

The Santiam News

POLITICALLY INDEPENDENT

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T. L. DUGGER
EDITOR AND PROPRIETOR.

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HARRIMAN

THE death of Edward H. Harriman, which occurred Thursday of last week, the world's greatest railway king passed to the Great Beyond.

Mr. Harriman had been a sick man for the past year. The first knowledge of his failing health was given out when he spent several weeks at Pelican bay in Southern Oregon, last year. It then became known that his health must figure in his future plans. Late last spring he gave up active business and went to some of the mineral springs in Europe and where he could receive the care of physicians, who were supposed to have special knowledge about his particular ailment. But the trip accomplished nothing and he was in a more precarious condition when he reached his home at Arden, N. Y., than when he left. Only a few days elapsed until the end came.

In the railroad world Mr. Harriman has far outstripped his most successful competitor. At his death a larger railroad mileage was included under the name "Harriman Lines," than has ever been aggregated under one management. As a railway manipulator and organizer, the world has never known his equal. He understood the Wall street game thoroughly and as a manipulator and speculator in stocks, he had no superior.

With all of Mr. Harriman's ability as a financier and railroad manager, he has been extremely fortunate. He was a close observer in these matters and was wise enough not to make mistakes that had caused the downfall of many of his predecessors. His connection with the railroad world as manager, dates only as far back as when the country was recovering from the awful financial depression of the 1893. Securing the management of the Union Pacific railroad when it was languishing in a receiver's hands, he revived and placed it upon a paying basis. Soon after the death of Collis P. Huntington, he secured control of the Southern Pacific, since when his power and prestige as a railway king grew in leaps and bounds.

It is doubtful if Mr. Harriman would have arisen to the eminence he secured in the railroad and financial world had not he had the benefit of the wisdom and experience of those who had operated before him. Yet we must give him credit for the greatness of his accomplishment.

Mr. Harriman was one of the few exceedingly wealthy men of the world. And his wealth was all due to his personal exertion, manipulation and speculation. While his vast railway mileage was earning him enormous sums of money annually, it was not from railway earnings that his immense fortune was built up. By expanding the debt of any and all railways he controlled, his fortune grew very rapidly. With the return of prosperity all over the Nation, and the very large increase of the output of gold, silver and copper, the people had money to invest. Mr. Harriman had established a habit of making all of his great railway lines pay handsome dividends, and investors were anxious to acquire his bonds and stocks. Mr. Harriman provided a means of investment and the people invested. Nevertheless the fabulous amounts of money which came into his hands through the sale of railway securities, it is doubtful if the bonded debt of any of the railways he controlled, was thereby reduced. He simply increased or watered the stock. He increased the earnings of his roads and their debts at the same time.

This method of procedure is called "High Finance." Mr. Harriman did not live to witness the collapse which is bound to result from such methods. There is a limit to the amount of debt an individual or a railroad can carry,

the limit of debt of most railroads has been reached, that is to say interest paying debt. The time is close at hand when the price of both freight and passenger tolls will be reduced. When a railway defaults in interest payment, then its stocks and bonds decline. Then the harm of unduly inflated or watered stocks becomes apparent. When a railway is required to pay interest on double the amount of bonds or stocks which the road cost, trouble results sooner or later. So while we may admire the immense success, which Mr. Harriman was able to secure, in organizing and manipulating railway systems it is doubtful if the method he resorted to, to reach these results, will be of benefit to the world.

And it will be found that the railroad and financial world will be along just about the same, even if Mr. Harriman's hand is no longer at the helm. Some other genius in this particular field will arise who will make us forget about the brilliant achievements, of a Flak, a Gould or a Harriman. This world has grown so large and extensive, that no one man, however great, is necessary to its progress. The world may be the better because the individual citizen has lived; yet it will survive the death of the best and most useful of citizens. Mr. Harriman will not prove an exception.

THE NORTH POLE CONTROVERSY

HAT THE WORLD is now to be regaled with a controversy as to whom shall be given the honor of making the discovery of the North Pole, seems quite probable.

Commander Peary has been hunting for the Pole for a good many years and now that he has found it and "Nailed the American Flag to it," it is of such a migratory character, that it will not stay found for any great length of time. Peary has always hunted the Pole with the noise and blare of a brass band; at least he has made the start under these conditions. The frequency of his starts, have become somewhat monotonous. Now that he has been able to wire the word "successful" home, he was chagrined to find that the Pole had been discovered a few days before he made his successful dash.

When we consider Commander Peary's disposition to make so much noise in the world about his several Arctic expeditions, how minutely the preparations for the trip have been given, etc., we should expect him to refuse to share the glory with any other party, as he evidently will do when he gets home.

