

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.

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THE PRESIDENT'S RAILWAY FREIGHT RATE MEASURE.

In two weeks congress will assemble in what is known as "The long session." Some very important legislation will be discussed, by that body, during the session and laws will be enacted that will have much to do with the prosperity of the nation. The policy of our government, heretofore, has been to give the citizen free rein in the pursuit of wealth; so long as he kept within the limits of certain legal bounds, thought necessary by state and nation for the prosperity of the people. This privilege has been so abused during the past, by the grasping greed of corporations, especially the railroads, that some sort of control of this greed, in the interests of the people, has become a vital necessity.

All corporations derive their power to do business from state legislatures, and when this business extends over more than one state, it is supervised and protected by congressional enactment. They are granted special privileges by congress or state legislature, which are not accorded individual or association of individuals in business. It is therefore, simple justice that, in return for these special privileges, corporations should be so controlled by the power that created them, that they could not abuse the privileges granted.

The policy of our government has been, as before stated, to give men, in the pursuit of wealth, as much liberty as possible—to, practically free rein in the conduct of their business ventures and in the case of the railroads, the federal government has given munificent aid in the way of immense land grants, etc., to their large undertakings. Hence, the government is, not only justly entitled to exercise control over the railroads, but it is its duty bound to do so.

President Roosevelt, in his forthcoming message, if reports be true, seems to thoroughly comprehend the situation. He, of a number of reforms demanded by the people, places the government control of railway freight rates at the head and first to be acted upon by congress. From his public speeches and his known character to do things when he undertakes them, we may safely conclude that he will exhaust every resource within his power to accomplish his purpose.

The president will urge that the power of the Interstate Commerce Commission be so increased, that when it arranges a tariff schedule for freight charges for the railroads, that this schedule shall at once become effective.

Now, it does not follow that the commission will place the rates so low that the profit-earning power of the roads would be destroyed, but all discriminating and rebates to favored shippers would, probably cease. When a claim would be filed before this commission, the commission as a court of arbiters, after thoroughly examining the matter, would pass upon the claim. Its decision would govern, not only this particular claim for unjust freight charges, but the rate fixed would be effective for all like shipments and upon all roads of the class in which this particular road is placed, as well. Nor does it follow, that the rate will necessarily be reduced. Justice will be meted to the railroad as well as the shipper.

As a result of the enactment of the president's measure into law, a general reduction in freight rates will, probably, follow in due time. If the commission is composed of just and competent men, it will take into consideration the reasonable cost of construction and cost of equipment, operating expenses, etc., amount required to pay interest on legitimate stock and bonds, and then fix the freight charges. If it happens that the railway stocks have been watered freely, as is generally the case, the interest rate would be, necessarily, very low; for, in justice to the shipper, watered stock should not be considered.

In case either railroad or shipper should not be satisfied with the commission's decision, appeal to the proper court would still be open to them; but the commission's schedule would stand until set aside by the courts. The burden, then, of bringing the suit would, generally, be upon the railroad for the shipper would rarely appeal from the commission's decisions.

At best, the proposed law is but a makeshift. If men, favorable for, or against railroad interests should be selected for the commission, their judgment

would, probably be biased accordingly. The people, however, are willing to give the rate law a fair trial. If it results in rectifying the wrongs that have grown up with the development of our great railway systems, as the president hopes and expects, well and good. But if it results in failure as most state railway commissions have, the next and only step to rectify matters and one that will, most assuredly be made is government ownership.

If a freight rate law fails to correct the wrongs complained of by the people, the railroads, themselves, will be to blame. If a commission is selected which will be unbiased in its findings, the law will satisfy a large majority of the people. But if the railroads lobby to get commissioners appointed, which would be biased in their favor; or if they impede and break down the decisions of the commission, the more drastic government ownership will be forced by the people.

After all, when the people become aroused, the fact becomes very apparent that this is a government of, by and for the people. The exorbitant freight charges and unfair discriminations of the railroads have, after so many years, aroused the people. Now something must be done. While the people do not wish to confiscate the property of the rich, they are determined that a lesser portion of what they earn shall be taken from them by capital. This is not Socialism. It is simple JUSTICE.

One of the first complainants after President Roosevelt's freight rate measure is enacted into law, should be Postmaster General Cortelyou. The railroads all over the country discriminate against our postal system. They charge Uncle Sam about eight times as much per car, as they do the express companies. This is a matter of such importance that if it was adjusted, there would be no postal deficit.

There is much ahead for our hop growers, who yet hold this years crop. The price is looking upward and will trend upward for some time yet. The price of hops in New York now, would justify buyers in paying 12 to 13 cents per pound to our growers and then have a margin of 2 to 3 cents per pound for their profit. There may not have been a combination among buyers to hold the price of hops down. If not, an understanding did and does exist which amounts to the same thing. The action of the dealers justifies this opinion. Such action is a combination in restraint of trade, and should be looked into by our Interstate Commerce Commission.

