

THE SCIO TRIBUNE

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\$1.50 THE YEAR

RAILROADS AT HIGH TIDE OF PROSPERITY

**Net Income for 1916 Exceeds Billion—
Overburdened Lines in East Get
Cream of Business**

Washington, Dec. 25.—More than \$1,000,000,000 net income from operations was made by the railroads of the country during the year now closing. The huge total is the peak of prosperity in railroad operations, and stands more than one-third higher than the total of 1913, heretofore the banner year.

Statistics gathered by the Interstate Commerce Commission, complete for nine months and made the basis for calculation for the entire year, indicate that the total net income from operations will be approximately \$1,068,000,000. For the first nine months of the year complete returns show \$785,558,266. Even this does not represent the full amount, as roads whose income is less than \$1,000,000 are not included.

The estimate—\$1,098,000,000—is regarded by officials as conservative. It makes no allowance for normal increase in business during the last three months of the year—returns for which are unavailable—but places the income for October, November and December at the same figures as for July, August and September. There is no question, officials say, but there will be an increase, the only doubt is as to its size.

Analysis of the returns for the first nine months shows a startling increase from January to September amounting to more than 67 per cent. Thus, net income in January, \$64,915,286, had mounted to \$107,910,814 in September, an increase of nearly \$43,000,000.

For the first nine months of the year, the commission's figures show that the railroads collected \$2,654,829,647 from all sources of operation.

The chief items were as follows: Freight, \$1,875,019,960; passenger traffic, \$522,103,907; \$45,348,609; from express companies \$65,089,474; incidentals, dining and buffet car service operation of hotels and restaurants, sale of vending privileges on trains and at stations, parcel rooms at stations, demurrage, storage of freight and baggage, telegraph and telephone wires leased to other companies, operation of grain elevators, etc., \$60,414,597, and all other transportation charges, \$76,087,611.

The last item embraces sleeping and parlor car service; freight on milk, which has virtually an express service; switching charges and operation of special trains.

Attention Farmers

I want your beef, mutton and fat hogs. I am still in business and when you have any of the above mentioned, telephone me at Scio, between 6 and 7 a. m. or from 6:30 to 9 p. m. Thos. Large.

The Scio Tribune, \$1.50 the year

Fleet Will Celebrate

Washington, Dec. 25.—Plans for a great naval demonstration to signalize American acquisition of the Danish West Indies are being considered by State and navy department officials. Probably the entire Atlantic fleet will be ordered to St. Thomas, the long sought naval base site, to participate in the celebration.

Minister Brun, of Denmark, formally advised the state department today that the treaty for the sale of the islands had been approved by King Christian and would be dispatched from Copenhagen December 30. It should reach here two weeks later for Secretary Lansing's signature.

The Atlantic fleet will mobilize at Guantanamo, Cuba, for Winter maneuvers next month and will be reviewed there by Assistant Secretary Roosevelt. Mr. Roosevelt, who will be on his way to inspect the naval forces in Haiti and San Domingo, may take charge of the ceremonies at St. Thomas.

CARRANZA'S LIMIT UP; REPLY NOT IN

**Formal Break, However, is Deferred—
Refusal Will End Efforts of
Joint Commission**

Washington, Dec. 26.—Although General Carranza had not replied tonight to the demand of the United States that he either ratify or repudiate the protocol drawn by the Mexican-American joint commission, the expiration of the time limit was not made the occasion for formally declaring the negotiations at an end.

While the time expired at midnight, officials were inclined to take into consideration that a reply might have been delayed and indicated that a favorable reply, even though a day or more late, would not be rejected, inasmuch as an adjustment of international difficulties was the chief object.

Refusal to accept the terms of the agreement, under which troops would be withdrawn from Chihuahua means the closing of negotiations through the joint commission for adjustment of the questions at issue between the United States and the de facto government of Mexico.

What effect the new situation then presented would have on the policy of the United States is not known, but it was said at the state department today that any further move would be made through the usual channels and not by the commission, which for more than three months attempted to effect an amicable settlement.

Barbers are pursuing real barbarous practices in Portland. One barber shot to death another barber in the same shop, because this first mentioned barber caused the last mentioned barber to lose his job.

If you want to save the fair for Scio, read our editorial on the second page of this issue. That article tells how it can be done.

TO EXTEND INFLUENCE OF P-T. ASSOCIATION

**To Officers and Members of the Parent-
Teachers Associations Through-
out the State**

We are desirous of extending to each and every member of our organization a New Year's greeting. It is indeed a very happy thought to bear in mind the fact that in every county of the state the parents and teachers are joining hands for the good that may be done for Oregon's children.

These children today are the men and women of tomorrow, consequently upon the development of the children rests the future standard of the citizens of the state.

The strongest contributing factors in this development are the parents, teachers and schools. Let us ever be united, for has it not been said, "United we stand?" The term of office for your present state board will expire next October, just eight months and you must come to your next convention which will be held at Eugene prepared to select a new group of women to carry on your work. In order that you may have a better knowledge of the work over the state, we are preparing a copy of the resolutions passed by your delegates last October in convention at The Dalles, which will be forwarded you later. It will be wise to discuss them at one of your meetings.

