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PLAN TO RESUME RAILWAY INQUIRY AFTER MARCH 4TH

Postponement Forced by Press
of Congressional Business.

COUNTRY DEMANDS ACTION

Shippers, Investors and Representatives of All Branches of Business Demand Unification of System of Railway Regulation—Roads Ask Fewer Masters.

Washington, Dec. 18.—The Congressional Joint Committee on Interstate Commerce, which has been conducting the inquiry into government regulation and control of transportation, last week decided to suspend its hearings on the subject and adjourned, subject to the call of the chairman, because of the pressure of other work before Congress. According to the resolution creating the committee, it is required to submit a report by January 8th next. It is understood that before that time the committee will ask for an extension of time and that the hearings will be resumed at a later date, when some of those who already have appeared before the committee will be questioned further and a great many others will be heard. It is probable, however, that the hearings will not be resumed until after adjournment of Congress on March 4th. In addition to regular routine business the commerce committees of the two houses are charged with the important duty of preparing and presenting the legislation asked for by President Wilson to make impossible a railroad strike without previous investigation. This will leave little or no time for the consideration of the general questions of railway regulation.

Country Wants Something Done.

Members of Congress and others who are interested in the inquiry undertaken by the Newlands Committee insist that there is no intention of abandoning it.

It seems doubtful, indeed, if the country would permit the matter to be dropped if there were evidence of a

desire on the part of Congress to do so. The nation-wide evidences of interest evoked by the initiation of the Newlands inquiry show that the people of the country—shippers, consumers and investors, as well as railway men themselves—are alive to the fact that the railway situation is highly unsatisfactory and that steps must be taken without unnecessary delay to make it possible for the railroads to meet the growing needs of the nation.

From reports received here it seems as though almost every commercial organization and business interest in the country were engaged in studying the railroad question. The Chamber of Commerce of the United States has been conducting an elaborate inquiry into various phases of the subject for many months past. Many local and state commercial bodies in every part of the country have committees engaged in study of the problem and have indicated a desire to come here and present their views. National organizations of manufacturers, lumbermen, coal operators, wholesale and retail dealers, have expressed through resolutions their desire for the unification of the system of railway regulation. The National Industrial Traffic League, speaking from the viewpoint of shippers using the railroads, has endorsed exclusive federal regulation providing it is accomplished in such a way as to give full protection and prompt adjustment in matters relating to transportation within the states.

Many Interests Studying Problem.

All these organizations represent primarily the shippers of the country, but they are not the only ones who are taking a hand in the discussion. The investors of the nation, through their own associations and through committees representing the savings banks and other financial organizations, are preparing to show the necessity of improving railroad credit and protecting the rights of those whose money is invested in railway securities. Finally the railroads themselves, being vitally concerned in the improvement of existing conditions, are planning to submit their views through their executives, operating officials and traffic experts and to assert their willingness to accept far-reaching federal regulation along lines that will enable them to attract capital and to provide the facilities needed for the prompt and efficient handling of the country's transportation business.

Main Trouble Is Too Many Masters.

Not all of these interests are in accord as to the remedies that should be adopted. There seems to be a general agreement, however, that many of the difficulties which confront the railroads and which make it impossible for them to meet the requirements of the nation's commerce promptly and satisfactorily arise from the haphazard and often conflicting measures of regulation that have been adopted from time to time by the federal government and the forty-eight states and that what is needed is a well ordered, systematic scheme of federal regulation that shall cover the whole country and make it possible for the railroads to provide the extensions and improved facilities so badly needed, while at the same time protecting fully the public interests.

Still Wandering.

The deaf man got out of the trolley on to the other line of rails. "Look out! There's a car coming!" cried the conductor.

"What?" said the deaf man.

"There's a car coming."

"What?"

Just then the car caught and knocked down the deaf man, and as he picked himself up he said:

"I wonder what that fool kept me there talking about!"—London Mail.

STRENUOUS HUNTING.

Swift and Long Distance Running After Moose in Alaska.

The danger of getting overheated in a cold climate is well understood by the Indians of Alaska. A government official there explains how carefully they guard against the danger of freezing to death in consequence of allowing themselves to become too warm.

