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## Railroad Time Table

Arrival and Departure of Passenger Trains

Woodburn-Springfield Branch  
WEST SCIO  
North 7:50 a.m.  
South 5:31 p.m.

Corvallis & Eastern  
MUNKERS

To Albany 12:25 p.m.  
From Albany 9:22 a.m.  
Motor to Mill City 7:05 a.m.  
" from " 4:21 p.m.

§ Daily except Sunday

Auto bus leaves Scio postoffice  
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8:15 a.m. & 1:30 p.m. for Munkers

### Federated Church

SCIO, OREGON  
Sunday School 10 a.m.  
Preaching 11 a.m.  
Christian Endeavor 6:30 to 7:30 p.m.  
Song Service 7:30 to 8:00 p.m.  
Prayer Meeting, Thursday 7:30 p.m.  
Brother Melkeljohn, Leader.

H. B. Her, Pastor

## A Mysterious Disappearance

### Two Men and Two Wagons Lost on the Plains

By ETHEL HOLMES

One of the many men who, when gold had been discovered in California, started out to gather in the precious metal was Elmer Winston. But Winston went out under different conditions from most of the gold seekers. His partner in business, George Hunter, had gone before him, purchased a piece of property on which there was evidence of gold, had returned, and the two, having got together mining machinery and other articles necessary to their purpose, started from Council Bluffs with two wagons to make the trip over the plains and the mountains to California.

The Golden State was in those days very remote. It was a long journey either by land or sea, and there were dangers which induced both Winston and Hunter to leave papers with their families to designate the location of the property they were going to develop. Not that there was any certainty of its being valuable—indeed, very few of the claims proved to be so—but common prudence dictated this course.

The partners, having crossed the Missouri, followed the Platte river. They had traversed about half the distance to the mountains when they met a train of empty wagons returning from Denver, by which they sent letters to their families, stating that they were both well and all was proceeding satisfactorily with them.

These letters contained the last information that was received from them. It was assumed that they would have opportunity at least once in a week or two to send back a communication to their homes, and when a month had passed and no word had come from them it was feared that something had happened.

The main danger was from Indians, and those interested in them began to dread lest they should hear of the two men having come to grief in this way. But no such news was ever received, nor was there any report of mishap to them of any other kind. When sufficient time had elapsed for them to reach the Golden State and send letters home by sea and still no news came from them, their families and friends and neighbors made a pool for the purpose of sending some one to learn the truth concerning them.

Edward Jenkins, a nephew of Hunter's, was selected to make the search. Going to Council Bluffs, he attached himself to a wagon train about to go over the same route as the partners and made inquiries along the way to the point where they were last seen. This was at a settlement, or, rather, a station on the bank of the north fork of the Platte river. At this place Jenkins was informed that on or about the date that Winston and Hunter should have been in that location a couple of men, with two wagons, had left the station one morning to go westward. Several days later some Indians had come in and reported having met them. The two wagons were a quarter of a mile apart. Night was coming on.

This was the last information, Jenkins was able to secure of the two men. He went over the route they were supposed to have taken, but beyond the spot where the Indians had seen them no trace of them whatever could be found. It was as if they had been spirited away from the earth.

Jenkins made inquiries if there had been hostile Indians in the neighborhood at the time of the disappearance, but was told that none such were reported. Besides, if the travelers had been killed by Indians not only the wagons and machinery, but their bodies, would have been found. The redskins would have no use for anything except the horses and stores of provisions.

Jenkins could not be certain of the exact ground the partners had gone over, though he knew the route. There were no actual roads, or wherever there was a road it was a mere track, and there were a number of them leading in the same direction.

Having gained evidence to show that those he sought had not been killed by Indians, that they had not sickened and died on the journey, that they had not been destroyed by storm or flood, Jenkins returned to the east and reported the result of his labors. Had he told that the two men were dead it would have ended the matter. As it was suspense took possession of their families and curiosity of their friends.

Mrs. Winston and Mrs. Hunter after consultation with advisers decided to do nothing more in the matter. They had no deeds to the property, no means for its development and no one to instruct with the matter. Besides they

had had quite enough of gold seeking in the disappearance of their husbands.

A daughter was born to Winston after he left for California. When she became old enough to hear about the father who had mysteriously disappeared she wondered a great deal about him—how he could have died, whether he had died. She was given to conjuring up scenes in which he returned to his home. When Alice Winston had grown to be seventeen years old Horace Fleetwood, a young man whose father was quite well off, fell in love with her. Alice reciprocated, but the affairs of the Winston family after the father's leaving for California had steadily deteriorated, and Alice had no dowry. Young Fleetwood being dependent on his father and that father forbidding a match for his son with a poor girl, the prospect before the lovers was not encouraging.

Horace Fleetwood knew the story of Alice's father's disappearance and learned that certain property supposed to contain gold had been inherited by the Winston and Hunter families. Alice still clung to the theory that the father might return some day to the child he had never seen, and it troubled her. Horace, in order to settle her suspense, conceived the idea of going to California to kill two birds with one stone. He would look up the mining property of Winston & Hunter and on the way would try to find out something about their disappearance.

Naturally the heirs of the partners favored the idea. Fleetwood, without informing his father of his real object, gained his consent to the trip and was furnished with means for his expenses. Taking papers giving the location of the property he was to investigate, he set out over the same route the partners had taken some seventeen or eighteen years before. But by this time the Union Pacific railroad was under construction and had been completed as far west as Laramie. The traveler went by rail to that point and the rest of the way by coach.

