

THE SCIO TRIBUNE

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T. L. DUGGER, EDITOR AND PROP.

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WILL HAVE A PICNIC

Next Monday, January 11, the Oregon legislature will be in session. Most of the individual members thereof have pledged themselves, either directly or indirectly, to retrenchment and reform in the matter of reducing the cost of our state government. Will the members live up to their pledges, is a question which deeply interests the average of our taxpayers.

It is said by a person who has taken the trouble to look up the statistics, that Oregon pays the highest per capita tax of any state in the Union. Whether this is true or not, The Tribune is not in a position to say. But it will say without fear of successful contradiction, that taxes are unnecessarily high and are burdensome to the people. Yet the people want good roads, good schools and good school houses, and voluntarily vote special taxes upon themselves to secure them. Nor are the people disposed to give our state government a niggardly support. They want our state penal and almshouse institutions to be maintained in a reasonably economic manner. But they do not want the system of exploitation in the various branches of our state government, which now prevails, to be continued. For instance: They cannot see any benefit to be derived from an annual appropriation of \$25,000 for the purpose of advertising the state's resources to bring in new settlers, when the tax levy's are so high that the hard-headed practical business men and farmers will give our state the "go by." They cannot see the utility of the state employing two men at large salaries to do certain work, when one can do the job equally well. They cannot see the justice of making special appropriations for our state colleges when a special millage tax, sufficient for their maintenance, new buildings, football fields, etc. included, has been voted by the people.

The above examples cited are but a few of the unnecessary and extravagant looks to which our state treasury is subjected. The entire state government has become saturated with the spirit of exploitation and which has resulted in this unenviable reputation of being the highest taxed of any of the United States.

Gentlemen of the legislature, you have an almost impossible duty to perform. You will be surrounded by a small army of taxgatherers down at the state capitol, all of whom will be most plausibly insistent that their particular jobs shall be retained. They will say, "yes, cut useless jobs, appropriations, etc., but, if you take away my job, the state will be irreparably injured." All of these state leeches will talk economy and the reduction of taxation, but they will want it down at the other fellows expense.

These are some of the things, Mr. Member-of-the-legislature, which

you will butt up against. Also, when a special appropriation is up for a state college, a pet Portland project or an Eastern Oregon irrigation scheme, etc., you will be almost smothered by the lobbyists for the respective measures.

Oh, yes! Mr. Cusick, Mr. Garland, Mr. Elmore, Mr. Pierce and Mr. Childs, you are in for a picnic. You will conclude that you are attending an Irish wake or an old-fashioned democratic primary. Yet, The Tribune thinks you will all make good. It believes you are made of stuff that will enable you to resist the demands of this army of court-morants. Just as a pointer, say to these fellows, "Yes, we will retain your jobs, but you must submit to having your salary cut in the middle." If you are firm in this matter and do all you can to clear our state government of these grafters, you will have the approbation of every taxpayer in Linn county. Otherwise, so far as future preferment is concerned, this county would be a good place from which for you to emigrate.

The taxpayers of Oregon, that is to say a vast majority of them, are very weary of this continually piling up of taxation for needless and useless state commissions and the small army of employees required to carry them on. They are getting tired of erecting \$50,000 to \$100,000 stone buildings for our state colleges. In other words, they are opposed to taxing the entire people of the state for the benefit of a few of her towns or citizens. Unless these extravagancies are checked and placed in a condition of final extinction, the people will become so angry that they soon will renege. They will take matters in their own hands and dump the whole business overboard.

Taxation can be so increased that it will amount to confiscation. Indeed, with the state, county, city, road and school taxes, some of our towns are dangerously near that condition now. When the total of taxation amounts to from three to four per cent. in a town, people are very leary of investing in the property of that town. They think it is cheaper to rent than to own property.

The legislature to meet next Monday, is the first to be elected, pledged to reform along the lines of taxation and the people will watch the proceedings of the daily session of that body, with an interest never manifested before. For they are personally interested. It is a matter which effects their pocketbooks.

The republican party has about absolute control of both branches of the legislature and all of the state offices and the people will hold that party responsible for the acts of its agents. Another extravagant session, similar to that of two years ago, is apt to spell disaster to that party two years hence. The people can be counted upon to be controlled by their political prejudices to a certain limit and that limit is their pocketbooks. Touch their pockets too deeply and political principles go to the winds.

WE COULD RETALIATE

Every patriotic American citizen will justify President Wilson in his demand upon the English nation that unnecessary search of American cargoes, destined for a neutral port, shall cease. Shippers of non-contraband articles are very much put out because of the unnecessary delay their cargoes are subjected to.

