

### Proper Food for Weak Stomachs

The proper food for one man may be all wrong for another. Every one should adopt a diet suited to his age and occupation. Those who have weak stomachs need to be especially careful and should masticate their food thoroughly. It is also important that they keep their bowels regular. When they become constipated or when they feel dull and stupid after eating they should take Chamberlain's Tablets to strengthen the stomach and move the bowels. They are easy to take and pleasant in effect.

Mortgage Loans Negotiated Notary Public

## N. M. Newport

Attorney at Law

(CITY ATTORNEY)

LEBANON OREGON

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Reasonable Prices

Main Street Scio, Ore.

Best Remedy for Whooping Cough

"Last winter when my little boy had the whooping cough I gave him Chamberlain's cough remedy," writes Mrs J B Roberts, East St Louis, Ill. "It kept his cough loose and relieved him of those dreadful coughing spells. It is the only cough medicine I keep in the house because I have the most confidence in it." This remedy is also good for colds and croup.

### These Men Are Not Slackers

(Continued from page 1)

#### JORDAN PRECINCT

Aegerter, D. J. Pietrok, Phillip  
Bender, August Phillip, George  
Balsiger, Geo. E. Ray, Benjamin  
Combs, Ray V. Rohwein, John  
Combs, Frank. Rohwein, Geo. P  
Dougherty, C. E. Schroeder, H. A.  
Dougherty, Jas. Silbernagel, Jno.  
Fink, Mike Mat. Schroeder, A. O.  
Humphreys, H. Shelton, John  
Jungwirth, F. N. Schysider, Jos.  
Jungwirth, P. B. Shank, Harry R.  
Jungwirth, H. Salzl, Charlie H.  
Jungwirth, Joe. Shelton, Herbert  
Kinball, Loydal. Schneider, M. M.  
Lambert, John L. Thomas, Frank.  
Lackner, Frank. Thomas, Clyde R  
Neal, John N. Thayer, Edward  
Neal, Henry. Easternhouse, W.

#### SHELBURN PRECINCT

Apple, Charles R. Lent, Ralph C.  
Arnold, Melvin. Limbeck, Elmer.  
Bates, Archie C. Lulay, Joseph.  
Bates, Byron A. Lyon, Carl Otto.  
Bennett, Elmer. McLain, Joseph.  
Bentz, John P. McRae, Earnest.  
Burden, Everett. Miller, Frank.  
Chastain, Jesse. Novak, George.  
Chrisman, Harry. Osborn, Ercell  
Darby, Robert. Powell, Alfred  
Dunn, John F. Quigley, Joseph.  
French, George. Rahn, Otto.  
Funk, Guy. Roberts, Eddie.  
Holland, Edwin. Senz, Joseph.  
Johnston, Guv. Vernon, Alson.  
Kelly, Mike C. Wyman, Fred E.  
Kelly, Robert B. Wyman, Walter.  
Kuiken, Wiebe. Zysett, Lawrence  
Kraschewski, Curtis.

#### SANTIAM PRECINCT

Bragg, James O. LaChance, Benj.  
Bryant, Frank. McMillin, Lewis.  
Burley, Leonard. Meinert, John.  
Caswell, James. Meyer, Walter.  
Crabtree, Byron. Miller, Archie L.  
Easton, Waldon. Miller, Loren R.  
Engelman, J. Peterson, D.  
Engelman, W. Peterson, Thos.  
Erb, Jake. Pichette, Louis.  
Erb, Harvey. Pierce, Ross W.  
Gerig, Amos C. Fowel, Lester L.  
Gerwick, Roy L. Prine, Melvin.  
Hoffman, Ed. Propat, Floyd A.  
Hoffman, James. Ramer, Willis.  
Kessler, Leonard. Ray, Clifford H.  
Kinzer, Roy H. Rice, Emmett.  
Schmucker, O. Volkman, Wm  
Schuler, Albert. Wilson, Arthur.  
Serfling, Ira B. Wilson, Ward R.  
Shaw, William. Yocubets, Elmer  
Sumpter, David. Young, Ira L.  
Sumpter, Geo. Tapper, Henry.  
Tucker, Carey B.

## OREGON NEWS NOTES OF GENERAL INTEREST

### Principal Events of the Week Briefly Sketched for Information of Our Readers.

The state convention of the Oregon Girls' Honor Guard was held in Portland on the second day of the Rose Festival.

