

THE SCIO TRIBUNE

ISSUED EVERY THURSDAY BY
T. L. DUGGER, EDITOR AND PROP.

Entered at the postoffice at Scio, Oregon as second class matter.

SUBSCRIPTION, IN ADVANCE \$1.25
AT END OF YEAR 1.50
SIX MONTHS .75

ADVERTISING RATES:

Local advertising, per line .5c
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Special rates on long time display advertising.

Why Not Compulsory Arbitration?

The United States authorities have assumed the prerogative to regulate freights and fares on our railroads. This prerogative was assumed because the public welfare seemed to demand such assumption. The railroads, because they must, have submitted with the best grace they could manifest under the existing conditions. They were denied the right to recoup their losses or an increased dividend by assessing the public higher freights and fares. Neither are they allowed to issue watered stock at their pleasure, to be foisted upon the investing public. And these regulations are just; for it is the duty of the government to protect the people from exploitation, so far as practicable and the railroads themselves begin to see the justice in such regulations.

But, while we protect the public from overcharges by the railroads, it is no less our duty to protect the railroads from unjust treatment by the public, whether it be in fixing the price for carrying the U. S. mails or from the exactions of the men who operate the railroads—the employees.

Railroads are great business concerns and are entitled to a fair return for carrying on their business. They must earn enough money to pay expenses of operation, to keep up their equipment and to pay interest upon the bonds issued for the construction of the roads. Every body will concede that this is just and right.

Our interstate commerce and state railroad commissions, by power given them by congress and the states, fix the rates for the railroads. The costs of operation, of upkeep, interest on bonds, etc., are all tabulated, and upon these tabulations the charges for freights and fares are based.

But let us suppose that the railway employees say they are not getting enough money for their labor and, in order to enforce their demands, organize a strike and refuse to work unless their demands are acceded to. Now, unless the railroads are allowed to increase their schedule rates, they stand to lose money if they accede to the demands of their employees. Has not the government tied the railroad's hands on one hand and placed them at the mercy of their employees on the other? If the government assumes authority to regulate the earnings of the railroads, ought it not to regulate its expenses as well? The wages of the men who operate the trains are a large part of this expense bill. Has not the government the same right to regulate the wages of these operations, that it has to regulate freights and fares? Indeed, is it not the duty of the government to protect the rights of the railroads as it is to protect the rights of the public?

Our country is on the eve of one of the most extended railway strikes in its history. By compact organ-

ization, the railway employes have it in their power to paralyze the industrial interests of our country. It will effect all lines of business, including the farmer. No business is so small that it will not feel disaster if our entire transportation system should be tied up, and that condition is coming unless the railroads and their employes get together on an amicable basis. The railroads will lose money, their employes will lose money, while the general public will lose both money and suffer great inconvenience, if nothing worse.

There is but one way out of this deplorable condition. If the government can justly regulate the railroads, it must in justice to the railroads and the public, regulate the railway employes. This is the only just and logical solution of the vexed problem. The rights of the railroads, their employes, and the general public must all be protected. No body of men in striving to maintain what they conceive to be their rights and what is their due, have the right to inflict wrong, discomfort, and loss on an innocent third party.

There is a way to correct any and all wrongs and injustice as between the railways and their employes, without inflicting loss and discomfort on the innocent third party—the general public, and that is arbitration. To make arbitration binding it must be made compulsory.

Railway employes are entitled to a generous wage, but they are not entitled to an extortionate compensation for their work. The railroads are entitled to a fair return upon the money cost of building and operation of their lines, but not to extortionate freights and fares.

When our government undertook to protect the rights of the general public as against the railroads, it entered upon a system which may reach to every business in which men engage. If we regulate the amount of freight the manufacturer pays for transporting his raw material, we have the same right to say what he shall sell his finished product for; or for what the merchant shall sell his goods; or for what the farmer shall sell his wheat, hogs or cattle. It simply means government regulation of all business endeavor, and the complete destruction of competition in all fields of business action.

