

# The Santiam News.

Politically Independent

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PUBLISHED EVERY FRIDAY BY  
T. L. DUGGER,  
EDITOR AND PROPRIETOR.

## PROSPERITY AND ITS CAUSES.

Occasionally, our Republican cotemporaries, in alluding to our unprecedented National prosperity, assume that it is due entirely to Republican political policies. Partisanship is the cause this assumption; for these Republican editors well know that prosperity is due, entirely, to different causes and would exist, no matter what political party was in control of governmental machinery.

During the hard times period in the early nineties, our cotemporaries will remember that the balance of trade was against our nation, year after year. This balance had to be made up with hard cash and at the end of each financial year, as a nation, we were some millions of dollars poorer. Had the conditions that then existed continued, it would have been only a matter of time when we would have become bankrupt.

During this period, according to the U. S. treasury reports, there was less than \$14 per capita of money, said to be in circulation. As a matter of fact, there was not more than one-half that amount in actual circulation. As a result the prices of commodities were below the cost of production and, as individuals and Nation, we were getting into debt. Now, the people were just as industrious at this time as at any time previous and produced, practically, the usual amount of commodities. The trouble was they could not dispose of their surplus at a profitable price. The more they sold the poorer they became. As before stated, the balance of trade was against us. We were buying more than we sold. This difference had to be met with coin, and, consequently, our stock of money was rapidly leaving us. Something had to be done—some change had to be made, or national ruin was only a question of time. An increased supply of money with which to do business became a necessity. How to supply this need, was a problem that our wisest financiers seemed unable or unwilling to solve. During the civil war, when gold and silver had entirely disappeared from circulation, the Government supplied the people with paper money; under which condition the people prospered greatly. But the financiers were unwilling to allow a repetition of this method of increasing our stock of money.

Because of the demoneytization of silver, men searched for gold in the bowels of the earth as never before and the success that crowned their efforts was unprecedented. Soon the volume of our stock of money began to grow. The striking down of silver as a standard money and which was viewed as a disaster at the time by many persons, proved a blessing in disguise. It had stimulated the search for gold and was causing the greatly needed increase of money. As our money volume has grown, the price of commodities has kept pace with the increase. Commodities soon could be produced at a profit again, and instead of getting deeper into debt, we commenced to work out. Prosperity soon displaced financial disaster. Treasury reports showed an increase of money per capita, year after year, until at the present time it is about \$34—nearly three times what it was when Cleveland was inaugurated president. Instead of the balance of trade being against us it is in our favor and is increasing year after year.

No unprejudiced observer will say that this result has been brought about through Republican policies. He is more apt to say, "Prosperity has come regardless of Republican policies. True a Republican congress enacted a law authorizing the increase of national bank currency ten per cent; and ordered the coining of silver bullion lying idle in the treasury vault. However, this increased our volume of money but a comparative trifle. The gold miners of the Pacific Coast and Alaska are the almost entire cause of the increase in our stock of money and to their industry, rather than to Republican policies, is our remarkable national prosperity attributable. In more than doubling our volume of money, we have more than doubled the price of commodities and labor. More than this, it has quadrupled the demand for labor in every field of industry.

It was a Populist contention, that the volume of money in a country, measured the price of the labor and commodities of a country. A small volume of money meant a low price for commodities and labor, and an oversupply of labor and two or more men for every job. A large volume of money meant higher prices for commodities and labor and two or more jobs for every man. Has not our history for the past fifteen years furnished abundant proof of the truth of this contention? Populists agreed that \$50 per capita was necessary to inaugurate prosperity and enable the business of the country to be conducted on a cash basis. If \$34 per capita has given us the prosperity we now enjoy, \$50 would, surely, place everybody on Easy street.

The partisan contention that Republican policies

are responsible for our national prosperity, is somewhat similar to the claim that a high protective tariff enabled manufacturers to pay a higher price for labor. Both claims are, absolutely, false; and the people, generally, are becoming convinced of this fact. A political party may hamper and harass the business conditions, or it may encourage and foster them; but it cannot prevent prosperity when there is such an abundance of money in circulation as at the present time.

The Republican party is responsible for some very meritorious legislation during the many years it has controlled the government. It is, also, responsible for much legislation that is bad, viewed from any standpoint. But it is no wise responsible for the extraordinary amount of gold that has been added to the money of the world and which is the one great factor that contributes to the great prosperity of the present day.

## A GRAVE SITUATION.

The transportation question is attracting a very wide spread attention throughout the entire nation. Not only because of freight rate regulation that has engaged the attention of congress and the various state legislatures during the past winter, but the utter inadequacy of the railroads to perform the work required of them, is causing the matter to assume a gravity, that is not at all encouraging to the business world.

A condition of prosperity, all over the nation for the past decade, has resulted in doubling the amount of freight to be transported from point to point. Had the railroads kept pace with this increase of traffic, in the way of double tracking and equipment, no material difficulty would have resulted. But the railroads have failed to do this. While traffic has increased more than 100 per cent, the railroads have not increased their capacity to handle the traffic more than 25 per cent. As a result, our national prosperity is in danger of being retarded. On the Pacific coast, this check to prosperity is becoming quite manifest. Nor is the immediate prospect of relief at all encouraging. If the railroad facilities of Oregon could be doubled at once, the ability of roads, even then would be taxed.