LOCATION OF FARM LOAN BANK OF N.W.

**Oregon, Washington, Montana and Utah
Comprises District to Be
Served**

Washington, Dec. 27.—The farm loan board completed its preliminary work previous to getting down to actual distribution of money to the farmers of the nation today, by designating the 12 cities in which the farm loan banks are to be organized. The list of cities was as follows:

District No. 1—Springfield, Mass., covers Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New York and New Jersey.

District No. 2.—Baltimore, covers Pennsylvania, Delaware, Maryland, Virginia, West Virginia and District of Columbia.

District No. 3—Columbus, S. C., covers North Carolina, South Carolina, Georgia and Florida.

District No. 4—Louisville, Ky., covers Ohio, Indiana, Kentucky and Tennessee.

District No. 5—New Orleans, covers Alabama, Mississippi and Louisiana.

District No. 6—St. Louis, covers Illinois, Missouri and Arkansas.

District No. 7—St. Paul, covers Michigan, Wisconsin, Minnesota and North Dakota.

(Continued on page 4)

Flax Move Is Protested

Salem, Or., Dec. 25.—E. J. Hansett, manager of the Oregon Fiber Co. at Turner and former superintendent of the flax plant at the penitentiary, has written a letter in which he protests against the move of the State Board of control in planning to sell flaxseed to a firm in Belfast, Ireland. He states that if the move is made it will mean a drawback to the flax industry in Oregon and that mills at Eugene and Turner must shut down.

He gives as a reason for this assertion that the mills named have disposed of their seed, expecting to get more later from the state.

Declares that he has just received a telegram from a New York capitalist who is planning to come to the state in January and construct a large plant in Oregon. In event the deal with the Belfast firm proves successful the proposal of the capitalist may be checkmated, he states.

NEITHER SIDE HAS MAJORITY IN HOUSE

**Handful of Independents to Determine
Which Side Controls the
Organization**

Washington, Dec. 26.—Revised figures on returns of the last election show definitely that neither democrats nor republicans will have a majority of the next House necessary to elect a speaker, and that a handful of independents will determine which side will control the organization.

Conceding seats to candidates in possession of election because they are certain to participate in the organization of the House, the personnel now stands:

Republicans, 214; Democrats, 213; Independents, 3; Progressives, 2; Prohibitionists, 1; Socialist, 1; contested, 2. A majority is 218, hence, should either Democrats or Republicans win both of the contests they will still be short of a majority.

All of the independents are maintaining strict silence regarding their attitude on the speakership, but the Democratic and republican leaders agreed on how most of them will vote, providing caucuses are held and solidarity maintained by the two old parties.

Kelly, of Pennsylvania, a Progressive formerly a Democratic member of the House, is listed as a democratic probability.

So are Randall, Prohibitionist, of California, who voted for Speaker Clark the last time in London, New York, Socialist, who sits on the Democratic side now and has received favors from Democratic leaders.

Schall, of Minnesota, Progressive, the leaders agree, probably would lean toward a Republican candidate if convinced of his progressivism.

He campaigned for the National Republican ticket in the last campaign, although opposed by the regular organization in his state.

Fuller, Independent, of Massachusetts, also is classed as a Republican hope.

STEEL SHIP BUILDING INCREASING IN U. S.

**This Country is Fast Approaching Parity
With Great Britain in Sup-
plying Fleets**

In the building of steel merchant vessels the ship yards of the United States are almost on a par with those of England, long famed for the extent and superior character of their work. On October 1, according to the bureau of navigation figures, there were building or orders placed in the yards of this country 417 steel ships for freight and passenger traffic, of 1,454,270 gross tons, and in the British yards 469 ships of 1,789,053 gross tons. During September this country's yards finished 19 steel vessels and took contracts for 47 new vessels, about half of which are for Norwegian concerns. Owing to the slow delivery of machinery and engines in England, the British and American output is about equal.

Representatives of Norwegian capital have arrived in New York to look after the work being done and to study manufacturing and financial subjects of interest to that country. These visitors say that Norway and other Scandinavian countries are likely to continue to make heavy drafts upon the ship building and manufacturing resources of this country. Another good feature about the contracts for the ships is that they are to be used to a large extent in traffic between Norway and the United States.

An idea of the growth of the steel ship building industry since the war began can be obtained from the fact that the contracts for new ships placed in September were equal in number to all the merchant steel tonnage building or under contract in the United States on July 1, 1914.

The United States was far behind in the matter of ship building when the war began, but the energy displayed in the last year and a half bids fair to retrieve in large part the backwardness hitherto prevailing. As a maritime nation this country will cut a considerable figure when the war is over. This will enable the shippers to secure space in freighters floating the stars and stripes and largely release exporters from the dominion of foreign ship owners.

Salem and Eugene have just found that Oregon will grow flax equal to any other country in the world. Linn county ascertained this fact some 25 or 30 years ago. In fact Albany had a twine factory manufacturing the best quality of twine. Scio had a scutch mill, which if practical flax men had the management of, would have been a success. Yes Oregon can raise the flax. There is no doubt about that. The market for the product is the question.

Almost everybody, especially the ladies, complain of our sloppy street crossings. Even farmers, when in town, tell us about our new style of crosswalks.