

# 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 \$1.50  
AT END OF YEAR 1.50  
SIX MONTHS .75

### ADVERTISING RATES:

Local advertising, per line 5c  
Display advertising, per inch 10c  
Display advertising, long time, see manager.  
Extended marriage or death notices per line 3c  
Special rates on long time display advertising.

## WHITHER ARE WE DRIFTING

The road system as it is being blocked out by the state highway commission, or by whomsoever it may be, is entirely too expensive for the state to undertake to improve at the present time, if we consider our present population and wealth. The map, as published in the Oregonian of last Saturday, outlines, approximately, 3000 miles of road way, including those to be paved, post and forest highways. If \$6,000,000 will improve 600 miles, as the present road bond law contemplates (which it will not) to improve, the system blocked out, under the proposed estimate, to improve the whole, would cost from \$30,000,000 to \$40,000,000. The actual cost, including the usual graft in expending public money, would be double this sum. The result would be that our already oppressive taxes would be doubled.

Nor does this blocked out system include the county and neighborhood roads, which must be taken care of by the counties and largely by volunteer labor.

Almost one-third of farm rental values are now consumed in the payment of taxes. If our taxes are increased by, say one-third more and when we add to this the necessary upkeep of farm and buildings, the value of the farm is largely confiscated. The necessary result will be a large depreciation of farm values.

Just at the present time, when the value of stock and farm products being the highest prices known in our history, farm values should increase rapidly and there should be plenty of buyers. But they do not because people believe present prices are abnormal. Hence, to create a tax levy based upon this abnormal earning power of the farm, is both risky and unwise.

But why should we undertake this extensive paving of our roads now when, by waiting for two or three years, paving will cost less? Why should we not take time enough to prepare by building state owned cement plants, etc., when we know that the actual cost of manufacturing cement is not one-fourth the price now demanded by private plants? Is there not a man sized African in the woodpile?

Every man who passes over the paved streets of our cities, cannot but admit that they are nice in every way. But when they look at the tax levies of these same cities, at their hundreds of empty dwelling houses and numerous business houses, and when we seek out the cause, we find a heavy bonded indebtedness, which forces property owners to collect heavier rents and many small home owners to sell their homes. Would it not have been better for these towns to bear the ills of gravel streets rather than to fly to the ills of paved streets, which they knew not of? Now they know.

Property owners in these towns are very anxious to sell or trade their surplus properties, because low rents and high taxes have destroyed the attraction of property investments.

Now we are endeavoring, that is to say some of us, to place our state in a condition similar to these towns. Is it wisdom to do so? Are we to have tenantless farms throughout the state as these towns have tenantless houses? We should consider this matter seriously, fellow citizens and see whither we are drifting.

This is a bonding age. Every enterprise, whether public or private, resorts to this method of raising funds. In some instances, bonds seem necessary. In fact many enterprises could never have been undertaken without the aid of bonds. But there is a limit, especially in public matters, to bond issues, because there is a limit to the public's ability to pay and when the interest on bond issues become burdensome upon tax payers, the limit has been reached. But bear this in mind, when bonds have been issued, they cannot be recalled except by payment in full.

As The Tribune has heretofore stated, if the proposed \$6,000,000 was to be the end, Oregon could take care of the debt without any very great hardship upon taxpayers. But it is but the beginning. Other issues are sure to follow. If we once open the door we will find it almost impossible to close it. Like the fable of the farmer and the torpid snake, the sting is sure to follow.

The present proposed bond issue is most insinuating and has been dressed up in the most attractive form in order to fool the taxpayer. We are told that the automobiles will pay the debt, interest and principal, and that the taxpayer, who does not own an auto, will have none of it to pay. Moreover, no part of the issue is to be used to improve Multnomah county roads. The snake is now in a partially frozen condition and is incapable of harm.

But let us suppose that after the bonds are issued, these auto owners renege and refuse to stand double or triple taxation on their cars. They read in the state constitution that taxation shall be equal. Automobiles are property and should be treated as other property. By simply contributing one dollar for each auto into a fund to fight the tax, a suit could be carried up to the state supreme court and the auto owners are sure to get relief. But the bonds will then have been issued and beyond recall. The taxpayer will then have to hold the sack.

This Portland bunch is pretty smooth. They succeeded in pulling the wool over the legislature's eyes and expect to do likewise with the people. They magnanimously (?) deny that Multnomah county shall be benefitted directly from the \$6,000,000 pie. But do not be deceived. The Portland boys are not working for their health alone. They have something up their sleeves. The African in the woodpile is sure to be discovered later on. Portland expects rich returns in the end.

The road bond issue will probably carry. With the votes of over 30,000 automobile owners and those of population centers through which these state roads are to pass, the measure should carry by a good majority. And it will unless taxpayers bring every possible purchase to bear to defeat it.

