

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.

LET US WAIT A FEW YEARS

Probably every man and woman who live in Oregon and love their homes, would like to see the state of Oregon develop, progress and the people prosperous. They would like to see good churches, handsome school houses, model farm and city home, and a happy contented people. But to bring these conditions about, the people and especially farmers, must be able to earn a profit above the cost of producing crops, merchants must have a reasonable patronage, lumbermen must have a reasonable good market and a margin above the cost of manufacturing lumber, etc.

Now in all these business undertakings, the expense of conducting the business is an element that must be considered, among which taxes are an important feature in the expense account. People can do without the new farm home or new store building or new school houses but the tax collector is an absolutely sure visitor. He calls for his stipend as regularly as clockwork and his calls are insistent. In fact they amount to an order to walk up to the captains office and settle and there is no way of dodging the demand except at a sacrifice of property. Hence the lower these demands can be made, the less the cost of business will be and the profits will be correspondingly increased. On the contrary, if your taxes continue to be increased as they have in the past, either the farmer must get a higher price for his products or the merchant for his goods else his profit column is sure to decrease.

Taxes in Oregon have been increased more than 300 per cent during the past 45 years. To further increase them by bonds to build a system of state paved roads, will place a burden on the farmer in particular, which will be unjust and result in a depreciation in the value of the farms. The merchant can recoup from the burden by advancing the price of his goods. The farmer cannot, for he must sell his products at the market price, in which he has no voice in fixing.

The Proposed \$6,000,000 bond issue can be taken care of without any great hardship on the taxpayer. But this issue is but the beginning, is the calculations of the road bond enthusiasts. They say this first issue will be the most difficult to carry, for it commits the state to the bonding system and further issues will be less difficult. The Tribune admits that paved roads are as near permanent roads as can be constructed and that they are most satisfactory to travel over, and if they could be secured without increasing the burden of taxation to a confiscating degree, it would favor the scheme. But the experience of our cities, especially the smaller ones, in paving their streets, proves conclusively that the cost will be

too great for Oregon tax payers, numbering not more than 800,000, to carry. We have not population and wealth enough to assume the burden. To improve the roads as proposed on the maps issued, will cost many times \$6,000,000. It will place a bonded debt on the state which will amount to \$125 for every man, woman and child in the state. This added to our city, school and other bonds will give Oregon an unenviable reputation and be a bar to capital and homeseekers coming to the state. If we had four or five millions of people to add to the list of our taxpayers, then we might undertake the scheme with reasonable safety. But with our present population it is extremely dangerous.

Who are the chief promoters of the scheme anyway? We find them to be nearly the entire bunch of boosters in Portland and those they can influence throughout the state and the first road to be paved is along the Columbia river, which is of no benefit whatever to the great bulk of our farming communities. But the road thus improved will be of great benefit to Portland autoists, who make weekly trips to the seashore in summer. And precious little of the \$6,000,000 will be left when this road is completed.

The claim that automobiles will pay these bonds off in 20 years is simply a calculation on paper made to prevent arousing too active opposition. Nor do we believe men who own autos will stand the raise when the bonds are once carried, because we believe that the license tax imposed is contrary to the state constitution and that the courts will so decide whenever a suit is brought.

The taxpayers should study this bonding scheme carefully, for it is a scheme to get around the 6 per cent tax limitation law, enacted by the people last fall. Had this law not been enacted, we probably would have heard nothing about bonds.

So farmers and all others, you need to be up and doing about this matter. There is great danger that it will win out. You have the bond buyers, the auto dealers and owners besides the Portland boosters against you and they are working night and day to carry the measure. In addition you will have these counties which have bonded themselves to the limit against you, for they are to get their roads graded and drained besides paved at state cost.

We had better leave Oregon stuck in the mud a few years longer, anyway until after the present war is over; for everything but the water we drink and the air we breathe is to be taxed. Let every taxpayer use every influence he can bring to bear to prevent this great wrong being thrust upon the people.

OUR WARS

War between the United States and Germany is now a present fact. That is to say congress has made the declaration, the president has proclaimed the same to the nations of the world and we are preparing for the conflict at a speed never before equalled in our national history. The vast sum of money, \$5,000,000,000, which will probably be appropriated for the first year of the war, is greater than any appropriation made at one time by any nation and is almost as great as the entire cost of the Civil war.

The present war, the length of which no one can tell, is the sixth war which has engaged national effort, of our history.

