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(CITY ATTORNEY)

LEBANON OREGON

### William G. Amos DENTIST

Main St. near Grant  
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### Sweet Home Items

A. L. Weddle is improving rapidly and may be able to be out before long.

The sunshine of last Monday caused some early garden to be made.

J. A. Thompson made a trip to Lebanon and other points Friday.

A. M. Davidson and J. B. Keeney transacted business in Albany last week, returning home Monday of this week.

Dayton Harris, the road supervisor, is preparing to fix the river road from Sweet Home leading to Lebanon, with a dressing of crushed rock.

We understand that J. I. Banks, of the Holley neighborhood, has traded his place near Holley to a man in Lebanon for city property in that place.

Peter Bither of Brownsville, was a Sweet Home visitor last week.

Mr. Shoupnecht, a presiding elder of the church here, held services in the church Sunday.

### Hungry Hill Items

Miss May Crabtree met with an accident last Thursday while riding a horse. The horse got frightened and threw itself, pinning her to the ground. The mud being deep is all that saved her.

G. E. Griffin and Scott Turner attended the big fire sale in Albany Thursday.

Two young ladies of our neighborhood have been swapping goose eggs all week, but finally concluded it would be best to exchange places themselves and let the eggs stay where they are.

Scott Turner reports to the writer that the Pie Eater must be color blind.

Hubor Lee came home Sunday from where he has been working near Providence, to spend the day with the old folks.

George Broek, our great jack rabbit hunter, has bought two fine rabbit pups. George says the rabbits are scarce around Hungry Hill but there are plenty of them up Thomas creek about Flemings, I suppose.

Lyman Small came home Saturday from where he has been working for the past six months near Portland, and returned to his work on Monday.

### Hungry Hill Booster.

When you want printing done, the kind that is pleasing to the eye. The Scio Tribune office is the place to get it. We always please. We never disappoint.

### Notice for Publication

IN THE CIRCUIT COURT OF THE STATE OF OREGON, FOR COUNTY OF LINN

Hilda M. Cavett  
Plaintiff  
vs  
S. C. Cavett  
Defendant

To S. C. CAVETT, the above named defendant.

In the name of the State of Oregon, you are hereby required to appear and answer the complaint of the above named plaintiff, in the above entitled court, now on file with the Clerk of said Court, on or before the 10th day of April, 1915, and you are notified that if you fail to appear and answer said complaint, as hereby required, the plaintiff will apply to the court for a decree dissolving the bonds of matrimony now existing between plaintiff and defendant and for a decree giving plaintiff the care, custody and control of the minor child, Mildred H. Cavett, and for a decree requiring the defendant to pay to plaintiff the sum of Thirty Dollars (\$30) per month for the care and maintenance of their minor child during the minority of said child and for plaintiff's costs and disbursements herein to be taxed.

This Summons is published by order of Hon. Wm. Galloway, Judge of the Circuit Court of the State of Oregon, for the County of Linn, which said order was made and dated the 19th day of February, 1915, that the date of the first publication of this Summons is the 25th day of February, 1915, and the date of the last publication is the 1st day of April, 1915.

Weatherford & Weatherford  
Attorneys for Plaintiff

## RATE INCREASE NECESSARY

FARMERS' UNION OFFICIALS  
THINK RAILROADS ARE ENTITLED TO MORE REVENUE.

Products of Plow and Farmer Who Lives at Home Should Be Exempt From Increase.

By Peter Radford.

Lecturer National Farmers' Union.

The recent action of the Interstate Commerce Commission in granting an increase in freight rates in the eastern classification of territory; the application of the roads to state and interstate commissions for an increase in rates, and the utterances of President Wilson on the subject bring the farmers of this nation face to face with the problem of an increase in freight rates. It is the policy of the Farmers' Union to meet the issues affecting the welfare of the farmers squarely and we will do so in this instance.

The transportation facilities of the United States are inadequate to effectively meet the demands of commerce and particularly in the South and West additional railway mileage is needed to accommodate the movement of farm products. If in the wisdom of our Railroad Commissions an increase in freight rates is necessary to bring about an improvement in our transportation service, and an extension of our mileage, then an increase should be granted, and the farmer is willing to share such proportion of the increase as justly belongs to him, but we have some suggestions to make as to the manner in which this increase shall be levied.

Rates Follow Lines of Least Resistance.

The freight rates of the nation have been built up along lines of least resistance. The merchant, the manufacturer, the miner, the miller, the lumberman and the cattleman have had their traffic bureaus thoroughly organized and in many instances they have pursued the railroad without mercy and with the power of organized tonnage they have hammered the life out of the rates and with unrestrained greed they have eaten the vitals out of our transportation system and since we have had railroad commissions, these interests, with skill and cunning, are represented at every hearing in which their business is involved.

