripped down to the base fact. Neither will the fact that the senator is an "old" man be a plea to mitigate the offense. Senator Mitchell is by no means the nestor of the senate, for there are dozens of older men now members of that body who are, so far as the public knows, honest and upright. Judge Bennett, leading counsel for the defense, states that Senator Mitchell is a poor man, and urges that fact as an evidence of his honesty. Well, a great many people would consider an income of $500 to $600 per month, which testimony shows was Senator Mitchell's share of the earnings of the firm of Mitchell & Tanner, quite ample, to say nothing about his salary of $5000 per year as senator. At least, a country editor would imagine that he was in the millionaire class did he have such an income. The fact that the senator is a poor man and depends upon the charity of his friends for funds to make a defense should have but little weight with the jury, nor will it, for the jury is composed principally of farmers to whom an income of $10,000 a year will look large.

We, in common with the senator's many friends, are extremely sorry to see what has been a useful life for the state of Oregon covered with the mantle of dishonor for the few years that yet remain for him to live. "If true 'tis pity, and 'tis pity 'tis true."

POLITICS SHOULD BE BARRED.

Mr. Dalrymple, the Scotch expert who was invited by Mayor Dunne of Chicago to come to that city and advise with reference to the induction of municipal ownership, states that the first thing necessary to the successful introduction of the public management of the street car service is to segregate it from all political connection or association whatever. We believe that Mr. Dalrymple is correct in his conclusions. Of course, political conditions are quite different here than in Scotland. There, politics do not seem to be mixed up with business as with us. It can readily be seen what a strong political machine could be built up if politics entered into the management of municipal ownership. We have seen how deleterious to the public the mixing of police and fire departments with politics are, and if the street car service should be allowed to do likewise, the evil would be greatly aggravated.

But all of these municipal employes should be barred from active participation in politics. They should not be allowed to become a part or a creature of the "mashеen" in the smallest degree. If such employes were allowed to become the mere tools of the party in power, it would be next door to impossible to dislodge such party from its hold on the public teat. Yet there is a way in which the participation of municipal employes can effectually be prevented from participation in municipal politics, and it is the only way in which such participation can be completely prevented. When a man desires to enter the public service, supposing, of course that he is properly fitted for such service in point of health, habits, etc., let him be enlisted as such public servant for a period during good behavior and as long as he exhibits proficiency and a desire to work upward in the service. While he is so employed, let him be politically disfranchised, and any participation in municipal politics whatever be absolute and unequivocal dismissal from the service. Of course the pay should be ample, with an increase as he gains experience and proficiency, or with promotion in the service.

It may be urged that men (some, at least) will not readily surrender their political rights, and that for this reason not the best men would go into the service. In reply to this contention, it might be truthfully said that men who manifest a disposition to dabble and participate in politics and political fights are not, nor do not make, the best policemen nor the best firemen, and we can safely conclude that such would result in the street car service. Any way, if men were unwilling to surrender, temporarily, their political rights, there would be nothing compulsory about the matter; they need not enter the service.

This same method could be employed when the government decides to take over the railways, for there is no question but what the rapidly growing sentiment for government ownership of the railways, telegraph, telephones, etc., will culminate in actual ownership at some future day. Further, it would be a good plan to apply the rule of disfranchisement to all branches of the government service in every department. Then we would hear nothing about "pernicious activity" of government employes in politics. Politics would certainly be greatly purified thereby.

ASSESSORS AND THEIR DUTY.

The chief reason why the rate of taxation is so high is that a large proportion of the property owned in the state is never listed on the assessment rolls. The property not assessed includes not only franchises, which are intangible, but also personal property, such as money, notes and accounts, which are easily concealed. In every county there are wealthy men, bankers and retired capitalists, who are known to be worth large sums of money, yet their total assessment is comparatively small. Assessors dismiss the matter with the remark that they "can't find the property," or "that is all he gave in." As a matter of fact, the assessors for some reason do not try to find the property or to prove its possession, but are content to let poor people bear an unjust portion of the burden.