England should not find fault, if the United States should retaliate for her actions towards the American merchant marine in the past.

Just about one hundred years ago, England's war ships assumed

the right to halt American merchant vessels when at sea, search them for English born sailors and impress them into service aboard the English war vessels. Thousands of American sailors were so treated. Possibly some of them were English subjects. Others were born in England but had become naturalized American citizens. Others, who were American born, were impressed under the pretense that they were English subjects. That two nephews of our president were so treated, years and much diplomacy and the practice was discontinued.

When our civil war was over, England recognized the Southerners before a battle fought. When Minister Slidell were taken from the mail steamer "Trent," kicked up a terrible ruckus, narrowly escaped having that country at the start of the rebellion. During the war, England permitted the Confederates and equip privateers in and placed English canoes of them when a few in the privateer Alabama, captured by the notorious Commodore Semes, of the south, nearly destroyed the American merchant marine, was one of the vessels captured. After the war was over, England was forced to pay the United States \$15,500,000 on that account.

If we suppose that Germany represents the South, England an almost identical position that of the United States in the great struggle. We at that time did blockade the German and, as compared to the South, had full control of the sea. By shrewd maneuvering war vessels were at sea upon our merchant marines. It was asserted that marauding rebel vessels permitted to enter English harbors and revictual. England attempted to blockade the German harbors, as we did the South. Germany had vessels at sea which preyed fully upon the English merchant marine. The German vessels were "lately destroyed," in example. If we had allowed German war vessels the privilege of our harbors to refit, buy coal, etc., then the same would be complete. But the United States has strictly observed neutrality laws. Neither English nor German war vessels have been permitted harborage in our harbors more than the stipulated number of hours as provided by neutrality laws. England did not live up to the law governing neutrals during our war. When Captain Semes' privateer "Alabama" was destroyed by an United States war vessel, almost within an English harbor, an English vessel was near at hand to succor the Rebel Captain Semes and many of his crew, and carried them to England in order to prevent them falling into the hands of United States authorities. During the entire war and until the South surrendered, the British parliament was composed of sympathizers with the South. Many of the speeches then made were as ultra against the Union as any made in the Confederate congress.

Yes indeed, England should be very good to the United States at this time. She should be more than willing to accede to President Wilson's demands. Should the United States show her teeth in order to enforce this demand, it would spell disaster to England's success in her great war. Most of the food supplies to sustain both England and France, to sustain this great struggle, must come from the United States. Also, it would be possible for the United States war vessels to

drive the English merchant marine from the seas.

However, such thoughts as those above are nonsense. The United States is too honorable to take advantage of another nation's misfortunes. President Wilson's conduct towards the warring nations has been most honorable.

When we consider how patient

body else, for that matter, buying where they can buy cheapest and to sell where they can get the highest price. It is human nature and economy to do so. Our purpose was and is, to try to bring about a condition of affairs wherein our home merchants can sell as cheaply as the city merchant. By concentrating trade at home, you will

Sweet Home News Section

The news items in this section are gathered and edited by R. W. Van Fleet. Our Sweet Home friends will aid him by reporting news items to him. Our correspondents at Pleasant Valley, Holley, Foster and elsewhere in the Sweet Home country are urged to continue their weekly news letters. They should be mailed not later than Monday in order to reach this office in time for publication.

A MILITARY DANDY.

Rusky's Daintiness Under Fire the Start of His Rise to Fame

General Rusky who commanded the Russian army that overran Gallia and became in consequence the hero of the day in Russia was not only a young lieutenant, but a dandy and a military dandy. In the Russo-Turkish war of 1877 Rusky then a young lieutenant, served as adjutant on the staff of one of the Russian generals. In the heat of the battle of Plevna he was ordered to take a dispatch to the command in chief the famous Skobeleff. He found Skobeleff standing in a rather exposed position surrounded by his staff.

As young Rusky delivered his dispatch a shell from a Turkish battery struck the ground near by and, exploding, being a shower of dust and dirt over the party. Most of the officers involuntarily ducked their heads but young Rusky stood firm and erect. Then as if by magic he was in a ballroom to draw his pocket a spotless new handkerchief and fanned the dust from his immaculate uniform.

A smile of derision passed over the faces of the staff officers but Skobeleff looked at the young lieutenant with sudden interest and asked his name. "You will remain with me as a secretary of my staff," he said to the astonished young officer. "I am in need of such men as you."

