The Santiam News.

Politically Independent.

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

THEY PURPOSELY MISQUOTE HIM.

IT IS exceedingly strange that our great newspapers, such as the Chicago Tribune, the St. Paul Pioneer Press and the Portland Oregonian, will continually misstate Mr. Bryan's position relative to the government ownership of railroads. These papers insist that Mr. Bryan is crawfishing on this question, and does so for the purpose of securing the nomination from the Democratic convention next year.

When Mr. Bryan returned from his foreign tour in his first public address, he defined his position, (giving it as his personal opinion only) on government ownership and operation of the railroads. This was before Congress had attempted any regulatory legislation, the railroads were as arrogant and domineering as at any period since the organization of the first railroad company and the federal control idea was in its incipient stages.

Mr. Bryan thought then, and probably does yet think, government ownership the ultimate solution of the railroad question. He then, evidently, thought that absolute ownership was the only feasible plan by which the government could exercise complete and effective control. Mr. Bryan was, no doubt, influenced in this thought by the fact that the railroads had always sought some means or plan to evade obeying the law in the past, and they would, probably, continue to do so in the future, if it suited their pleasure to do so. Therefore, so long as the railroads remained in private ownership, any regulatery laws would exercise, at most, but partial control.

Since Mr. Bryan made his New York speech, Congress has enacted laws which, it is hoped, will exercise a satisfactory control of the railroads in the way of freight and passenger tariffs and in the operation of the roads. Mr. Bryan, as well as every other advocate of government ownership, would be glad if these regulatory laws, with amendments in the future found necessary, will solve the problem. He and they would prefer the roads should remain in private hands, if government control can be made effective. For this reason, he desires the present experiment to be given every opportunity to make good, and while he does not expect the experiment to be a success, he hopes that it may.

It is, then, not only unfair for the big newspapers to mistate or distort Mr. Bryan's views as they are doing, for such statements are absolutely untrue as well, and they know it.

Most all of the big newspapers claim to be independent and unfettered in their editorial utterances. As a matter of fact, the reverse is true. They are the rankest of partisan sheets. We do not think they are partisan in dealing with political issues; but on all questions in which the views or interests of their real masters, "Capitalism," are involved, they exhibit their partisanism instantly. In all questions in which capitalism and the producing, or working classes, differ, there is never a question as to the color of the editorial opinions of these newspapers. Let the interests of capitalism in general be in question, and they will fly to the rescue instantly. In their opinions, capitalists, as a class, can never be wrong. The interests of capital must be defended at all hazards, regardless of the interests of the producing or working classes.

Mr. Bryan views economic questions through a different pair of spectacles. While he would protect capital by law, he would, also, protect the interests of the producing or working classes as well. He would require all, rich or poor, to obey the law; but would protect the interests of the producers from the predatory designs of corporate and capitalistic greed.

In doing this Mr. Bryan incurs the displeasure of capitalism. Through its servants, the big newspapers, capitalism will hesitate at nothing to break down any legislative or other political movement which might curtail or control its special privileges. Mr. Bryan is regarded by capitalism as a menace to the special privileges and protection it enjoys, and, in order to prevent him or the reforms he advocates from coming to the front, the big newspapers misrepresent and misquote his public utterances.

But it is useless, gentlemen, to kick against the inevitable. These reforms are coming just as rapidly as the people are becoming educated to their usefulness. Nor will all the ridicule of which the great newspapers are past masters, avail against the adoption of many of the reforms which the eloquence of Mr. Bryan, in a great measure has popularized. Mr. Bryan may never be president. Neither did the Populist party ever gravitate to power nationally; but its teachings, its cardinal tenets, are now a part and parcel of the principles of both the Republican and Democratic parties. Populist principles will never die, because they are true. Neither will the principles Mr. Bryan advocates, for they are based upon justice and right, and upon the fact that all men, high or low, rich or poor, should be equal before the law.

EDUCATES PUBLIC OWNERSAIP SENTIMENT.

THE TELEGRAPHERS' STRIKE, which now involves all of the commercial telegraph lines of the United States and Canada, can only result in disaster to some one or more of the interests involved. As the business of the country is dependent largely upon the telegraph lines as a medium of communication, they will experience great inconvenience, if not loss, until the muddle is adjusted.

The demands of the striking telegraphers are: An increase of 15 per cent. in their salaries, an eight-hour day, to be furnished typewriters by the telegraph companies and the recognition of the telegraphers' union by the companies.