Dr. Cook, who makes the claim of discovering the Pole on April 21, 1908, few months earlier than Peary, is a hither to almost unknown explorer. While he has made several trips to the polar regions, these trips have been but little advertised. In fact, he astonished the scientific world when he emerged from the frozen North and announced his success. Be it said to his honor, the announcement was made very modestly and without endeavoring to make the world pay deference to him as the great "I am" the North Pole finder. And when he received word that Peary, too, had discovered the Pole, his response was "bully for Peary. There is glory enough for both of us," in the find. He exhibited the disposition of a brave and honorable man. While he considered his successful dash for the Pole a great feat, it was not beyond the ability of any other brave and intrepid man.

On the other hand, Peary considers Cook a veritable upstart to presume to jump in ahead and attempt to steal the glory. Peary, evidently, had assumed ownership of the polar discoveries and, in action, assumed that all others should stand off and allow him to make the discovery in his own way and at his own time. Now Mr. Peary will be endeavoring, for the next year or two, to convince the scientific world that to him should be given the sole honor of "nailing the flag" to the Pole.

After all, from the meager reports thus far given by both Messrs Cook and Peary, what has the scientific world gained by the double discovery? What has been added to the world's sum of scientific knowledge?

From the evidence given by numerous Arctic explorers, it was expected that the Pole was located in a field of floating ice. Cook and Peary report this expectation to be an actual fact. Only this and nothing more. There is nothing added to the geographical knowledge more than the sum knew or supposed before. The Northwest passage had been made and land was not expected to be found at the Pole. Peary attempted to make deep sea soundings, through a crack in the ice; but lost his apparatus in the trial, so the world will still have to suppose what is the depth of the polar sea.

Being located on an ice floe, the Pole assumes a migratory character. If it continues to be discovered, rediscovery will have to be made every year or two. That is to say, any evidence of a human visit to the Pole is apt to be hundreds of miles from the Pole when a second or third visit should be made. Peary was there, so he says, only a few months after Cook's visit, yet saw no trace of Cook nor found any indications that he (Cook) had been there. This failure to find evidence of another human visitant may be attributed to a

number of causes. When men are both nearly frozen and starved, they will not make very minute examinations. Knowing that they are on an ice flow which was liable to move at any time and, possibly, cut off successful retreat, it is but natural that they should start on the return journey very quickly.

Peary's bombastic self-satisfied disposition, will detract greatly from his achievement, in the minds of sensible scientists. Dr. Cook is acquitting himself much more satisfactorily. He is acting more in accord with what we believe would be the disposition of a man who possesses courage and endurance sufficient to make a successful dash for the Pole.

WILL GIVE US THE GO-BY

EVER SINCE the S. P. people have determined to not rebuild the bridge across the South Santiam at the present crossing, Scio has had hopes that the line would be changed to pass through this city via Richardson Gap and on to Lebanon. But the present indications are that the change is to be made from Crabtree station up the river to a crossing just south of the wagon bridge at Lebanon.

Presumably the railroad people know what they are about and cannot be influenced to change from their present determination. Yet, we people here in Scio have a think coming and an expression of those thoughts can do no harm.

The distance from Crabtree to Lebanon is said to be eight miles. Owing to the character of the country between those points, the new line will be expensive to build, besides being quite a stiff up grade from Crabtree to Lebanon. On the other hand while the distance through Scio and Richardson Gap would be fourteen miles, it would be a practically level route and through an open country. The cost of grading these fourteen miles, would be but very little more than the grading of the eight miles from Crabtree, the up grade would be avoided and the line would be, at least, two miles nearer the big timber belt of the upper Thomas and Crabtree creeks.

The day of the electric railway in Oregon is now at hand. All indications point to the extension of the Portland-Salem electric south, next year. The field for, at least, a branch from that system through Scio and the Gap will be so inviting, that it will be built, without a doubt. When built it will absorb all of the transportation of this locality, including the lumber traffic. Whereas, if the S. P. should occupy the Gap route, it is not probable that the electric branch will be built.

Then Scio is now and will become a shipping point, which should be considered. We now have a milk condenser, whose output is rapidly coming into favor and in another year will furnish a considerable traffic. Then our large flouring mill and the saw mill to be built next year, will supply several cars of freight each week, at least, all of this business will go to the electric line, when it comes.

We make these suggestions merely to show that the S. P. can control the whole transportation business of this section at an additional cost of not to exceed \$25,000. At the present time, the business must go to the S. P. because we cannot avoid it. A competing electric line, otherwise, will get all of the business.

OUR PORTLAND LETTER

Vacant lands of the state are being settled in a way that has never before been equalled. A private land company is operating up a high tract around Lakeview, the purchasers of contracts now being on hand there in large numbers to take part in the drawing. On September 15 will start the fall colonist movement from the East, when thousands of new settlers will reach the state to make their permanent homes here.