The farmer is seldom represented at rate hearings, as his organizations have never had the finances to employ counsel to develop his side of the case and, as a result, the products of the plow bear an unequal burden of the freight expense. A glance at the freight tariffs abundantly proves this assertion. Cotton, the leading agricultural product of the South, already bears the highest freight rate of any necessary commodity in commerce, and the rate on agricultural products as a whole is out of proportion with that of the products of the factory and the mine.

We offer no schedule of rates, but hope the commission will be able to give the railroad such an increase in rates as is necessary without levying a further toll upon the products of the plow. The instance seems to present an opportunity to the Railroad Commissions to equalize the rates as between agricultural and other classes of freight without disturbing the rates on staple farm products.

### What is a Fair Rate?

We do not know what constitutes a basis for rate making and have never heard of anyone who did claim to know much about it, but if the prosperity of the farm is a factor to be considered and the railroad commission concludes that an increase in rates is necessary, we would prefer that it come to us through articles of consumption on their journey from the factory to the farm. We would, for example, prefer that the rate on eggs remain as at present and the rate on meat bear the increase, for any farmer can then avoid the burden by raising his own meat, and a farmer who will not try to raise his own meat ought to be penalized. We think the rate on coal and brick can much better bear an increase than the rate on cotton and flour. We would prefer that the rate on plows remain the same, and machinery, pianos and such articles as the poor farmer cannot hope to possess bear the burden of increase.

The increase in rates should be so arranged that the farmer who lives at home will bear no part of the burden, but let the farmer who boards in other states and countries and who feeds his stock in foreign lands, pay the price of his folly.

Illustrating the character of unnecessary expenses to which we refer

### Union Opposes "Full Crew" Bill

The Texas Farmers' Union registered its opposition to this character of legislation at the last annual meeting held in Fort Worth, Tex., August 4, 1914, by resolution, which we quote, as follows:

"The matter of prime importance to the farmers of this state is an adequate and efficient marketing system, and we recognize that such a system is impossible without adequate railroad facilities, embracing the greatest amount of service at the least possible cost. We further recognize that the farmers and producers in the end pay approximately 50 per cent of the expenses of operating the railroads, and it is therefore to the interest of the producers that the expenses of the common carriers be as small as is possible, consistent with good service and safety. We, therefore, call upon our law-makers, courts and juries to bear the foregoing facts in mind when dealing with the common carriers of this state, and we do especially reaffirm the declarations of the last annual convention of our State Union, opposing the passage of the so-called 'full-crew' bill before the thirty-third legislature of Texas."

The farmers of Missouri in the last election, by an overwhelming majority swept this law off the statute book of that state, and it should come off of all statute books where it appears and no legislature of this nation should pass such a law or similar legislation which requires unnecessary expenditures.

The same rule applies to all regulatory measures which increase the expenses of industry without giving corresponding benefits to the public. There is oftentimes a body of men assembled at legislatures—and they have a right to be there—who, in their zeal for rendering their fellow-associates a service, sometimes favor an increase in the expenses of industry without due regard for the men who bow their backs to the summer sun to meet the payroll, but these committees, while making a record for themselves, rub the skin off the shoulders of the farmer by urging the legislature to lay another burden upon his heavy load and under the lash of "he it enacted" goad him on to pull and surge at the traces of civilization, no matter how he may sweat, clam and gall at the task. When legislatures "cut a melon" for labor they hand the farmer a lemon.

The farmers of the United States are not financially able to carry "dead heads" on their payrolls. Our own hired hands are not paid unless we have something for them to do and we are not willing to carry the big help of dependent industries unless there is work for them. We must therefore insist upon the most rigid economy.

### Legislative House-Cleaning Needed.

While the war is on and there is a lull in business, we want all legislative bodies to take an inventory of the statute books and wipe off all extravagant and useless laws. A good house-cleaning is needed and economies can be instituted here and there that will patch the clothes of indigent children, rest tired mothers and lift mortgages from despondent homes. Unnecessary workmen taken off and useless expenses chopped down all along the line will add to the prosperity of the farmer and encourage him in his mighty effort to feed and clothe the world.

If any of these industries have surplus employes we can use them on the farm. We have no regular schedule of wages, but we pay good farm hands on an average of \$1.00 per day of thirteen hours when they board themselves; work usually runs about nine months of the year and the three months dead time, they can do the chores for their board. If they prefer to farm on their own account, there are more than 14,000,000,000 acres of idle land on the earth's surface awaiting the magic touch of the plow. The compensation is easily obtainable from Federal Agricultural Department statistics. The total average annual sales of a farm in the continental United States amounts to \$16.00, the cost of operation is \$349.00, leaving the farmer \$176 per annum to live on and educate his family.

There is no occasion for the legislatures making a position for surplus employes of industry. Let them come "back to the soil" and share with us the prosperity of the farm.

When honesty is merely a good policy it is a poor virtue.

Lazy farmers are just as useless as dead ones and take up more room.

When the soul communes with the spirit of nature the back to the farm movement prevails.

There are two kinds of farmers. One tries to take all the advice he hears and the other won't take any at all.

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