Should the strike be protracted, it will spell disaster to the telegraph companies, for it is utterly impossible for men or women who possess the necessary technical knowledge, to take the places of the strikers. It will be demoralizing, if not disastrous, to many lines of business that depend upon the telegraph as a means of communication. Should the strike be extended to include the railway telegraphers, then the business of the entire country would suffer a paralysis in a more or less degree. The striking operators will, perhaps, suffer less than any other class of people affected; for the reason there is such a demand for workers in almost every. line of business at the present time, that all can easily get employment in other fields of employment.

This business difficulty serves to show upon what unstable basis our business life depends in some of its particulars. As the businessman bases his profits largely upon the attendant risks, it follows that the more risky a business hazard is, the greater the profit must be. Transversly, the less the risk the smaller the profit required. Hence, in order to build a stable business, every risk or uncertainty that can be eliminated, the better for the man of business and all concerned.

Suppose, for instance, that a strike of telegraph operators was impossible? The telegraph companies not having the strike contingency to reckon in its estimated expense account, could pay the operators a better wage, give them a shorter day and furnish their patrons a cheaper service,. In other words, reduce the telegraph service to an absolute certainty so far as the operators are concerned, and you would remove the element of risk from the expense account. All other expenses can be reckoned with almost absolute certainty, while the strike is something unknown. Nor can it be known so long as the telegraph lines remain in private hands and dictate what the pay shall be and how long an operator must remain at the key.

Suppose the telegraph should be placed on an absolutely stable basis, as the postal business now is. Did you ever hear of a strike among postmasters or railway postal agents? Postmasters of small, impecunious offices sometimes resign; and railway mail clerks occasionally quit because of ill-health or a desire to engage in other business. But who ever heard of a strike in either branch of the service?

The federal experiment of the transmission of the mails has ever been a satisfactory success. True, there is a postal deficiency at the end of each fiscal year. But this, everybody knows, is needless, if the railway mail service should be relieved of the enormous "graft" in the charge for mail cars. The deficiency is paid from the general fund and everybody is satisfied. Yet no one would see the transmission of mails returned to private management because of this deficiency.

Now, the telegraph service could be handled, by the government, in the same way that our postal affairs are handled. Then telegraphers' strikes would become, like postmasters' strikes, something unheard of or unthinkable. The telegraph business would then be absolutely stable, the operators satisfied and the patrons would enjoy a business stability not now possible.

The tendency of all strikes of workers in transportation lines, telegraph service, etc., is simply emphasizing the demand for government ownership. Some method must be devised by which the difference arising between employe and employer can be amicably and speedily adjusted, or there will be such an universal demand for relief through government ownership generated, that it cannot be denied.

It takes all kinds of people to make a world. Last week statements were sent out to NEWS subscribers who are in arrears in subscription on its books. It is a pretty good way in which to find out what kind of people one has for readers. Some who came in to settle, apologized for their neglect. Others became angry because we sent them a statement. Some deny the account, but can not produce receipts, and still very many others fail to respond in any manner. As a matter of fact, the sending of a statement of an account, with a reminder that the account is overdue, is purely a business matter, and one which every businessman is compelled to do occasionally. The NEWS did not intend to give offense to anyone. However, it has to pay its bills every thirty days, and thinks it nothing more than right that subscribers should pay at least once in two or three years.

WHERE ARBITRATION WOULD WIN

UPON EACH recurring strike of any magnitude we are reminded of the efficacy of arbitration, or, to be more exact, of what we lose because we lack the judgment and ability to devise and inaugurate an equitable plan for adjudication of differences between the man who works and the man who pays for the work. The telegraphers' strike of the time serves to emphasize the fact.

Public sympathy is almost altogether with the strikers, despite the fact that the public will be out and injured more than either the men or the telegraph companies. The situation as it appears now is of delicate adjustment. The possible entanglement of the railroad operators presents a most serious contingency. Should this ensue, the loss and discomfiture to the innocent third party, the public, would be tremendous. Yet it is not apparent that the matter in issue, originally responsible for the entire trouble, might not have been judiciously disposed of without industrial disturbance. It is a case where enormous rights are involved—property rights and personal rights — wherein public interests are largely affected, still we are unable to deal with it in such manner as to protect the public interests pending an equitable settlement of the matters in controversy. A remarkable defect in our public system when considered fairly

Admittedly, the problem of judicious settlement of labor trouble is a difficult one; and the evils that arise from these troubles are serious and constantly becoming more serious. It is scarcely to be assumed that we shall go on forever acknowledging our lack of wisdom and ability to deal with the matter from a standpoint of justice and common sense. Of every other phase of conflicting rights or of disputation between right and wrong, where substantial interests are involved, we are able to take judicial cognizance, and to dispose of the issues without general disturbance; but in this most important particular we stand utterly helpless and impotent. Again, be it said, it is a remarkable situation

Here, clearly, is a task for constructive statesmanship. Here is lasting fame for the man or men who shall discover a plan for the judicial settlement of labor disputes without wrenching and wrecking the business interests of the country; which will compel respect for business rights without prejudice. There is the one encouraging fact that the greatest strike, save one, that the country has ever known, was judiciously determined by a commission specially appointed. Why is it that we cannot repeat the process and in permanent fashion?—Portland Telegram.