On the upper Yukon the old method of moose hunting in early winter was for the Indians to go out on snowshoes after a heavy snowfall in search of fresh trails. When one was found the swiftest runner of the party prepared himself to run down the moose. Stripped of all clothing except a shirt and breeches and carrying a light shotgun loaded with ball, he started off after the animal, while the women and slower runners followed more leisurely.

Sometimes a moose would run eight or ten miles before being overtaken. The runner never stopped until he had overtaken and killed it, and he never stopped then. The cold at that season is very intense. The hunter, heated with his long gun, would quickly have frozen to death if he had stopped. For that reason, after having killed the moose, he returned to camp at a run, leaving his followers, who were more thickly clothed than he and less heated, to cut up the carcass and drag it home.

These Indians on the upper Yukon hunt other animals besides the moose, and some of them are fearless hunters.

Black bears are found in all the land, except in the barren tundras bordering the arctic coast. They are usually hunted with bows and arrows, but the bravest of the hunters will attack them armed with nothing but a long bladed knife.

In such a case the hunter wraps a blanket about his left arm and hand and with it thus protected thrusts it out for the bear to seize as it rises upon its haunches. Under the guard thus afforded the hunter is enabled to make a fatal thrust.

Alaskan hunters need to be bold, for the peninsula boasts of having a species of bear considered to be the largest in the world. The skull of an old male looks as if the creature belonged to the animal life of a former age, when beasts of gigantic size roamed the earth.—Los Angeles Times.

Wolves of the Sea.

Facts appear incontrovertibly that sharks, and big ones, abound in Cuban waters. The Antillean shark is less dangerous than some Australian and south Pacific species. In clear water fifteen or twenty feet deep he is timid. Near a boat anchored where the bottom can be seen from the surface, as in those waters it commonly can be at the depth named, the bather is safe. In deeper water there is risk. If there is blood in the water from a wounded man or fish the swimmer's peril is great. Indifferent, lazy creatures, of a low order of intelligence, sharks are instantly frenzied by the presence of blood and will attack anything that moves.—Popular Science Monthly.

Small Circulation.

Apropos of H. G. Wells' association with W. E. Henley, he tells an amusing, although somewhat pathetic, little story. The New Review was not exactly a successful production, and one day Mr. Wells and Mr. Henley were in the office of the magazine, gloomily discussing its prospects, when a funeral went by in the street outside. Henley looked out of the window and regarded the cortege for a moment in silence. Then he turned to his companion and said, with a worried frown, "Can that be our subscriber?"

Strange Industries in China.

In Taichow our correspondent saw some strange industries. One was the keeping of large stags, as big as a fair sized horse, reared for the sake of their horns, which are cut off every summer and sold for as much as \$35 gold for use as medicine.

icine. The horn is soft, and the softer it is when removed the higher the price realized. The other was the raising of the machi, a sort of large pheasant, the tail feathers of which are very valuable, as they are needed for the dress hats of mandarins.—North China News.

Being Happy a Duty.

It is our duty to be happy, and there is no duty we so much under-rate as this duty of being happy. By being happy we sow anonymous benefits upon the world which remain unknown even to ourselves, or when they are disclosed surprise nobody so much as the benefactor. A happy man or woman is a radiating focus of good will, and his or her entrance into a room is as though another candle had been lighted.—Robert Louis Stevenson.

A Bright Future.

Once there was a man who yearned to be a millionaire in order that he might help the suffering poor, and one day wealth came to him and landed him high in the millionaire class. He did not forget the poor—not entirely; but, being too busy to hunt them up, he failed not to ask Providence to pity them, "and, anyway," he reflected, "they have a bright future with so much treasure in heaven!"—Atlanta Constitution.

Same Thing.

There is a good anecdote of an Irishman giving the password at the battle of Fontenoy, at the time the great Saxe was marshal. "The password is Saxe, now don't forget it," said the colonel. "Saxe; faith I won't. Wasn't my father a miller?" "Who goes there?" cried the sentry, after he had arrived at the pass. The Irishman looked as confidential as possible and whispered in a sort of hoarse, "Bess, yer honor."

Found a Sure Thing.

I. B. Wixon, Farmers Mills, N. Y., has used Chamberlain's Tablets for years for disorders of the stomach and liver and says, "Chamberlain's Tablets are the best I have ever used." Obtainable everywhere.

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