Funny, isn't it? A corporation wishes to buy out a rival or competitor. The matter is easily arranged. The buyer and seller agrees upon the price to be paid. The buyer then issues bonds for the amount of money required and the trick is done. This is "high" if not "frenzied" finance. If you should want to buy a farm or a city home upon this basis, you would be "up against it" immediately, for you are not a financier. Consequently you are expected to pay for what you buy. Financiers expect to and have other people pay for what they buy, while they (the modern financiers) take in the profits. It is this class of financiers that the people are getting extremely tired of and are making effort to place some of them, at least, behind prison bars.

The political bosses and those who make politics a profession are losing sleep in trying to devise some method by which the nomination of U. S. senator at the primaries next spring, may be defeated. They behold, with consternation, the opportunity of graft slipping away from them. They have, for so many years, figured in the election of U. S. senator, that they have come to look upon the privilege as a vested right. Now, that the people have taken this privilege from them, they look upon it with a feeling akin to that of personal injury. There is just one way in which the people can outgeneral the plans of the bosses and pot-house politicians. And that is to require every candidate for the legislature for whom they vote, to give a written pledge and have the same published in the newspapers, that he will give his vote for, and only for, the candidate his party nominates. If this is done, then but two days will be required to elect an U. S. senator; one when the two houses vote for senator separately, and the other on the following day, when the houses vote jointly. In order that the people may enjoy the full benefit they won in the adoption of the Direct primary law, they must securely block every loophole by which the men who make politics a profession, could defeat the peoples expressed wish at the polls.

Mayor Lane, of Portland, with his police force, has extended his jurisdiction into Clackamas county. A few nights ago, by his direction, the police raided the "Country Club" gambling house located at Milwaukie. Of course, this gambling house draws its sustenance from Portland and it is a Portland concern to all intents and purposes. But being in another incorporated city or town, when the club has been duly licensed, a new proposition is involved for the courts to consider.

The amendment to our constitution which will be submitted to the people at our next June election, by which the office of state printer can be regulated or abolished, should be unanimously supported. This office has been the greatest source of graft, of any office within the gift of the state. State Chairman Baker, of the Republican party, held this office for eight years and retired therefrom at the end of his second term a rich man. As he had been in the past a notorious spendthrift, some idea of the graft that he exercised while he was in office may be guessed at.

A MATTER OF HEALTH

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RAILWAY NET EARNINGS DECREASE

In a comprehensive article, in review of the railway situation and the plans advanced for governmental rate-making through the agency of the Interstate Commerce Commission, the New York "Journal of Commerce and Commercial Bulletin" says:

"When in March, 1904, the Senate requested the commission to report the principal changes in tariff rates since June 30, 1899, with 'an estimate of the effect of such changes upon the gross and net revenues of the railway corporations during fiscal year since then, * * * and also to report the changes in cost of operation and maintenance of the railways for said years,' the Commission replied that, comparing 1899 with 1903, there was an addition to the gross earnings, due to an advance in the tariff rates, amounting to \$155,475,502."

"This statement was shown to be grossly erroneous by railroad critics and to involve an overstatement to the extent of about \$88,000,000. The Commission failed to answer the request for information regarding the net revenues and cost of operation and maintenance on the ground that the returns for the fiscal year 1903 had not been compiled, though the figures of operating expenses were as much in their possession as those in regard to the gross earnings. As a matter of fact, increasing expenses have exhausted the increased gross earnings of the railroads, so that while the latter showed in 1904 an increase of \$65,000,000 over 1903, the net earnings decreased more than \$7,000,000 as compared with the previous year."

NOT ALL HEALTH

Dr. Allen, of the Kentucky food department, was standing in a grocery store when a working woman came in and asked for lard, molasses, jelly and sausage. Her bill came to \$1.30. Having but \$1.57 she left the shop 23 cents in debt. Dr. Allen secured samples of each article purchased and found on analysis that the molasses contained 70 percent of adulterant, the lard about 50 percent, the sausage contained a preservative injurious to the kidneys, and the jelly contained absolutely none of the fruit of which it was supposed to consist. Dr. Allen computed that if the woman had paid the market price for the food which she really obtained and also for the adulterants, she would have left the shop with 60 cents in her purse instead of 23 cents in debt. In other words, on a purchase of \$1.30 she was cheated out of 83 cents, or nearly one-half. As the United States has no national pure food law and all the articles purchased were manufactured outside of the state of Kentucky, the Kentucky food officers could not prosecute any of the manufacturers.

