

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 1.75
SIX MONTHS .75

ADVERTISING RATES:

Local advertising, per line .5c
Display advertising, per inch .15c
Display advertising, long time, see
manager.
Extended marriage or death notices
per line .3c
Special rates on long time display
advertising.

A LOOK FORWARD

As a sort of sequel to an article
in The Tribune of last week, a few
words concerning the possibilities
and what Scio may expect in the
near future, will not be out of
place.

Many people may not expect or
realize the apparent fact that Scio
is just about at the beginning of
the greatest growth of her history,
but there are many reasons upon
which to base such an opinion. We
will not prophesy that there is to be
a boom of any appreciable nature,
for there will not be such. But there
is a legitimate demand for improve-
ment which is sure to materialize.

We mention the fact that freight
traffic between Scio and West Scio
has grown by leaps and bounds dur-
ing the past few months, due almost
exclusively to the increased output
of our condensery. So heavy has
the milk traffic become that West
Scio has become the most important
shipping point on the Woodburn-
Natron railway line. Trains are de-
layed at the West Scio depot from
20 to 30 minutes, especially in the
evening. This delay could be great-
ly reduced if a switch track should
be built from West Scio into town.
Moreover, the wagon road over
which this traffic must be hauled is
now giving out and will be in an
almost impassable condition before
dry weather again arrives. Nor
can a gravel road be built which
will bear up under this heavy traffic.
Only a paved road will stand it and
a railway track can be laid down as
cheaply and which will take care of
the traffic more cheaply and satis-
factory.

Then, with the rapidly growing
demand for lumber, the heavy bodies
of timber up Thomas and Crabtree
creeks, must be placed in a condi-
tion to market soon. A sawmill
to manufacture this timber into
lumber will then be necessary and
Scio has an ideal location for the
aforesaid sawmill. With the build-
ing of a railroad into or through
town, Scio would become an excel-
lent location for several manufactur-
ing concerns, such as a box factory,
a cannery and perhaps other con-
cerns.

With the building of these manu-
facturing concerns, more business
houses and residences will be neces-
sary, for more people and business
will create the demand.

We are told that our condensery
is now receiving 30,000 pounds of
raw milk daily. If the milk supply
of the same number of routes is
maintained during the next spring
and early summer, the condensery
people will have to handle near
100,000 pounds daily. And this
milk must be handled quickly in
spring and summer to prevent sour-
ing. This increased amount of milk
will produce more than one carload
a day of the manufactured article.
Thus the incoming and outgoing
milk and other traffic now required

would furnish sufficient business to
justify building a line. Of course,
should the line be extended to the
timber belts, the amount of business
would be limited only by the de-
mand.

Scio may expect more street im-
provement during the coming sum-
mer. Especially should Mill street
be improved. When this is done
and the street just north of the
livery stable surfaced as well, Scio
will have as good streets as any
small town in the valley.

Another improvement which must
be made in the near future, is better
power for the light service. The
service during the past summer has
not been satisfactory, but as good
as could be given with the present
power. Adequate power could be
obtained from a dam on Thomas
creek some six miles above, or by a
distillate engine. The dam would
be the cheaper and more satisfactory
in the end, though the cost of in-
stallation would be greater. The
city council should have an estimate
of the cost prepared. The linamo
we now have, is capable of taking
care of three times the service now
furnished and with more power,
the service could be extended to the
suburban districts and all along
Thomas creek to town, should the
dam system be adopted.

For the above reasons The Tribune
believes that prosperous and pro-
gressive days are ahead for Scio and
our citizens, one and all, should give
any new development the helping
hand. Be boosters so far as
encouraging any enterprise which
will benefit Scio and vicinity. But
let us not make the mistake of
overdoing things, as some of our
neighboring towns have done. We
do not want a destructive reaction.

GOVERNMENT OWNER- SHIP OF RAIL ROADS

The government is establishing so
many precedents these days and in
so many different fields, that the
commandeering of all the railroads
in the United States, of over a mile-
age of 250,000, that President Wil-
son's order effecting this result,
created no words of surprise on the
part of the people. They expected
such action, for the roads, controlled
by private management, had failed
completely to meet the emergency
required.

Some of the railroad people seem
to think the President's action un-
necessary and uncalled for and that
the railroads were doing everything
humanly possible to handle the
enormous traffic thrust upon them.
But a majority of our best railroad
operators think the action wise and
that a system of cooperation of the
roads is now possible when directed
by one central director general,
which was impossible under many
different heads, which had no other
purpose than to get the best result
possible from the operation of their
respective individual lines.

Our vast railway lines are not un-
like the operation of a great army.
The objective of the railways is to
furnish a transportation service
capable of promptly handling the
commerce which our country re-
quires. The objective of a great
army, is the defeat of the enemy
and to bring to a successful conclu-
sion, the war in which it is engaged.