Within a very short time the lumber supply for the United States, must come from the Pacific Northwest. Unless the railroads prepare to transport this lumber to the points whence it is needed, progress, in a measure, will be paralyzed. We have the lumber to sell and the people have the ability and desire to buy; transportation alone is lacking. Now this condition must not, nor will not be allowed to long exist. The railroads must increase their ability to handle this increase of traffic, or else give way to some method or plan which will. They must either shoot or give up the gun.

Mr. Harriman, who is the controlling genius of Oregon and California railroads, has a very serious problem to solve. And solve it he must or give way to man or men that are capable of meeting the requirements. The day has about passed when the people will allow any one man or coterie of men, to bottle up and hamper the progress and development of a state or section of the country. If he cannot now, nor will prepare his great railway system to handle the traffic offered, he ought to, and must be willing for other lines to be built, if even by rival systems. It makes but little difference to the people what transportation company carries their freight, so that it is carried with reasonable dispatch and at reasonable rates.

Railroads complain of what they deem is drastic legislation in many of the states. For this, they should hold no one responsible but themselves. Had they provided freight facilities to take care of the increase of traffic, the people would have been so busily engaged in producing the traffic, that they would have no time to think of drastic legislation. But when a man, who at great labor and expense, has produced a car load of freight, which finds a market at a distant point, is met with a refusal to move the freight at all; or at a rate that absorbs all the profit that he hoped to realize on his shipment, then he begins to think of drastic legislation. He has plenty of time at his disposal to think about and devise some method by which the railroads can in some way be compelled to do their duty as public carriers. These men elect legislators that have been thinking about the wrongs the traffic producers are suffering, and drastic legislation is a logical consequence. Whereas, had their attention been required to be given to their farms, herds, sawmills, etc., they would have elected conservative men to the legislature and conservative laws, only, would have been enacted.

The people, as a rule, prefer that railroads should remain in private hands, providing, of course, that the roads shall keep pace with the progress of the country. But if private management, utterly fails to perform the work of transportation required, or becomes too extortionate in freight charges, the people will force government ownership and operation. The railroad people can control this sentiment, if they will. By supplying the people with railroad facilities capable of handling the country's growing traffic and reasonable rates and safety to the traveling public, the government ownership idea will soon die out. The people will then be too busy producing freight and traveling about to think and talk about it. But the railroad people must supply the transportation needed for moving the productions of the country and thus satisfy the people or a revolution in transportation is inevitable.

## SHERIFF'S SALE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON, FOR THE COUNTY OF LINN.

Memo, Edmund & Company, Plaintiff

vs.

A. J. Houston, Defendant.

Notice is hereby given that by virtue of an Execution issued out of the above entitled court in the above entitled action, to me directed and delivered on the 10th day of March, 1907, I am directed upon the following described real property:

beginning at the Southeast corner of Lot 7 in the City of Scio, Linn County, Oregon, and running thence West fifty feet to the North West corner of Lot 7, in said city, thence South to the North bank of Thomas Creek, thence in an East-West direction along the North bank of said Thomas Creek to a point opposite to and on a line with the East line of said Lot 7, thence North to the place of beginning.

And will on SATURDAY, the 27th day of APRIL, 1907, at the hour of one o'clock P. M. of said day, at the front door of the County Court House, in the City of Albany, in the County of Linn, and State of Oregon, sell at public auction for cash in hand to the highest bidder, all the right, title and interest in and to the above described real property, the proceeds of said sale to be applied to satisfy said Execution as follows:

One Hundred Ninety and 00/100 (\$190.00) with interest thereon from the 27th day of March, 1907, at the rate of six per cent per annum, and the further sum of twenty three and 00/100 (\$23.00) Dollars, costs now due on said judgment and also the cost of and upon the writ, said real property being subject to execution according to law.

Witness my hand and seal, this 10th day of March, 1907.

I. S. SMITH,  
Sheriff of Linn County, Oregon.

## Notice For Publication.

UNITED STATES LAND OFFICE  
Portland, Oregon

MARCH 20, 1907

NOTICE is hereby given that in compliance with the provisions of the act of congress of June 2, 1892, entitled "An act for the sale of lands in the State of California, Oregon, Nevada and Washington Territory," as amended to all the Public Land States by act of August 4, 1892, and E. Rossell of Scio, county of Linn, State of Oregon, has this day filed in this office her sworn statement No. 26, for the purchase of the S. E. 1/4 of Section No. 24 in Township 35 S., R. 8 W., Range 12 E., 1st Dist., and further says that the said land is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land under the act of June 2, 1892, she names as witnesses James King of Scio, Oregon, James A. Houston of Scio, Oregon, Edna E. King of Scio, Oregon, South A. King of Scio, Oregon.

Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said last day of May, 1907.