There are millions of working men and women cheated in like manner every day in the year—cheated and slowly poisoned—in order that a few hundred manufacturers, already rich, enough, may grow a little richer. What is the reason of this? Why is it that the United States alone among civilized nations has no national pure food law? Why is it that this bill has for ten years failed to pass? The reason is as simple as it is scandalous. To put it boldly, these few hundred manufacturers are large contributors to campaign funds. Why should a senator antagonize men whose money may reelect him merely to save the health and wages of a few millions of workingmen, unless those millions can make themselves more dangerous to him politically than the rich few?—American Federationist.

Equalization Notice.

The County Board of Equalization will meet at the office of the County Clerk, Monday, November 20, 1905, and remain in session six days for the purpose of publicly examining the assessment roll and to correct all errors in valuation, description or qualities of land, lots or other property, and all persons interested are hereby notified to appear at the appointed time and place and if they shall appear to said board that any land, lots or other property be assessed twice or assessed in the name of any person or persons not the owner thereof, or assessed under or beyond its value, or any lands, lots or other property not assessed they will make the proper correction.

D. B. McKNIGHT,
County Assessor.

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Forty years ago, Dr. Pierce searched Nature's laboratory for a remedy with which to supplant the ignorant and vicious methods of treatment, with alcoholic stimulants, then in vogue, and still too commonly prescribed and advised for women's peculiar ailments.

Nature abounds with most efficient remedies, and in Lady's Slipper root, Black Cohosh root, Unicorn root, Blue Cohosh root and Golden Seal root, Dr. Pierce found medicinal properties, which when extracted and preserved by the use of chemically pure glycerine, have proven most potent in making weak women strong and sick women well. It contains no alcohol; is not a "patent medicine," nor a secret one either.

"I was suffering with nervous headache, pains in the back and dizziness, so that at times I had to lie down for hours before I could raise my head," writes Mrs. Mary M. Thomas, of 287 Madison Street, Los Angeles, Cal. "After taking the first bottle of 'Fruite' (Fruite's) however, I was so pleased with the results that I kept on taking it until I was restored to health and strength. I shall never be without this great medicine, and shall take a few doses when I do not feel strong."

One of the principal uses of Dr. Pierce's Favorite Prescription is the preparation of prospective mothers for the time of trial and danger that comes when a child is born. The "Prescription" is strengthening and invigorating and lessens pain and danger. It insures the perfect well-being and the perfect health of both mother and child. Every woman should know these things before she really needs to know them. There are many things in Dr. Pierce's Common Sense Medical Advice, that every woman ought to know. This celebrated work reached a sale of 500,000 copies at \$1.50 each. The expense of production having been covered, it is now being given away. A copy will be sent to any address on receipt of one-cent stamp to cover cost of mailing only, or, in cloth binding for \$1 stamps. Address Dr. R. V. Pierce, Buffalo, N. Y.

Don't Be Hoodwinked. hoodwinked, grocer-merchant accepting a substitute for the Original Little Liver Pills, first put up by Dr. R. V. Pierce, in 40 years ago. Beware of cheap imitations. Pleasant Pills. They're been much imitated but never equalled. One or two are laxative, three or four cathartic.

Winter Rates to Yaquina Bay.

As a winter health and recreation resort Newport is the one par excellence. Recognizing this, and wishing to give the people an opportunity to breathe the fresh, pure ozone of the ocean, the Southern Pacific and Corvallis & Eastern railroads will resume the sale of tickets through to Yaquina Bay on Saturday, October 21, and will sell at same throughout the winter and spring on every Wednesday and Saturday.

The rate will be the same as during the summer and will be good for return 30 days from date of sale.

Dr. Minthorn's sanitary sea baths will be in operation during the entire winter, and treatments will be given daily. Hot and cold salt water baths can be taken every day in the sanitarium, and for anyone desiring rest and recreation and health, no place on the Pacific Northwest can be found equal to Yaquina Bay.

During the winter nearly all other health resorts are closed or difficult to reach, and none of them have the advantage of Newport and vicinity as regards climate, points of interest, recreation, amusement. For parties desiring to enjoy fishing, hunting or seeing the ocean in sunshine and storm, this famous resort is unequalled. The surroundings are ideal—beautiful scenery, climate mild, healthful and invigorating.

Neat, clean cottages, either furnished or partly so, can be rented in the immediate neighborhood of the sanitarium at \$10.00 per month. Plenty of fresh milk, vegetables, honey, fruit, and all household necessities can be obtained at the lowest possible cost, while all kinds of fish and the famous rock oysters can be had in abundance for the trouble of securing them.

People troubled with loss of appetite, insomnia, rheumatism or run down from any cause will find Newport an ideal place to regain their health and vigor, or for rest and pleasure.

Full information as to rates, checking of baggage, etc., can be obtained from any S. P. or C. & E. agent, or from A. L. Craig, general passenger agent S. P. Co., Portland; or J. C. Mayo, general passenger agent & E. Albany, Ore.

Rate from Albany to Yaquina, \$3.50.

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The Santiam News.

T. L. DUGGER, PUBLISHED BY SCIO, OREGON.

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