The treasury department has issued a federal charter to the Farmers and Stockgrowers National Bank of Hopper, capitalized at \$50,000.

Ella Flagg Young, known in educational circles everywhere as an authority, will be the guest of honor at a banquet to be given by the Oregon Civic League in Portland July 7. Miss Young was formerly superintendent of schools at Chicago.

Mayor Albee will leave to Mayor-elect Baker the job of issuing proclamations announcing the vote on the measure decided at the Portland city election. This means that the laws as passed will not become effective until some time after July 1.

Four fatal accidents were reported to the state industrial accident commission last week. The fatalities were Peter Christ, Mill City, logging; Tony Arnac, Kerry, logging; Benjamin Rockwell, Mill City, logging. A total of 335 accidents were reported.

It was announced at a meeting of the state land board that \$200,000 more rural credit bonds had been taken. This brings the total up to \$450,000. It was decided to limit to each county the sum of \$5000 in bonds and to each person the maximum of \$2000.

If the state land board will grant a lease of the kelp beds off the mouth of the Yaquina river to E. M. and E. V. Sherlock of Portland, a survey of the beds will be made at once to determine whether or not there is kelp in sufficient quantity to establish a reduction plant.

Two laws of the last legislature related to bounties on seals. One provides that only the scalp and the other the whole hide must be presented to secure the bounty money. Attorney-General Brown holds that the whole hide must be brought in, as the last act passed is controlling.

Oregon has registered a total of 62,840 under the war census. With this figure, although under the war department estimate, the state has given its quota based on the computation of 10 per cent of the 1910 census. The census estimate would have provided 68,428, but attention is called by the adjutant general's office to the fact that more than 5000 men have answered the call to the national guard and the regular army and navy services, and that these men under such service did not register. On this showing the state has come up to the requirements of the census registration.

### EUROPEAN WAR NEWS

In the Austro-Italian theater the fighting is being done entirely by the artillery wings of the opposing armies.

The central powers now hold nearly 3,000,000 prisoners of war, according to official figures published in German newspapers.

The town of Messines and a score of other important points were in British hands as the result of the tremendous blow struck by Field Marshal Haig in resumption of the British offensive. The Messines ridge, dominating the whole north end of the line, has been wrested from the Germans. They have held it since October, 1914.

General Haig's determination to give the Germans no rest was exemplified when the British penetrated the German positions around Lens to a depth of more than half a mile. The field of this attack lies from fifteen to twenty miles south of that of the big drive made by the British in Belgium, which resulted in the capture of the commanding Wytchaete-Messines ridge and its retention despite desperate German counter attacks. The two fields of attack constitute points from which the great manufacturing district of Northern France, centering in Lille, may be subjected to alternating pressure.

#### Wilson's Note in Schools.

Washington. — President Wilson's war message, arranged with footnote references and notations to make it available for detailed study by schools, was issued in pamphlet form by the committee of public information.

The pamphlet will be sent free to schools, libraries and organizations or individuals applying for them.

## BRITISH EXPERT LAUDS RAILROADS OF UNITED STATES

Tells Congress Committee That They Lead World.

### NO GOVERNMENT OWNERSHIP

Washington, D. C.—That the United States is face to face with a serious crisis in its commercial affairs, due to the conditions by which its transportation system is confronted, was the opinion expressed by W. M. Acworth, England's leading authority on railways, before the Newlands joint committee on interstate commerce at a special session held here to enable the committee to hear his views before his departure for London. Two steps are necessary, according to Mr. Acworth, to avert this crisis and to solve the threatening railroad problem confronting the country.

The first is to allow the railroads to charge freight rates sufficient to meet the great advance in operating expenses which is taking place and to enable them to command the credit necessary to provide the extensions and improvements needed to meet the growing demands of business. The second is to do away with the multiple and conflicting systems of regulation that now hamper railway operation and to provide one centralized regulatory agency with such local subdivisions as may be necessary.

Higher Rates a Public Necessity. Mr. Acworth's views on the transportation situation in the United States were expressed in answer to questions by members of the committee, who asked him to apply his knowledge of railway conditions throughout the world and of the experience of other countries with government ownership to the present problem before the United States.

"The fundamental factor in the situation is very simple," said Mr. Acworth. "It lies in the fact that you cannot get three-quarters of a cent's worth of work done for less than three-quarters of a cent, no matter whether the agency performing it is a government or private enterprise. Freight rates must advance when the cost of performing the service advances as it is doing at present, just as the price of bread or meat or any other commodity increases with increased cost of production."