NOTICE FOR PUBLICATION

DEPARTMENT OF THE INTERIOR
LAND OFFICE AT PORTLAND, ORE.

July 20, 1907.

Notice is hereby given that Gustaf F. Haroldson, of Scio, Oregon, has filed notice of his intention to make final five year proof in support of his claim, viz: Homestead Entry No. 1[illegible], made March 1[illegible], 19[illegible], for the lots 1 and 2, and s½ of the ne¼, section 2, tp 11s, r 1 e and that said proof will be made before the Register and Receiver, at Portland, Oregon, on August 2[illegible], 1907.

He names the following witnesses to prove his continuous residence upon, and cultivation of, the land, viz:

Noah King, of Scio Oregon; James S. Roswell, of Scio, Oregon; James King, of Scio, Oregon; C. C. Burmester, of Scio, Oregon.

ALGERNON S. DRESSER,
Register.

NOTICE FOR PUBLICATION

UNITED STATES LAND OFFICE,
Portland, Oregon, June 7, 1907.

Notice is hereby given that in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the public land states by act of August 4, 1892, Caroline P. Sprague, of Paw Paw, county of Van Buren, State of Michigan, has this day filed in this office her sworn statement No. [illegible], for the purchase of the n½ of ne¼ of sec. 12, tp. 11 s r. 1 e, Willamette meridian, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish her claim to said land before the Register and Receiver at Portland, Oregon, on Thursday, the 19th day of September, 1907.

She names as witnesses: A. P. Sprague, of Elgin, Oregon; David Edgar, of Portland, Oregon; Frank King, of Portland, Oregon; Fred Chapman, of Portland, Oregon.

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 19th day of September, 1907.

ALGERNON S. DRESSER,
Register.

ESTRAY NOTICE

Taken up by the undersigned, at my farm near Thomas, a chestnut bay mare, white spot on forehead, new shoes on front feet, and will weigh about 900 pounds. Owner can have the animal by proving ownership and paying necessary expenses.

J. A. ZYSSETT,
THOMAS, OREG.

Corvallis & Eastern R. R.

TIME CARD NO. 35.

Trains from and To Yaquina.

No 1—
Leaves Yaquina .... 7.15 A. M.
Arrives Albany .... 11.58 A. M.

No. 2—
Train leaves Albany .... 12.35 P. M.
" " Corvallis .... 1.18 "
" arrives Yaquina .... 5.40 "

Trains To and From Detroit.

No. 3—
Leaves Albany for Detroit .... 7:30 A. M.
Arrives Detroit .... 12.30 A. M.

No. 4—
Leaves Detroit .... 1 00 P. M.
Arrives Albany .... 5 5 P. M.

Trains for Corvallis.

No. 8—
Leaves Albany for Corvallis .... 7:35 A. M.
Arrives Corvallis .... 8:35 A. M.

No 10—
Leaves Albany .... 2.2 P. M.
Arrives at Corvallis .... 3.05 P. M.

No. 6—
Leaves Albany .... 7.35 P. M.
Arrives Corvallis .... 8.15 P. M.

Trains for Albany.

No. 5—
Leaves Corvallis .... 6:30 A. M.
Arrives Albany .... 7:10 A. M.

No. 9—
Leaves Corvallis .... 12.30 P. M.
Arrives at Albany .... 1.15 P. M.

No. 7—
Leaves Corvallis .... 6.00 P. M.
Arrives Albany .... 6.40 P. M.

No. 12—
Leaves Albany .... 12.35 P. M.
Arrives at Corvallis .... 1 18 P. M.

All of the above trains connect with Southern Pacific Company trains, both at Albany and Corvallis, as well as train for Detroit, giving direct service to Newport and adjacent beaches as well as Breitenbush Hot Springs.

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GEORGE KOENEKE

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Oats, per bushel	48
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Bran, per ton	20 00
Shorts, per ton	25 00
Chop, per ton	26 00
Butter, (Country) per roll	37½
Eggs, per dozen	20
Chickens, per pound	11
Chickens, per pound, young	11
Geese, per pound	07
Turkeys, per pound	18
Ducks, per pound	12
Beef, per pound, live weight	02½
Hogs, per pound, live weight	06¼
Veal per pound, for shipping	07½
Sheep, per pound, stockers	05
Mutton, per pound	06