

THE SCIO TRIBUNE

ISSUED EVERY THURSDAY BY
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Entered at the postoffice at Scio,
Oregon as second class matter.

SUBSCRIPTION, IN ADVANCE \$1.50
AT END OF YEAR 1.50
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MORE LIBERTY RESULT OF WAR

The Russian government has been overthrown by the people, with the aid of the soldiers at Petrograd. The overthrow was quickly accomplished and a new Czar, backed by the Duma or congress and the army now occupies the throne of the "Little father."

There were two reasons for the revolution. The leading and most vital, was the inefficiency of the government to get food to the large cities. Russia has an abundance of food of all kinds and to spare. Yet because of the inefficiency of the governments transportation system to distribute food products, people in the large cities were starving while those in the country would gladly sell their supplies.

Another important reason was the too great German influence in the affairs of government. The Czar's wife, prior to her marriage to the Czar, was a German princess. Through her influence, German partisans have secured a strong hold on the government. As a result of this influence the army on the firing lines have been illy supplied with arms and munitions, causing the Russian army to retire in many instances when, if proper supplies had been on hand, lines would have been held and, mayhap, the big German drive of last year, prevented.

These causes brought on the revolution which was quickly settled, and the present government is anti-German and pro-Russian. There is now no danger of Russia making a separate peace. Her armies will be supplied with all the requisites of war and the people will be fed. In fact Russia has been rescued from absolutism and the people will secure more liberty and power.

As a matter of fact, the people of all countries have never obtained any great amount of liberty and power except through the arbitrament of the sword. Each of the nations now engaged in war will give their peoples more privileges and a larger voice in their government when the war is over. The German chancellor indicates that such will be the case in Germany. The placing of Lloyd George at the head of the English government would never have occurred, had not conditions forced the nobility to accept the little Welshman for a leader because of his ability as a leader of the great masses of the English people.

The history of our own wars, if we except the war with Mexico in 1846, have all been to extend the liberty of the people. Thus the war of our revolution was to secure the liberty and independence of the American people. The war of 1812 was to secure the liberty of American sailors to travel without molestation on the high seas. The Civil war, while not promulgated to give

liberty to the slaves, resulted in freeing 4,000,000 of men and women from bondage. The Spanish war was begun for the purpose of freeing Cuba from Spanish oppression and, if we shall engage in war with Germany, it will be for the purpose of protecting the rights of American ships, sailors and citizens, to travel unmolested on the water highways of the world. In fact a majority of the wars of the world have resulted in giving the people more liberty, more justice and right to the pursuit of happiness.

The present greatest of all wars, while involving each nation in debt in amounts hitherto unthought or dreamed of, is sure to result in broader liberty for the people. The price in blood and treasure, while fearful to contemplate, may be necessary to overthrow the falacy of "The divine right of kings to rule." There will not be a crowned head in Europe left, which will have as much power as our president when he is supported by the congress. It will result in a more general education of the lower classes and when this lower strata is educated to think and to make themselves heard in an intelligent manner, the growth of liberty will be maintained. These European nations should be pitied because of the fearful price they are paying to emerge from the idea that some men are born to rule and others to serve. We, here in America, learned the falacy of this superstition early. We soon learned that when a man was capable of defending his home, wife and children from the savage Indians, he was quite competent to help administer government or to assist in selecting who should do so.

War is the most deplorable method of settling disputes, nearly all of which originate in countries which recognize "The divine right of kings to rule." When the people rule and where the voice of the people is heard, there is no war. The people, while demanding their rights, recognize that other peoples have rights as well. For this reason, the United States has never made war except in defense or for the liberty of our neighbors. Again we must except our war with Mexico, which was not for liberty nor for the amelioration of humanity.

But in the main, the United States has been right. She is setting an example in enlightened civilization which european nations are compelled to follow. Aye, they are following us now and while they are paying a fearful price, the liberation of Europe from kingly dynasties is richly worth it.