In answer to a question Mr. Acworth said that he thought American freight rates had been at much too low a level for several years past, that they had reached this low point during the period of cutthroat competition among the roads and had since been held there by regulating bodies. Unless relief were afforded to the carriers very promptly, he said, the result would be a tremendous loss to the people of the whole country through insufficiency of transportation facilities.

#### Weakness of Government Ownership.

On the subject of government ownership of railways Mr. Acworth said:

"It is impossible to obtain satisfactory results on government railways in a democratic state unless the management is cut loose from direct political control. Neither Australia nor any other country with a democratic constitution—perhaps an exception ought to be made of Switzerland—has succeeded in maintaining a permanent severance. In France, in Belgium, in Italy, parliamentary interference never has been abandoned for a moment. The facts show that government interference has meant running the railways not for the benefit of the people at large, but to satisfy local and sectional and even personal interests."

Prussia, Mr. Acworth said, was the best example of an efficient government railway system, and he pointed out that military considerations were treated as of paramount importance in the Prussian railway system. While American freight rates had been reduced nearly 40 per cent in thirty years, rates in Prussia were nearly as high as at the beginning of the period. While the charge for moving a ton of freight one mile in the United States was a trifle over three-quarters of a cent, the rate in Prussia was 1.41 cents.

As illustrating the difference in rates between government and private roads Mr. Acworth compared the railways of New South Wales, Australia, with those of Texas. While the amount of traffic to each mile of line was about the same in both cases, he pointed out, the Texas railways performed for the public four times as much service as the government owned roads of New South Wales. The charge in Texas for hauling a ton of freight one mile was less than 1 cent, while in the Australian state it was well over 2 cents.

## BRITISH AIRPLANES HELP WIN VICTORY

London.—The manner in which the British flying corps dominated the air during the battle of Messines Ridge and completely smothered the German aviation service for the time being is one of the most thrilling and remarkable stories of the entire war.

Hundreds of British planes were well behind the German lines when the battle broke into its fury at dawn. In addition to shutting the German airmen out of any early participation in the battle, the British airplanes were in a large degree responsible for the fact that the Germans could not launch a counter attack of appreciable strength until 40 hours after the battle for the ridge began and every bit of ground desired by the British in this particular operation had been taken and secured.

Far back of the German lines the British planes searched out troops in every hamlet, town and village. In several places they saw them gathering or marching in the main streets, whereupon they flew down low at times and opened a fire which scattered the Germans in all directions.

### RUSSIANS SPURN PEACE

German Commander in East Offers to Cease Warfare.

Petrograd.—The council of soldiers and workmen has made public the fact that the German commander-in-chief on the Eastern front sent a wireless message inviting the Russian armies to a separate armistice, and proposing that they enter into secret parleys with the German leaders. The council denounces the proposals.

The resolution of the soldiers' and workmen's council spurning the German wireless appeals for peace declared:

"The German commander-in-chief wirelessed our troops a proposal for an armistice in order that secret parleys for peace might be held. It was argued that such an armistice did not offer Germany advantage. This is untrue. The German general forgets that Russia knows the overthrow of the allies would mean the overthrow of Russia and the end of her political liberty."

### Russian Women to Fight in Trenches.

Petrograd, via London.—The propaganda in favor of a "women's fighting regiment" has made considerable progress. Eight hundred volunteers have already enlisted, among whom, it is reported, is the wife of the war minister, A. P. Kerensky.

### Redmond's Brother Killed in Battle.

London.—William Redmond, Irish Nationalist leader, brother of John Redmond, died in an ambulance while on the way to a hospital, back from the firing line where he was wounded.

### Pershing Aides in France.

Boulogne Sur Mer, France.—A number of officers of Major General John J. Pershing's staff have arrived here to begin the work of organizing the bases of the American army in France.

## 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 ..... 19:05 a. m.  
" from " ..... 4:21 p. m.

§ Daily except Sunday

Auto bus leaves Scio postoffice  
7:19 a. m. & 5:00 p. m. for West Scio  
8:15 a. m. & 1:30 p. m. for Munkers

## MUNKERS and WEST SCIO STAGE

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STAGE MEETS ALL TRAINS

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at 7:10 a. m. and 5:00 p. m. for West Scio  
and 8:15 a. m. and 1:30 p. m. for Munkers

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