He stopped in the region where the two men had disappeared long enough to make inquiries; but, nearly two decades having passed since the disappearance, he did not get even as much information as Jenkins had obtained. He went on, hoping for better luck in the matter of the mining property. Should this prove to be worth something he proposed to stop on his way back and make a strenuous effort to learn the fate of the father of the girl he loved.

On reaching San Francisco Fleetwood learned where the property was located and proceeded to its inspection. He found that it adjoined one of the most productive mines in California. The vein this company worked led into the Winston & Hunter property, which made the prospective value of the latter very considerable. Fleetwood called upon the president of the adjoining mine and learned that they had been desirous for years to buy the Winston and Hunter property, but had not been able to find to whom it belonged. He offered to take the owners of the property into his company, giving them a block of stock in payment, provided the heirs could convey it, giving a clear title.

But it was evident that the heirs could not give a clear title. Not only had the deed disappeared with the original owners, but it was not known if they were dead. If they lived they and not their heirs were the persons to convey the property.

Fleetwood was much chagrined to see a fortune in which the girl he loved had sufficient interest to make her rich kept from its rightful owners. He could do nothing but return home and report what would be extremely tantalizing. Leaving California, he crossed the mountains and proceeded over the plains by coach so far as the railroad had been finished. There he changed from coach to car.

While making the change he learned that the railroad under construction had struck a quicksand.

Now, a quicksand is not a good foundation for a railroad. A gang of men was set to work to get the sand out of the way, that a solid bottom might be obtained. The space occupied by the sand was quite deep. They had gone down a few feet when they came to a man's hat. A little farther down they took out a man's body. The next thing they came to was a wagon, and before the wagon was a pair of horses harnessed to it. Beneath the horses were another man and a wagon and in front of the wagon another pair of horses.

Fleetwood at once accepted this as the true solution of the mystery. The two men, with their outfit, had been engulfed in the quicksand, and, since the top of a quicksand gives no more clew than water as to what is beneath, the discovery of what had become of the men was impossible. Had the location of the railroad not been straight across the burial place the mystery would never have been solved.

Fleetwood at once learned where that which had been exhumed had been taken and on going there found what had so long been missing. In a pocket of the clothing on Winston was found a leather wallet, in which were papers identifying him, together with a deed for the property he had been going west to develop when engulfed.

On arriving at home Fleetwood called together the Winston and Hunter families and made his report. He was empowered to return to California, stop on the way to make proper disposition of the exhumed property and the bodies and on arriving at his destination accept the offer to add the property to the adjoining mine. He returned at once, completed both tasks and brought home with him certificates of stock that yielded an ample income for all concerned.

After the finding of the lost wagons how the loss had occurred was made somewhat clearer. The wagons for some unexplained reason had become separated. Night had come on when the first wagon struck the quicksand, and if the man driving it had time to cry out the other, being some distance behind, did not hear him. When the hinder man came up, his partner being engulfed, there was nothing to warn him.

Alice Winston's share of the property was larger than Fleetwood senior's fortune. Consequently there was no objection on the part of the Fleetwood family to a marriage between young Fleetwood and Alice.

### REAL DOUGHNUTS.

The Genuine Old Time Cake Never Had a Hole in It.

Why will some persons persist in speaking of the holes in doughnuts? The real, genuine article never had a hole in it. My memory goes back to 1840 and earlier, and my boyhood experience extended over a good part of Fairfield, Litchfield and New Haven counties, Conn., and Westchester county, N. Y., up to 1850. Our mothers at that time are to be regarded as the best authority on old fashioned American cookery.

The doughnut of that period consisted of bread dough raised overnight, with hop meal cakes, or "emptions," sweetened with brown sugar, shortened a little and fried to a rich brown in leaf lard and were somewhat larger than a goose egg and about the same shape. These were known among the old Dutch New Yorkers and are described in Barber's "History of New York," published about 1840.

"Wonder cakes" were similar, with a little more shortening and sweetening. The dough was rolled about three-quarters of an inch thick, cut into squares of three inches, with three slits, which were pressed apart into a fantastic shape, and were the idolized Sabbath day lunch, eaten under the maple tree or the horse shed between the morning and afternoon services.

I first remember crullers twisted and with holes when I came to New York in 1854. The very name of doughnut is suggestive of a round or oval shaped article.—C. P. Benedict in New York Times.

### Equine Pedometers.

The whorls of hair on the coats of horses and other animals are natural pedometers, inasmuch as they register the locomotive activities of the animals on whose bodies they are found. The best examples and the greatest number of these hairy whorls and crests are found on the domestic horse. A notable instance is the graceful feathering that extends along the hollow of the flank, dividing the trunk of the animal from the hind quarters. There are also crests and whorls on the horse's chest and other parts of its body. A study of the action of the underlying muscles explains the origin of these peculiarities in the lay of the hair and furnishes the justification for calling them pedometers, although the analogy is, of course, merely superficial.—St. Louis Republic.

### Notice to Creditors

Notice is hereby given that the undersigned was on the 5th day of June, 1916, duly appointed Administrator of the estate of Dortha G. Bilyeu, deceased, by the County Court of Linn County, Oregon. Any and all persons having claims against said estate are hereby notified to present the same with vouchers as by law required within six months from the date of the first publication of this notice to the undersigned at his Residence at Halsey, Oregon, or at the office of Weatherford & Weatherford, Attorneys at Law, at Albany, Oregon.

Dated this 8th day of March, 1917.  
CHESTER F. BILYEU  
Administrator of the estate of  
Dortha G. Bilyeu, deceased  
Weatherford & Weatherford  
Attorneys for Plaintiff.

Dr. T. K. Sanderson

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