

THE SCIO TRIBUNE

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

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OREGON'S TAX BURDEN

The Oregon home and property owner is among the heaviest if not the leading heaviest per capita tax payer in any state in the union. It has been caused by the aping of older states which have many times our population and wealth from which to collect tax moneys. In other words we have endeavored to run before we had graduated from a toddling walk. Nevertheless we have an ideal climate, with an almost unmatched low death rate, the largest lumber production, easy access to coast, mineral springs and mountain resorts in almost endless numbers, our state is not increasing in population as rapidly as the states of California or Washington on either side of us and one of the main reasons is, because of excessive taxation.

While our legislatures of the past have been improvident in spending state funds, and have been building state eleemosynary institutions rather too rapidly and have built up a bureaucratic government which is both unnecessary and expensive, the one leading extravagance and which consumes almost if not quite one-third of our state tax moneys, is the state college system which we have allowed to be grafted onto our body politic. While our colleges are good, ranking well up among the best of any of the western state institutions, the cost for their maintenance is a heavy burden to the average tax payer. The cost is too great for the results obtained. From \$125 to \$250 per student is too great cost for the state to bear when, at the same time she pays but about \$9 per year per student in support of our public schools. Only about 5 per cent of our boys and girls are able to attend either a state or any other college, while 95 per cent must be content with what our grade and high schools can give them. Is the state justified in spending as much or more to educate one boy or girl who is fortunate enough to be among the enrollment of our colleges, as she does the 19 boys or girls whose equipment for life is obtained in the common school room?

Now we are considering a similar plan in road building. That is to say we are to build excellent public highways at the cost of all tax payers for the benefit of a small portion of them, just the same as we have built colleges for the benefit of 5 per cent of the people.

Unless we could build colleges in every county of the state, we had no just right to build them in Polk, Benton and Lane counties. By the same deductions, if we build paved roads on the Columbia and Pacific highways, the coast and southeastern counties of the state have a just right to demand like favors. Now to build a college plant for each county of the state, or a paved road system for each county, we know

would bankrupt the state and destroy much of the value of our farms and other properties. The cases are synonymous. But, unless we are prepared to justify class legislation, we must admit the justice of such conclusions.

When our state entered into the college business, the colleges were very modest in their demands on the state treasury. They were to cost the taxpayers but a trifle. About all that was then asked, was the recognition of the college graduates as qualified teachers. In like manner we are told that the \$6,000,000 bond issue, principal and interest, will be taken care of by the automobile owners and the auto owners are being persuaded that the saving of tires will pay the extra tax, etc.

Now the colleges demand from tax payers practically one-third of the state tax moneys and get it. Will not the paved road system grow in like manner and call for many bond issues? If so who will carry future bond issues, unless the taxpayers? The colleges handed the state a nicely gilded gold brick. Shall we be gold bricked again by the paved road advocates.

Our three colleges are beneficial to the educational interests of the state. There is no doubt about that. If we had a college in each county the benefit would be multiplied. A paved Columbia and Pacific highways would be of benefit to the people located along or a convenient distance therefrom, but if the roads of the state were paved, the benefit would be infinitely greater.

The question is for either colleges or roads, can we now afford the expense? If not for all counties alike, it is unjust to give them to any county at the expense of all. We now know that the state made a grave mistake when she undertook the college business. Shall we blunder again on roads?

Every county in the main supports her public schools. They are made just as good as the people of the county or district feel that they can afford to make them. Nor do they hesitate to vote special taxes for that purpose. Our roads are now treated in like manner. Both roads and schools are gradually growing better and it is very doubtful if the proposed new road code will give us better results. The only fault to our present road system is the dishonesty and carelessness of the people themselves. But there is one great advantage to the system. We pay no interest to the bondholders.

There is no doubt but what our present system can be greatly improved. A road overseer who is a practical road builder, who would oversee and instruct supervisors and the constant employment of men to repair and maintain roads after they are built, would add materially to our system. But then, all of our roads would be made better instead of making two or three boulevards as the bonding measure contemplates.