Yet we must not single out the railroads as the one and only goat. Our transportation systems are a necessity to modern civilization and, without them a destructive business paralysis would result. Hence they must be allowed to live and to earn a sufficient profit, that their lines may be maintained so that the public may use them in reasonable comfort and safety, and the men who operate the roads are entitled to a proper compensation therefor as well. Only a disinterested board of arbiters can adjust these conflicting interests justly, and to the findings of this board all should be compelled to submit.

AROUSED A HORNET NEST

When Villa sneaked in and made his murderous attack on Columbus, he evidently aroused a much larger hornet nest than he expected. He did not expect that his murderous excursion would arouse pursuit columns which are as relentless as death.

The American soldier, when called upon, can undergo as severe test in hardship and long distance marches as soldiers of any nation on earth. And when the enemy is overtaken, our boys always give a good account of themselves.

While the endurance march of 55 miles in 17 hours establishes quite a respectable mark, it is not superior to some of the raids made by both the Union and Confederate troops during the Civil War. The Grierson

raid through Alabama and Mississippi and Morgan's raid through Southern Ohio, were both, in point of distance, endurance, and courage, as notable as the expedition under the command of General Pershing in Mexico and the dash commanded by Colonel Dugdd. The simple fact is, the American soldier generally does not disappoint when called upon for any duty, no matter how fatiguing or hazzardous. And when he reaches the desired point to deliver battle, he always delivers. Furthermore, he is superior in marksmanship and the handling of horses, guns, etc., to the men of any other nation.

But Villa did not realize just the condition of mind he had aroused in the hated gringo soldiers. He ought to have known that they were being held in leash and that his tantalizing and agravating action along the border placed our boys in a humor that, when the command "march" was given, every man was anxious to obey.

The indications now are that the Villa campaign will not end soon. He is among his friends and who are more than willing to give misleading information and it may be his plan to entice General Pershing's troops to chase him far into Mexico, and wear them out in guerilla warfare or, mayhap, persuade Caranza's forces to join him in attempting our defeat.

It is quite certain that Caranza nor his troops have no kindly feeling for United States troops, and unless great care is exercised by both the constitutional Mexicans and our forces, a clash between them will bring on a general war, a result we do not wish but which, in the end, would be a blessing to Mexico. It would mean defeat for Mexico and the establishment of a stable government for that unhappy country, a matter which seems quite unlikely Caranza can accomplish.

If Theodore Roosevelt becomes the republican candidate, President Wilson can count on a heavy German-American support.

Political Announcements

For County Commissioner

I, the undersigned, hereby announce myself as a candidate for County Commissioner at the forthcoming primary election subject to the will of the Republicans of Linn County.

I submit my record as commissioner to you and invite your close scrutiny. I feel that I have done my duty as an official with justice and impartiality. If you think so, give me your vote.

T. J. Butler

For County Commissioner

W. E. CHRISMAN
OF SCIO
PLATFORM

If nominated and elected, I will stand for economy and efficiency in all departments of county business, and as low taxes as is consistent with progress.

For a system of good roads to be made along safe and conservative lines.

All contracts to be let to the lowest competitive bidder.

For a square deal to ever part of the county.

W. E. Chrisman

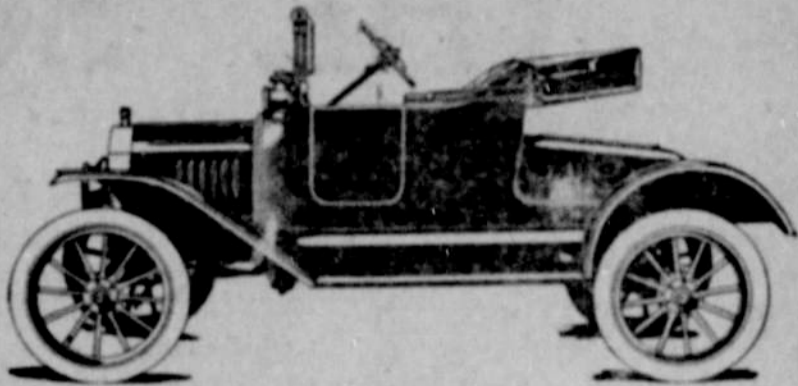
P. H. FREERKSEN

Candidate for Republican
Nomination for

COUNTY COMMISSIONER
for Linn County

Primaries May 19, 1916

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