When our Civil war was on and
especially during the first two years
we had many different armies, all
doing the best they could, but
utterly failing to cooperate as they
should. There was too much jeal-
ousy among the various comman-
ders. They, apparently, were afraid
that a too great success of any one
army would result in the promotion
of its commander, to the detriment
of the commanders of other armies.
Finally President Lincoln saw the
necessity of having one director

general to cause a general coopera-
tion on the part of all the armies,
with the one purpose of the general
defeat of the Confederacy. An
expert commander was necessary
and General Grant was chosen. Then
cooperation was obtained which was
impossible when the armies were
operated as separate entities. They
all worked to accomplish the one
central purpose. Troops were taken
from one army to reinforce another
army, etc. Like chessmen, they
were moved and controlled by the
director general and all worked as
the various parts of a machine.

Our railroads, under private
ownership and direction, each work-
ing for its own individual profit and
success, were not concerned about
the success and profit of a rival line.
They each sought to divert traffic to
their own particular line or system
and, as a result, one line became
congested with traffic, while the
rival lines could handle more traffic.
One line might have an abundance
of equipment and to spare, while
other line or lines had not enough
to handle its business, etc.

Under government control of rail
roads, all will be different. If one
line is congested with traffic, a part
of the traffic will be diverted to
other lines. If one line has equip-
ment to spare, it will be diverted to
other lines where it is needed. If,
for instance, a congestion of freight
cars occur at any one point and are
used for rolling warehouses, the
government will order them unload-
ed instantly, when they can be di-
verted to points needed, etc.

Under government control, big
salaries for railroad presidents will
be abolished. Traveling freight and
passenger agents will not be needed
and extra ticket offices will be un-
necessary. There will be no labor
strikes on railroads, for the govern-
ment will be the only employer and,
if the employee quits his job for any
purpose not held justifiable by the
government, he will have to hunt a
job in some other line of business.

The government very rightly, is
not making any change in operating
forces of the roads, or of the orga-
nizations of lines. Under Director
General McAdoo, a board of man-
agers of five practical railroad men
will operate the one greatest rail-
way system in the world. Superin-
tendents of the many different lines
and systems, will take orders from
Director General McAdoo and his
staff, just as the various armies do
from the commanding general and
his staff and equipment, such as
locomotives and cars, will not be
confined to one road or system as
heretofore, but will be taken where-
ever needed.

If it is found that government
operation of the railroads is a suc-
cess, and it will be for railroad men
seem disposed to make it a success,
it is hardly probable that the roads
will ever be operated by private
companies again. It will be remem-
bered that, whenever in the past a
railroad failed to pay its debts or
pay interest on its bonds, it was
thrown into the hands of a receiver
to operate. Now all of the roads
are in the hands of a receiver, and
that receiver is the government.
Receivers were authorized to main-
tain the railroad lines and equip-
ment which, of course, the govern-
ment will now do. What provision
will be made for the building of
new lines where needed, is a problem
for congress to solve. But such
lines can and will be built and
operated, as is now the case in
Panama and Alaska.

Anyway this government owner-
ship of railroads has a familiar
sound. Populists advocated such
ownership 25 years ago. But that
advocacy was hooted at and ridicul-
ed. Now, war has brought about
by a single order of the president,
authorized by congress, what popu-
list agitation could not bring about.

Now all the steamship lines, rail-
way, telegraph and telephone lines
are being operated by the govern-
ment. Now, if the government
gives as good or better service, the
wisdom of those old long-haired
populists will be vindicated. The
populists flourished just a few years
too soon, but their teachings, hasten-
ed by the exigencies of the war,
are a present fact of today.

The working out of the great
railway problem will, no doubt, be
placed in the hands of competent
men. While the problem is many
times larger than that of the post-
office, there is no reason why the
problem cannot be as successfully
solved. We can have railway
soldiers as well as soldiers in the
army or in the postoffice civil service.
And if years of experience and
satisfactory service is recognized by
increased pay and promotion, there
is no reason why government opera-
tion of the railways shall not prove
cheaper and more satisfactory to
the general public than when oper-
ated by private corporations.

Federated Church

SCIO, OREGON

Sunday School 10 a. m.
Preaching 11 a. m.
Christian Endeavor, 6:30 to 7:30 p. m.
Song Service 7:30 to 8:00 p. m.
Prayer Meeting, Thursday 7:30 p. m.
Brother Meikeljohn, Leader.
H. B. Iler, Pastor

Local Market Report

Wheat per bushel	\$ 1.88
Oats " "	.85
Bran per ton	44.00
Wheat chop per ton	65.00
Oat chop " "	60.00
Barley Chop " "	50.00
Flour per sack	2.65
Eggs per dozen, cash	.46
Butter fat per lb	.61
Chickens, hens per lb	.15
" spring " "	.15
" roosters " "	.10
Turkeys " "	
Geese " "	.10
Ducks " "	.15
Beef " "	.08
Veal " "	.13
Hogs, live per hundred lb	14.75
Hogs, dressed " "	.17
Mutton " "	11.00

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SCIO

OREGON

Cost is Little More

To go East Through

California

Attractions offered:

Sacred summits of Siskiyou, Mt.
Shasta, San Francisco, the cosmo-
politan, the Old Missions, Del Monte,
Santa Barbara, 100 miles along
the Seashore, Los Angeles, Sunny
Southern California, the Apache
Trail and the border camps.

Stopovers permitted at various
places.

4 Trains a Day From Portland

Ask your local agent for particulars

John M. Scott, General Passenger Agent
Portland, Oregon

Southern Pacific Lines