ALGERNON S. DRESSER,  
Register.

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Any and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said last day of May, 1907.

ALGERNON S. DRESSER,  
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## Dr. J. Mau Foo.

An experienced co-founder of Chinese medicine, successor to the late Hong Wo Tong, of Albany, Oregon, is now prepared to furnish Chinese medicines to all. The undersigned recommends him and guarantees satisfaction. Call or write him at No. 117, Second Street, Albany, Oregon.

JIM WESTFALL.

## TO HORSE BREEDERS

I will make the season of 1907, with my fine Hambletonian and Morgan stallion.

**Mack**

at my farm near West Scio

Season opens April 1

Season closes July 1

My price to insure is \$10

All possible care will be used to prevent accidents, but I will be responsible for none

Will meet any calls required in Scio. Call me up on the phone.

W. M. PHILLIPS

## GO TO THE

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Only First-Class Shop in the City

Shaving ..... 15 cents

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Baths ..... 25 cents

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## It makes WOMEN beautiful

Robertine gives what every woman most desires—a perfect complexion. It brings that soft, smooth, fresh, clear tint to the cheek that denotes youthfulness. It will bring beauty to those who lack it; it will retain it for those who already possess it. It will enable you to successfully combat the ravages of weather and time. Don't doubt—don't argue. Just try Robertine. Your druggist will give you a free sample. All druggists keep Robertine.

**ROBERTINE**

## Scio Livery and Feed Stables

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Hacks connect with all trains at West Scio and both trains at Munkers.

Our rigs are first-class and our horses good drivers. Prices Reasonable.

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PRESIDENT, T. J. Munkers

SECRETARY, C. A. Warner

T. J. Munkers, W. F. Gill,  
E. D. Myers, J. J. Barnes,  
C. A. Warner.

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INCORPORATED DECEMBER 28, 1904.

We do a General Custom Milling Business. Flour and Feed on Sale. Wheat Bought and Exchanged for Flour. We are in the Field for Business and Will Treat You Right

Farmers' Meat Market

GEORGE KOENEKE

Proprietor

SCIO, OREGON

Having purchased the above named market from the former proprietor, G. H. Knight, I solicit the patronage of the public. I will continue the business on the stand on the corner established and supply choice cuts at reasonable prices. With a desire to form the acquaintance of every body and a determination to treat every one right, I am

Yours for business,

GEORGE KOENEKE

F. J. MUNKERS, W. A. EWING,  
President. Cashier.

## THE SCIO STATE BANK

Scio - Oregon

Does a general banking and exchange business. Loans made at current rates and discounts based on principal cities.

## BEWARE OF DEFECTIVE TITLES

Have an Abstract of Title prepared by the

Linn County Abstract Co.

Of the real property you intend to purchase accept as security for money loaned, our agents receiving the benefit of our experience. Established in 1892.

Z. H. RIDD, Manager.

Office corner Third and Broadway Sts., ALBANY, OREGON.

## ROYAL RESTAURANT

C. G. LONG, Proprietor.

Best 20c Meal in the Valley. Open All Night.

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First class work in all branches of dentistry

SCIO, OREGON

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REAL ESTATE BROKER

SCIO, OREGON

Farm and City properties bought and sold on the usual commission basis. If you want to sell your farm, I can sell it if it can be sold. If you want to buy, I can find the place you want.

The Best Place in Portland to eat is at

## Pap's Coffee House

At West End of the Morrison Street Bridge

CHARLES J. MAHER

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Proprietor.

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AND REAL ESTATE BROKER

Twenty years' experience in Notary work and real-estate gives me a general knowledge of written instruments and land titles. Adversarial action of estates carefully attended to; bonds negotiated; abstracts of title procured and examined.

SCIO, OREGON

## Attorney-at-Law

Notary Public and Solicitor of Patents and Inventions.

Office, 222 West 23 Street ALBANY, OREGON

H. BRYANT & SON

Attorneys-at-Law

Goodwin Block ALBANY, OREGON

## Attorneys-at-Law

Office in Blumberg Block

ALBANY, OREGON

## Albany Hardware Comp'y

The Albany Hardware Co. has the best stock in town, and is the cheapest place to trade. Sole agents for Valvuline Oil. Nos. 219 and 221, First Street, Albany, Oregon.

## The Local Markets.

The following are prices quoted on Thursday of each week by our dealers:

Wheat, per bushel ..... 84

Flour, per sack ..... 1 00

Oats, per bushel ..... 54

Barley, per ton ..... 10 00

Sheep, per ton ..... 24 00

Chop, per ton ..... 24 00

Butter, (country) per roll ..... 40

Eggs, per dozen ..... 28

Chickens, per pound ..... 12

Chickens, per pound, young ..... 10

Geese, per pound ..... 07

Turkeys, per pound ..... 15

Ducks, per pound ..... 12

Beef, per pound, live weight ..... 05 1/2

Hops, per pound, live weight ..... 04

Wool, per pound, by shipping ..... 07 1/2

Sheep, per pound, etc. etc. .... 06

Mutton, per pound ..... 06