The vacant wheat lands of Central Oregon are being filled up at an unprecedented rate, the coming of railroads up the Deschutes being the cause of a big boom in wheat growing in that great undeveloped country. During the past week a record trip was made into the vacant lands about Bend by a party of settlers who went overland from Corvallis by auto. The trip was made from Corvallis to Bend, 150 miles, in a day and the next morning members of the party filed on 320 acre homesteads near Bend and will engage in wheat growing. A tract of land of 250,000 acres in that district has just been included in the new 320-acre homestead law and is proving very attractive to settlers.

What is said to be the highest price ever paid for an apple crop anywhere has just been closed for the Hood River and Mosier Valley yields. J. A. Steinhart, of the fruit buying firm of Steinhart & Kelly, New York City, visited both districts the past week and contracted for the entire yield of the Mosier and Hood River valleys at better than \$2.50 per box. As the total crop will run up to about 150 carloads, the contract just made will put more than \$200,000 into the pockets of apple growers in these two districts.

Horses at the Portland Fair

The horse show at the Portland Fair and Livestock Exposition, promises to eclipse any former event ever held on the Coast, not barring the Lewis and Clark show.

Perhaps the largest exhibitor of standard breeds will be F. E. Alley of Roseburg, Oregon. Mr. Alley brings a full complement and enters in all classes from the colts up to aged horses. His record in the show ring last year is still fresh in the memory of fair goers. His horses were admired by thousands at Salem and Portland, and this year he will equal if not surpass his former showing and winnings.

Among other exhibitors of standard breeds are, L. C. McCormick, W. I. Whitmore, J. P. Porter all of Portland, J. L. Edison, Silverton, Thos. H. Brenta, Walla Walla, Wash.; Paul Wessinger, Portland; C. X. Larrabee, Home Park, Mont.; Edward Auld, Edmonton, Canada; Eli Rocky Bay Center, Wash. There are more to hear from.

Clydesdales will be represented by J. D. Gordon & Son, of Newberg, Ore. Mr. Gordon made a trip across the water, bringing out a new importation with which to meet all comers. H. C. Constance of Independence will have four head; Hugh Nesbit, of Chismacum, Wash. will be on hand; D. M. Dryden, of Woodburn has a fine aged Clyde; Wm. Boyd, of Hastings, Oregon, will have Bruce and others to hear from.

McLaughlin Bros., of Columbus, Ohio, will show a large number of heavy horses. They are well known exhibitors and have won at any show of consequence.

J. Crouch & Son, of Lafayette, Ind., have been importing horses for years and are well known at every show and fair of importance. They have a branch barn at Portland and Sacramento, Cal., and will have a big exhibit.

A. C. Ruby & Co., our home importer, will have the largest exhibit he ever put out. He will show several of the heavy breeds and has a brand new importation for the fair.

H. C. Campbell has mammoth Spanish Jacks & Belgians which always attract much attention.

Taken all together it will be one of the best horse shows held on the Pacific Coast and it will be worth going miles to see.

A Good Position

Can be had by ambitious young men and ladies in the field of "Wireless" or Railway telegraphy. Since the eight hour law became effective, and since the Wireless companies are establishing stations throughout the country there is a great shortage of telegraphers. Positions pay beginners from \$70 to \$90 per month, with good chance for advancement. The National Telegraph Institute of Portland, Ore., operates six official institutes in America, under supervision of R. R. and Wireless officials and places all graduates into positions. It will pay you to write to them for full details.

The Local Markets.

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

Wheat, per bushel.....	87
Oats, per bushel.....	49
Flour, per sack.....	1.40
Wheat, per ton.....	28.00
Barley, per ton.....	28.00
Chop, per ton.....	28.00
Butter, (Country) per roll.....	45
Eggs, per dozen.....	18
Chickens, per pound.....	12
Chickens, per pound, young broilers.....	10
Geese, per pound.....	10
Ducks, per pound.....	12
Beef, per pound, live weight.....	08
Hogs, per pound, live weight.....	06 1/2
Wool, per pound, for shipping.....	08
Sheep, per pound, dressed.....	09
Mutton, per pound, dressed.....	08

1013 Portland, No. 02174
Notice for Publication
United States Land Office

Portland, Oregon, August 27, 1908.
Notice is hereby given that the Northern Pacific Railway Company, whose post office address is at St. Paul, Minnesota, has on this 25th day of August, 1908, filed in this office its application to select under the provisions of the act of Congress, approved July 1, 1906 (Stat. 367, 368), as extended by the act of Congress, approved May 27, 1906, the N. P. Ry. Co., Sec. 2, Tp. 11 S., R. 2 E., W. M. Any and all persons claiming adversely the lands described, or desiring to object because of the mineral character of the land, or for any other reason, to the disposal of applicant, should file their affidavits of protest in this office, on or before the 16th day of October, 1908.

Algermon S. Dresser
Published in the Santiam News, located at Scio, Oregon.
Algermon S. Dresser, Register.
First publication September 10. Last publication October 15.

1116 Portland, List No. 02181
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