There should be an end of this. If it cannot be terminated in any other way, the honest taxpayers should form leagues in their several counties and go after the assessors in a manner that will arouse them to a sense of their duty. The small property-owner who is compelled to pay an undue proportion of the public revenue is being robbed under the forms of law, and should endure it no longer than he would permit himself to be robbed by a highwayman or sneak thief without complaint. The tax-evading plutocrat, whether he lives in Portland or the farthermost corner of the state, should be brought to account and be compelled to pay his honest debt to the state, county, city and school district. No assessor should be allowed to close his roll until he has made every possible effort to list all the property in his jurisdiction subject to taxation.—Oregonian.

CHICAGO AND ITS SCOTCH EXPERT.

It seems that James Dalrymple, the Glasgow traction expert who was invited to visit Chicago to inspect municipal ownership possibilities in that city, will start back home ahead of time, and will not write the report expected and promised. His views as verbally expressed are not relished by Mayor Dunne and his advisors, and they fear that the report would be against the municipal ownership plans in that city. Mr. Dalrymple's first recommendation is the absolute exclusion of politics from street car management. He is against a cable system, and also prefers a system of low fares without transfers. So strong is the incompatibility of opinions that the visitor's departure will be at a much earlier date than was looked for, and, after a glance at some other American cities, he will go back home. Mayor Dunne's program was to submit the expert's written report to the Chicago city council and transportation committee as a basis for the municipalization of the street car lines. But an adverse report would be a wet blanket on the whole undertaking.

After a talk with Mr. Dalrymple, Mayor Dunne discovered that his Scotch egg had hatched out an ugly duckling. The expert most emphatically declared that the street car business must be kept independent of politics and political office seekers, unmixed with socialism, and not be subjected to changes of management through political overturns. He does not believe the underground trolley to be practicable in the climate of Chicago, says cable cars are out of date and condemns interference with the management of the lines by street car men's unions. He also declares that, with the universal transfer system existing in Chicago, it would be impossible to reduce the fares as contemplated and not have a deficit, so that the advantages counted on in that respect could not be realized. As both the mayor and the expert had struck a radical disappointment, nothing remained but to allow the guest from Scotland to pack his grip and cut out the report.

Here is Mr. Dalrymple's own language in his conference with Chicago's city comptroller: "Politics must be eliminated from the street car lines. I can see no reason why in municipalizing your traction lines you can not do here what we have done in Glasgow—eliminate politics from the operation and management of the lines. Our officials are men of honor, proud of their city and its institutions." Chicago has learned something from the Scotch expert, though of such a nature that it is not desired in a formal report. It would be altogether too penetrating to lay before the city council. Chicago wanted to hear of fine opportunities, not of obstructions nor of faults. The case as it stands is practically an indictment of the city. Another Scotchman, Thomas Carlyle, once went to Ireland to write a book on that island. He traveled there two weeks, and was so enraged by the misery he saw that he went back home and wrote nothing.—St. Louis Globe-Democrat.

Possibly Judge Cotton, the newly appointed U. S. district judge to succeed Judge Bellinger, may prove a worthy successor, but such result seems hardly possible. A lawyer that has spent nearly his entire legal life in serving corporations could not help but gradually grow a prejudice in favor of corporate interests. Let his intentions be ever so honest, he will unconsciously be controlled in some degree by the line of thought and study that has engrossed his mind for the past fifteen or twenty years. He would be more than human if such was not the case. Therefore we believe the president has made a mistake in appointing Judge Cotton. It is reported that the railroad company has been paying him a salary three times as large as the position of federal judge pays. That alone is sufficient to create a suspicion of a sinister motive behind the acceptance. Judge Cotton is said to be a very able lawyer and exceptionally well posted in corporation law. If he proves to be a fair judge, the people will be agreeably surprised.