LET US LOOK BEFORE WE LEAP

Present indications are that the \$6,000,000 road bond bill will win at the polls on June 4. This will be because the people to be benefitted by the proposed road improvement, constitute our most populous centers and they can deliver the votes at the polls.

But when these proposed roads are hard surfaced, will these populous centers refuse to extend the improved system to the outside localities? If so, it will be a very undesirable dog-in-the-manger policy. On the other hand if these population centers shall prove liberal and broad-minded and vote to extend the hard surface road system to other sections of the state, \$6,000,000 bond issues will occur just as rapidly as can be expended or demanded.

The hard surfacing of the proposed plan, which will be submitted to the people in June, will be scarcely one-half the cost; for in order that even these selected roads may receive the hard surface treatment,

they must be graded and drained at county expense, the cost of which will be quite as much or more than the paving cost. Where is the money to come from to pay this cost? If we attempt to raise it by increased taxation, the six per cent tax limitation law will prohibit. Then our only recourse will be to issue county bonds, else allow our portion of the \$6,000,000 to be expended in other counties which are willing to bond themselves. To grade and properly drain the Pacific highway in Linn county, will cost at least \$200,000 and as much or more than this sum will be required if the W. V. & C. M. wagon road is included, probably a total of \$500,000 or more. If we sell bonds to raise this money, for that is the only lawful method in which it can be raised, the taxpayers of Linn county must calculate that their already heavy tax burden will be increased from \$200,000 to \$250,000 annually. This will be the interest charge, to say nothing about paying the principal.

This is what our state will be up against if a general bonding plan for building hard surface roads wins out. It is nonsense to suppose that this \$6,000,000 issue, which the automobiles are to pay—principal and interest—will be the end.

Paved roads are very desirable and when one or more sections of the state have them, other sections are sure to demand them. Furthermore, automobiles are property, subject to taxation the same as any other property. There is no more justice in placing a double or thrice tax upon them because they destroy our roads rapidly, than there is on the heavy freight wagon which destroy our roads as well. It will be only necessary for auto owners to appeal to the state supreme court to have the law knocked out and this is sure to be done as soon as the law is ratified by the people and is well under way. Then Mr. Taxpayer, you can walk up to the tax collector's counter and settle.

"These bonds will never be paid" said a friend with whom we were discussing the measure a few days ago. That is to say, a perpetual heavy interest charge is to be saddled upon the people. This interest charge will be no hardship on rich people, for they will buy the bonds. Nor upon those fairly well situated for they can afford to own a few hundred dollars of bonds to recoup from the increased tax. It is the little home owner, who cannot afford to own an auto nor a road bond who will suffer.

While The Tribune is and always has been an advocate of good roads and would gladly see our roads throughout the state hard surfaced if we could afford it. An enormous annual interest debt is something which should be well considered before the state becomes involved. After the debt is once incurred, it cannot be recalled. It will be an incubus on the people of Oregon for all time. The present proposed bond issue can be handled without any great hardship on the people, for the debt, principal and interest could be paid in a few years. But this issue will be but a starter. It will be followed by issue after issue until the debt is so heavy that property in Oregon will be undesirable.

By waiting for a little more than two years, the state could do hard-surfacing for half the present price. The state would then have time to establish state owned cement plants and the patents on several classes of pavement will then have expired.

It is a good plan when such great enterprises are undertaken, to make haste slowly. Both Albany and Lebanon paid a much higher price for their paving than they would now have to pay. So if we go into this thing, let us not do so blindly. Let us look before we leap.

ENFORCED PATRIOTISM

The railroad strike has been recalled because the railroad managers capitulated—unconditionally surrendered. Of course these managers are making a virtue of necessity upon patriotic grounds. But had not the employees issued an imperative order which could only be answered by "yes" or "no" the aforesaid patriotism would not have been thought of.

The Adamson law was enacted last fall. The railway employees were willing to obey the law, but the railway managers were not. The law became in force January 1. After waiting over two months for the railways to comply with the law the strike was ordered to go into effect last Saturday night. Note the result: The employees were asked to postpone the walkout for 48 hours. They granted the request. On Monday the railway managers filed notice

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