The Tribune is in receipt of a copy of the Harney County Tribune, in which is a long marked article by C. B. McConnell, explanatory of the cause of lack of development of southeastern Oregon. Five cattle companies are holding a large portion of that section—much of it illegally—and they wish to retain that portion of the state for grazing purposes. The article shows up Gov. Withycombe, State Treasurer Kay and many of the members of the last legislature as friends of the cattle companies and against the recovery of these fraudulently obtained lands to the public schools of the state. Every voter should read the article and see who of our public men are standing for the moneyed interests.

ALLIES WANT SHIPS AND MEN AT ONCE

President Wilson and Mr. Baker Oppose
Dispatching Untrained Army
to Europe

(Continued from page 1)

believes it far better to do the training at home.

Exactly what the president said to M. Viviani is not known. It can be stated, however, that he did assure him that all the resources of the United States in men, money and supplies would be employed in connection with the allies to bring Germany to terms.

VOTE "NO" THESE

One of the measures which will be submitted June 4, is a proposition to double the present pay of our legislators.

The first impulses of the average taxpayer will be to favor the proposition. But, when he remembers the many things which the legislature has done which were unnecessary except to furnish fat jobs, the money legislators have lavished upon unnecessary clerks and their endeavors to search out methods to defeat the purposes of the people, he will conclude that our lawmakers get all the salary they earn, if he does not become convinced that these same legislators should pay for the privilege of spending the state's money.

Almost every taxpayer has long been convinced that the legislature needs fixing, but it is an absolute surety that simply doubling the pay will not help matters in the least. It will not get men who are more honest or level headed to accept the role of lawmakers. Nor will the increased pay give any assurance that better or more economical laws will be enacted.

A wise plan and one which is sure to bring better results would be to prohibit all lobbyists in the capitol building and to bar legislators from visiting Portland during the session.

As stated above the legislature needs fixing badly, but it is a very difficult matter to provide a remedy which will do the trick to get men who will live up strictly to the spirit and intent of the state constitution—to get men who are broad minded and who have no selfish purposes to accomplish.

It is a sure thing, if men will not be honest, economical and with a single purpose to work for the best interests of the people for \$3 per day, they will not for \$6. The Tribune advises the people to vote NO on this measure.

Another proposed law which the people are asked to ratify, is the tax listing of the O. & C. Grant lands. Since the legislature adjourned the U. S. supreme court has decided that the title of these lands is now in the government. It, therefore, would be nonsensical to cumber the tax rolls with property lists which we know cannot be taxed. The government will pay the back taxes which the railroad has neglected to pay and as soon as the lands are sold, will give a part of the proceeds to the state for the schools and roads. We may spend the money for listing these lands, but all we will get for our trouble will be to pay for having the work done. The railroad will not pay taxes on its equity in the lands for the court says it is entitled to \$2.50 per acre only when the lands are sold, which money cannot be taxed until it is paid by the government. The Tribune advises the people to vote "no" on this matter.



Let me examine your eyes and make your Double Vision Glasses Bifocal. No dividing line showing.

E. C. MEADE
OPTOMETRIST
329 W. Second St., Albany, Ore.

Mortgage Loans Negotiated Notary Public

N. M. Newport

Attorney at Law

(CITY ATTORNEY)

LEBANON

OREGON

R. SHELTON

Notary Public and
Conveyancer

Abstracts of Title Examined

SCIO - - - OREGON

Mortgage Loans Negotiated Notary Public

H. B. CHESS

Attorney at Law

Office on Sherman St

Lebanon, Ore.

Scio Meat Market

HOLECHEK BROS., Props

Fresh Meats of All Kinds

Reasonable Prices

Main Street

Scio, Ore.

SANITARY MARKET



McKNIGHT & DALEY, Props.

BEEF PRICES

Boiling Meats	10c and 12½c
Roasts	12½c and 15c
Steaks	13c, 14c, 15c
Hamburger made while you wait	15c

The Market that is Always Serving

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