If Senator Mitchell courted investigation, as he stated last winter with so much eclat, why did he allow his attorneys to make such strong endeavors to have the indictment against him quashed? If he was innocent of all wrongdoing in his official capacity, why did he think it necessary to change the reading of the articles of copartnership surreptitiously? These are questions that stares his old friends, as well as judge and jury, in the face. The senator knew the law as well before the government detectives got onto his track as he did afterward. Why, if he is innocent, was he not eager to meet his accusers face to face in open court and there prove his title to be called an honest man? The fact of the business is, those articles of copartnership would never have been changed had he not deemed it vitally necessary to his safety to do so. The senator is skilled in law and statecraft, but in attempting to turn a dishonest penny he is a lamentable failure. He is learning by bitter experience that "The way of the transgressor is hard."

Merchants who advertise exclusively by means of unsightly bill boards, tin signs, etc., located in many and unexpected places do not merit the patronage of the people. They pursue this course in lieu of doing legitimate advertising through the medium of the newspapers, simply because it costs less money. They disfigure the landscape with their unsightly bill boards and are unwilling to help sustain the newspaper, a modern necessity of the people. Such merchants and business men, if you deal with them, should be watched closely. There is a respectable and legitimate method of soliciting trade—through the columns of the newspapers—and the merchant who refrains from using that medium from parsimonious motives does not merit your custom. Patronize the merchant who pursues a "live and let live" policy.

China is about to delare a boycott on American made goods and American importations in general. The cause assigned is the over-zealousness of American emigration officials in refusing Chinese who are not in the prohibited class to land at our ports. The class of Chinese not prohibited are merchants, scholars and students. But our emigration officials do not seem to be able to distinguish a Chinese gentleman, merchant or scholar from a coolie; hence the trouble. The matter is looked upon with considerable seriousness by President Roosevelt, who has ordered these same emigration officers to open their eyes and permit those who have a right to enter. Great damage is already said to have been inflicted upon American importations because of the boycott.

Scio has energetic and up-to-date business men, who deal fairly and honorably with their customers and who keep fine stocks of goods on hand. You may think you can do better by patronizing the merchants of other towns, but when you count the cost in time and expense of visiting other towns, you will find you have lost money by not patronizing your home merchant. You are also assisting in improving and paying taxes to support other towns at the expense of your home town.

Scio is reported to be about the best country horse market in the valley. The number of bunchgrass horses that have been brought to this vicinity this spring and summer is certainly evidence that the owners of bands of horses think this report true, at all events. And they sell their horses, too, but whether satisfactory prices are realized or not, we have not learned.

It is said that the Standard Oil Co. now owns the Portland Consolidated street railway, having taken up the entire issue of four millions dollars of bonds issued by the new company that lately effected a purchase of that property. So we will now pay tribute to Rockefeller when we ride on Portland street cars as well as upon the coal oil we burn.

While the light rains of last Saturday night and Sunday were welcomed by many, there are others who have hay cut and unshocked and hay ready to cut that the rain did not suit a little bit. But as what is suitable for some people is detrimental to others, we must simply accept what comes and make the best of it.

Oregon and Oregonians should put the best foot forward and make the visits of eastern people who come among us as pleasant as possible. We think we have about the best country that the sun shines upon, and let us take pains to show that fact and that we are about the best people on earth.

Before this copy of the News reaches its readers, the Mitchell trial will be finished. From the evidence introduced the government has certainly established its case. Prosecutor Heney has demonstrated that he has few equals in summing up evidence and presenting a case to the jury.

SUTHERLAND'S FIRST EPISTLE TO DUGGER.

CHAPTER I.

As per promise, I will give you a little write-up of Lamonta. I arrived here Monday, May 29. Went to "counter jumping" on Tuesday, the 30th, and have been quite a busy boy every day since.

Lamonta is a new place; just lately been laid off into a townsite. Mr. J. C Rush, my employer, is the owner of the townsite and the owner of the only business house here, having just about completed a large new store building, 24x70 feet and two stories high. The upper story will be used for a hall, though now for a storage room. There will not be a finer wooden store building in Crook county when completed. Mr. Rush has a fine stock of merchandise and is doing a thriving business, which could not be otherwise owing to the location, being in the center of the very best portion of Crook county for farming.