The revolutionary war, lasting about eight years, being the first. Probably not more than 200,000 of our citizens were employed as soldiers during that war, for our

population at that time did not exceed three or four million people. Only a few years elapsed until the war of 1812 occurred, in which our national capitol was in the hands of the enemy for a short time. In reading the history of that war, one cannot feel very proud of the activities of the land troops of the American soldiery. The battle of New Orleans furnishes the only bright spot. But the achievements of the navy is and should be a matter of pride to every American heart. It was during this war that the "Star Spangled Banner," our present national anthem was given to the world. Frances W. Key, the author, was a prisoner aboard a British vessel and the British fleet was endeavoring to silence the forts at the mouth of Chesapeake bay. This theme was suggested to Mr. Key when he was gazing towards these forts in the early dawn, to see if "Old Glory" was still flying in the morning breeze.

Then followed the longest time of national peace our nation has enjoyed. Except for the Indian wars on our western frontier, the national serenity was not disturbed until the war with Mexico, late in 1846, which lasted until 1848. During this war the American troops were victorious in every battle, yet the number of our troops were greatly inferior to that of the Mexicans. General Scott's army, which captured Mexico City and which ended the war, did not number but 12,000 to 15,000 men.

Our next war, that of the rebellion, began in 1861 and lasted four years. More men were engaged in this than any war up to that time or since, unless the present war with Germany shall surpass it. The enlistments north and south were, probably, near 3,500,000. General Grant's army, which captured Richmond, Va., the Confederate capital, was as large and probably larger than any single army commanded by one man, in the world's history, up to that date.

Our war with Spain begun in 1898, was a small affair as compared with that of the Rebellion. Only from 200,000 to 300,000 troops were enlisted on our side. As in the case of the Mexican war, the United States troops and navy, never lost a battle and only a few months of time was necessary to force Spain to raise the white flag.

The history of the war with Germany is yet to be made and written. No one can tell what its duration will be, nor what the cost of life and money will total. Neither can one tell if we will send troops in large numbers to a foreign soil to engage in battle. We do know, however, that war preparation on a more colossal scale is being made, than that for the Civil war. It seems to be the majority of opinion that only our navy will be engaged, unless the German influence in Mexico shall be sufficient to make it necessary to send an army into Mexico. We also know that the United States were never so well prepared in a financial way for war, as at the present time. Nor have our large capitalists and manufacturing establishments ever seemed so patriotic and willing to help the government as at the present time. Our copper, steel and munitions manufacturers, have signified their willingness to supply their output to the government at prices much below those quoted in the market. President Wilson seems fully aroused to the momentous task ahead and is placing the nation on a war footing with all the energy possible.

We can now see his wisdom in exhausting the field of diplomacy in dealing with the nations at war and his extraordinary patience with Mexico. It has placed an united patriotic America behind him. No

longer is it lawful for citizens or aliens within our border to criticize the government in anyway calculated to injure or defeat any of the plans of the government. The time for talk is past and the time for action is at hand.

The plans of war are now in a stage of development. On land our troops will probably give their principal attention to Mexico, while the navy will doubtless cooperate in every way possible with England and France in disposing of submarine activities on the part of Germany. But should the war be continued beyond another year, American troops will probably be in the trenches on the western battle line or alongside the Russians on the east front.

War, look at it from any angle you may, is a terrible alternative. Only people who have had experience on the field of battle, can know the awfulness of the battlefield, when the battle is over and the gathering of the wounded and dead is underway. One of the saddest experience of the soldier is the roll call when the battle is ended. But terrible as it is, war will not end until the principles of democracy are established in every land and the so called divine right to rule of kings and emperors is banished from the earth. And, let us hope the present greatest war the world has known, will bring that most desirable result about.

The Scio Tribune \$1.50 a year

Scio Meat Market

HOLECHER BROS., Props

Fresh Meats of All Kinds

Reasonable Prices

Main Street

Scio, Ore.

Mortgage Loans Negotiated

Natery 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.

6% FARM LOANS

Notice. We have an unlimited amount of funds to lend on farm security at 6 per cent per annum. Long time loans desired. No delay.

FARM LOANS 6%

HECKER & BEAM

133 Lyon St.

Albany, Ore.

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

Costs Little More

to go East

VIA

CALIFORNIA

Before selecting the route for your next trip East consider these three important things:

SERVICE

Steel cars, through standard or tourist sleeping cars, unexcelled dining cars.

SAFETY

Rock ballast, automatic block signals, heavy steel rails, constant speed.

SCENERY

Known throughout the country as "The Road of a Thousand Wonders."

LIBERAL STOP-OVERS

Our Agents are well informed. Ask them regarding train schedules, or write

John M. Scott, General Passenger Agent
Portland, Oregon

SOUTHERN PACIFIC LINES

Portland Rose Festival June 13, 14, 15