Years after, when Rusky's service had proved the correctness of General Skobeleff's estimate of his abilities, the general told the incident of the burst shell to the staff.

"When a soldier has such a keen regard for his appearance before his fellow men that no danger can make him unconcerned about the figure he cuts," explained Skobeleff, "he makes a dependable leader of men. He will suffer death rather than permit any regard for his personal safety to impair the impression of inferiority that he is so anxious to make upon his fellow men. Even though he be a coward at heart he will always play the part of a brave man in his desire to have men consider him possessed of superior qualities."

"In Rusky I am doubly fortunate," concluded the veteran general. "For Rusky is both a dandy and a brave man."—Youth's Companion.



A Difference.
She—Don't you think Miss Screecher is a beautiful singer?
He—She is beautiful, all right, but I can't say the same of her singing.—New York Globe.

Notice for Publication

(PUBLISHED)

DEPARTMENT OF THE INTERIOR

U. S. Land Office at Portland, Ore.

December 5, 1914

Notice is hereby given that John A. Mos, of Cascade, Oregon, who on June 21, 1909, made Homestead Entry, No. 3205, for Northeast 1-4 Section 26, Township 12 South, Range 3 East, Willamette Meridian, has filed notice of intention to make Final Five Year Proof, to establish claim to the land above described, before the County Clerk of Linn County, Oregon, at Albany, Oregon, on the 19th day of January, 1915.

Claimant names as witnesses: Edgar F. Greenwood, George M. Gelsomofsky, and Archie W. McKinnon of Cascade, Oregon, and Walter M. Doney of Foster, Oregon.

Proof made according to law under which entry was made.

H. F. HIGBY, Register

Notice for Publication

(PUBLISHED)

DEPARTMENT OF THE INTERIOR

U. S. Land Office at Portland, Oregon

December 5, 1914

NOTICE is hereby given that Sigurd L. Mos of Cascade, Oregon, who on July 6, 1909, made Homestead Entry, No. 3207 for Southeast 1-4, Section 26, Township 12 South, Range 3 East, Willamette Meridian, has filed notice of intention to make Final Five Year Proof, to establish claim to the land above described, before the County Clerk of Linn County, Oregon, at Albany, Oregon, on the 19th day of January, 1915.

Claimant names as witnesses: Edgar F. Greenwood, George M. Gelsomofsky, and Archie W. McKinnon of Cascade, Oregon, and Walter M. Doney of Foster, Oregon.

Proof made according to law under which entry was made.

H. F. HIGBY, Register

Wood taken on subscription at this office.



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instances they buy elsewhere articles which they could purchase at home. Possibly they save a few cents by so doing. They too, are failing to sustain our town as they should.

What The Tribune desires to see is a greater degree of reciprocity among all. We can afford to pay a little more for the things produced or sold at home, than for those produced or sold abroad. By so doing, we are assisting in building up our community and indirectly, advancing our own interests.

The Scio Tribune \$1.25 per year

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FOSTER OREGON

quickly, as is always necessary in a "sea fight."

Mr. Phillip got over this difficulty by shortening her keel base. Under water she is very like a racing yacht, being much shorter below water than above. Another clever dodge of her designer was to fit two rudders abreast well under the stern. The same dodge has been adopted in all the dreadnoughts with the result that they are wonderful fast; quick to answer their helm.

Quite apart from the marvellous in detail fittings of a great warship and the utilization of every inch of space inside the hull, the hull itself is a nerve-straining problem. A battleship must not only be fast, she must also be a good sea boat.

This is all important for if she is not steady in a heavy sea she is not a good gun platform.

To gain the requisite combination of speed and steadiness each new warship, as soon as her plans are complete, is built up in model and these models are tested in a big tank 200 or 300 feet long. The models, which are built absolutely to scale, are drawn through the water at certain speeds, and the traces which they make are measured by a clever apparatus too technical to be here described.

The designing of a new type of battleship is not a one man job. When a new departure is to be made the members of the board of admiralty all to gether a number of naval experts, and the opinion of each is asked and discussed. When the general design has been approved then the director of naval construction and his assistants set to work.

The extraordinary accuracy of such work may be gathered from the following:

The Majestic of 15,000 tons, was designed by Sir William White. When finished and armed she was exactly to a very few pounds, the weight which he had estimated beforehand, while her center of gravity was within two inches of the point which he had previously fixed on. London Answers.

The Scio Tribune one year for \$1.25

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BUT YOU WILL NOT GET WORK THAT IS SO GOOD AS WE DO

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THE SCIO TRIBUNE