Since I was here, three years ago, there have been several thousand acres put into cultivation, and crops at the present time are looking fine, though would be greatly benefited by a good rain.

Mr. Rush has laid off 60 acres here for a townsite and is selling town lots quite reasonable, $20 to $40 per lot. It has only been platted about a month, and he has sold 35 lots. Quite a few others are spoken for, and a number intend building this fall.

Taking in a radius of 12 miles, north, south, east and west, Lamon a being in the center, and you have got the cream of Crook county for grain raising. Fourteen and one-half miles north includes the Agency Plains country; nine miles west reaches Culver, with but little farming land beyond; twelve miles south reaches Forest, on Crooked river; eight miles east takes in the Willow Creek basin, and seventeen miles southeast takes you to Prineville, the county seat. The C. S. R. R. survey runs through Lamonta, also the automobile track from Shaniko to Bend.

This part of Crook county is unlike most other parts. Water seems abundant by only digging from 15 to 35 feet deep; only three miles from Lamonta to plenty of good pine timber for wood; three miles to a sawmill and good roads, and a good school building just at the edge of the town plat.

While the present general merchandise store of Mr. Rush will supply the needs of the farmers in this community for a while, there are other business openings here that would pay now for any one who would like to undertake the kinds of business that would pay. First, a grist mill would pay here; no better place in the county for a good blacksmith shop, hardware store, drug store, hotel and feed stable. There are over 10,000 bushels of wheat fourteen miles north in the Agency Plains country of last year's crop on hand yet, and the present prospect of good crops is going to make an immense amount of grain in this immediate vicinity this fall. Some farms can be bought for as low as $10 per acre, with but very little improvement upon them; others, with better grades of land and improvements, can be bought for $30 per acre. Quite a number of young orchards have been set out, and the trees look good and healthy. It seems to me I can notice quite a climatic change since I was here only three years ago. Land that then was only fit for jackrabbits and sage brush is now looking green with grain growing upon it. If I were wanting to locate anywhere in Crook county, I would prefer the section around Lamonta to any I have seen.

Yet old Linn is good enough for me and I am anxious to return home to loved ones, but will probably not do so until about October 1.

Wishing THE SANTIAM NEWS and its editor success, I will close.

Lamonta, Ore., June 23, 1905.

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Three-day tickets to Newport and Yaquina, good going Saturdays and returning Mondays, are also on sale from all east side points, Portland to Eugene inclusive, and from all west side points, enabling people to visit their families and spend Sunday at the seaside.

Season tickets from all east side points, Portland to Eugene inclusive, and from all west side points, are also on sale to Detroit at very low rates, with stop-over privileges at Mill City or any point east, enabling tourists to visit the Santiam and Breitenbush Hot Springs, which can be reached in one day.

Season tickets will be good for return from all points until October 10. Three-day tickets will be good going Saturdays and returning Mondays only. Tickets from Portland and vicinity will be good for return via the east or west side at option of passenger. Tickets from Eugene and vicinity will be good going via the Lebanon-Springfield branch if desired. Baggage on Newport tickets checked through to Newport; on Yaquina tickets to Yaquina only.

S. P. trains connect with the C. & E. at Albany and Corvallis for Yaquina and Newport. Trains on the C. & E. for Detroit will leave Albany at 7:30 a. m., enabling tourists to the Hot Springs to reach there the same day. Trains from and to Corvallis connect with all east side trains on the S. P.

Full information as to rates, time tables, etc., can be obtained on application to J. C. Mayo, Gen. Pass. Agt., C. & E. R. R., Albany; W. F. Coman, G. P. A., S. P. Co., Portland, or to any S. P. or C. & E. agent.

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Administratrix Notice.

Notice is hereby given that the undersigned has been duly appointed administratrix of the estate of Joseph Riesterer, deceased. All persons having claims against said estate are hereby required to present the same to me, properly verified as by law required, at my residence in Linn county, Oregon, within six months from the date hereof.

Dated this 7th day of June, 1905.

ANNIE RIESTERER,
Administratrix.

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