### WAR SEEMS A CERTAINTY

Before the next issue of The Tribune reaches its readers, a formal declaration that a state of war exists between the United States and Germany will be made. Indeed, a war on Germany's part has existed since the ruthless sinking of the

Lusitania and the continual development of sources of aggravation since which have developed in our own land and in Mexico and, also the sinking of American ships, have driven us to the very verge of war. At the present time preparation for war, in our own land, are being driven forward at accelerated speed. Just what will be the war procedure on the part of the United States, remains to be developed. Probably the navy will be the only branch of our forces actively engaged for a spell, or until a large army can be organized and equipped and this will not be until late in the year. Should German influence in Mexico become troublesome, an army may be sent into that country.

One of the first moves of the war will be to break up the German spy system which is said to honeycomb our country. It may be expected that wholesale arrests of German-Americans, who have talked too much and whose alliance leans more to the kaiser than to the United States, will be made. Every German whose loyalty to the United States is questioned, will have to show that he is true to the land of his adoption. Every German newspaper whose record is not loyal to the United States, will probably be asked to close up shop for awhile.

The Tribune believes that the great mass of our citizens, who are German born or are of German descent, are loyal to the country of their adoption. If they are not, they are perjurers and are not true to the oath they subscribed to when they became citizens. And if they do get into trouble they, themselves will have been to blame.

No one can blame a foreign born citizen for having an affectionate regard for his native land, which ever that land may be. But when he comes to the United States and becomes a citizen, his sole allegiance is due to the land of his adoption. When such citizens engage in talking against their adopted government, their talk is both unwise and reprehensible. But when they are so unwise as to become spies for their native land, or to destroy property at the behest of the rulers of their native land or for any country other than the United States, then they become traitors, the punishment for which is death.

The liberty of speech and action is almost unlimited in time of peace. Especially, during political campaigns, the license to criticize candidates, public men and even the government, is almost unbridled. But when war is threatened or is actually under way, this liberty of speech and action is greatly abridged. So opinions and assertions which are harmless and soon forgotten in time of peace, become reprehensible in war times. Therefore in times like the present, if one is not careful in speech, he may say something which will cause him trouble. If one cannot forget his bias for his native land if he is foreign born, he cannot become a good citizen of the United States and he should return to the land to which he can give full allegiance. The United States does not owe protection and privilege to a man or men who is not willing to assist in protecting our laws and institutions. We have no room for men who are citizens for revenue only, whether they are natives of America, England, France, Germany or any other land. We have room for Americans only, who are willing to protect "Old Glory."

### PRESENT DAY COPPERHEADS

Recruits are wanted in every branch of our military service. The United States expects our young men to rally to the colors and help protect our government, her institutions and our rights as citizens

from the aggressions of nations which, ruthlessly disregards them.

Strange as it may seem, we have American citizens who, by making disparaging remarks about President Wilson, are discouraging young men from enlisting. Nor are these citizens limited to Germany sympathizers. Some republicans, who can not forget their partisanship are saying nonpatriotic things about the president. They forget that the political campaign closed on November 7 last. They are the modern copperheads. They are doing just as southern sympathizers did in the northern states during the Civil war, whose purpose was to defeat the activities of the government.

One republican in this city was heard say "Wilson is responsible for the war and that it was unnecessary for Governor Wiahycombe to call out troops to guard our railroad bridges, etc."

Now such remarks, whether in-

(Continued on page 4)

## Scio Meat Market

HOLECHER BROS., Props

Fresh Meats of All Kinds

Reasonable Prices

Main Street Scio, Ore.

Mortgage Loans Negotiated Notary Public

N. M. Newport

Attorney at Law

(CITY ATTORNEY)

LEBANON OREGON

DR. A. G. PRILL

Physician and Surgeon

Calls Attended  
Day or Night

SCIO ORE.

## SANITARY MARKET

That Grade of Meats

Home Made Lard, Bacon  
and Sausage

We invite Pure Food and Sanitary Inspection

McKNIGHT & DALEY, PROPS.

## J. F. WESELY

DEALER IN

Staple and Fancy Groceries  
Queensware, Glassware, Etc.  
Field and Garden Seeds



Cash Paid for Veal, Hogs, Hides and Cascara Bark

Prices Right

Our Motto: Live and Let Live

J. F. WESELY

SCIO

OREGON

## Now is the Time to Visit California

Her beauty, her brilliant city life, her joyous sunshine, her fascinating haze of history—all draw you on. People never tire of rediscovering California and never will. She is an old, old land, yet ever young. Go there. Refresh mind and body. See that your tickets read

### Shasta Route

Portland to San Francisco

California Express. Shasta Limited. San Francisco Express

This route offers a remarkable service of comfort and enjoyment. Steel cars, rock balasted roadbed. Past Mt. Shasta, Shasta Springs and other wonders.

Ask for Booklets, Helpful and Instructive

John M. Scott, General Passenger Agent  
Portland, Oregon

## SOUTHERN PACIFIC LINES