

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.

ROAD BONDS NOW AN ELEPHANT

If our Farmers Union friends will go forward with the proposition to prepare an initiatory measure which will effect the repeal of one-half of the road bond enactment of 1916, there is little doubt but what the people will vote the repeal overwhelmingly. By such action the state will save a bonded debt of \$3,000,000 or more, for which the people would have received but small return. A great many people who were enthusiastic supporters of the six million dollars road bond bill in 1916, now see wherein they were wrong and now condemn the measure in its execution. Governor Withycombe, who was a strong advocate of the measure during that campaign, now sees the rottenness of the scheme which was hatched at a Portland banquet and carried through the legislature during the last days of the session with a whoop. He now sees that the Portland bunch put one over on him and, also, that in selecting the personnel of the road commission, practically of Portland selection, was a grave mistake, as well.

Gus Moser, who was president of the last state senate and who gave the road bond measure strong support, now sees he then made a tactical blunder and would now gladly recall his action in the matter at that time, if he could. Both Governor Withycombe and Mr. Moser are active candidates for the nomination for governor and they know that this road bond matter, like Banquo's ghost, will rise up and smite them. They feel that it is not a matter that will add to their popularity during the forthcoming primary campaign.

Governor Withycombe was unfortunate in the selection of the commission. Mr. Benson, the chairman, seems to be too closely identified with the Warren paving outfit and Mr. Adams seems to be too new to our state. These gentlemen are the disturbing factors of the commission, but neither of them seem to have the interests of the people of Oregon at heart. Otherwise they would not have sold a bond at less than par, nor would they have allowed the Warren Construction people to dominate the actions of the commission, as Gus Moser charges they have. At all events the road bond and road commission is proving to be a white elephant to these would be candidates for governor. Both gentlemen would be more than glad if they had fought the measure in its inception. If so, the now unpopular law would have been defeated. Anyway, Portland is wholly to blame in the matter. The scheme was hatched at a Portland banquet, was carried through the legislature for submission to the people by Portland lobbyists, was financed by Portland and Portland has received all of the benefit, so far, by having her boulevard to the

sea shore completed by the state, whose main and, practically, only purpose is to afford Portland people joy rides to the beaches.

No wonder the governor and Mr. Moser are now trying to shift the burden of their action on the shoulders of the commission. It is such a heavy load that neither of these gentlemen will win the nomination and should either win the nomination, defeat at the polls is a moral certainty.

It will be remembered that The Tribune and Benton County Courier were about the only newspapers in the state which dared oppose the road bonds. What we argued would result, is now being verified. It will not help matters to say "we told you so." But we can save half the sum of bonds voted, by getting in to help the Farmers Union boys get the Initiative repeal before the people.

COMMUNITY COOPERATION

Modern conditions are developing the necessity of cooperation. With the failure of competition to regulate prices and the selfishness and greed of the uncontrolled trust methods, a condition has arisen, of which cooperation seems to be the only solution.

When competition among freight and passenger carriers become so fierce that business incentive was being destroyed, pooling and absorption, as between rival railway systems, resulted. The railway people of rival lines said "why shall we cut our own throats by destructive competition when, by the use of common horse sense, we can cut the throats of the public." The various great railway systems resulted and the public began to suffer. The spirit of the railroads at that time was very aptly expressed by Mr. Vanderbilt. "The people be damned!"

The people were "damned" until the government was forced to take a hand in the game and the Interstate Commerce commission resulted. Prices of transportation were fixed by this commission and very much of the harmful results of transportation trusts and combines removed. Now the entire railway systems of our country have been merged into one great gigantic trust or combine with the Federal government as the governing and operating power. Thus all competition is eliminated and the people should have freight and passengers carried at cost plus a fair compensation to those who furnish the money with which to build the roads. All of the evils and expense of competition between carriers are removed. High salaried railroad presidents, thousands of freight and passenger solicitors, unnecessary ticket offices, etc. can now be dispensed with. In fact a nation wide cooperation has replaced rivalry and competition in the carrier business. If the men who are charged with the operation of our one great railway system, will be honest and capable, there is no reason why the people shall not be greatly benefitted.

But cooperation should not nor will not end with the railways. It can be extended to include almost all business activities. There should be community cooperation, county cooperation and state cooperation in many things as well.

The farmer because of his usually isolated position, has not cooperated with his neighbor farmers and merchants as he should. The policy of "every fellow take care of himself and the devil catch the hindmost" has maintained to a too great extent. Farmers are not trustful with each other or with their home merchants and tradespeople as they should be. Too many of them, by misrepresentation, deceive each other and think it a smart stroke of business. There is too much camou-

flaging among people for cooperation to be the success it should be.

A short distance from Scio there is a Farmers Union organization. The farmers, through their union, are undertaking both cooperative selling and buying and find it profitable. They sell eggs, guaranteed to be absolutely fresh, and get two to three cents per dozen extra because of this guarantee. Veal and other products are handled in the same way. Now, so long as each farmer is honest in the stuff he puts in the pool, they will get these extra good prices. But, let some one of their number bring stale eggs, or not prepared veal or other products for market with care and the value of their cooperation will soon be destroyed.

So, in every field where cooperation is employed, common honesty and truthfulness must be the basis of operation to prove successful. Unless the men employed to operate our railroads are honest, truthful and give honest service, the government's experiment in the railroad business will prove a failure. It will prove likewise in any other field where cooperation is employed. Even when farmers cooperate in harvest time, just and honest work must be given, else the cooperation is very short lived. And there should be cooperation among our farmers and home merchants as well. Merchants must sell their goods, mills must sell their flour and feed, blacksmiths must do their work as honestly and all must be handled as cheaply as in neighboring communities, expenses considered. But, on the other hand, farmers must pay as promptly. If an order for goods, feed, flour, etc., is sent to Portland or elsewhere, the cash must accompany the order. Treat your home merchant in like manner and he can and will sell you goods as cheaply. But do not send your cash off to other towns and go to your home merchant only when you want credit. Such work as this forces the retail merchant to place a higher price on his goods. He cannot cooperate with the farmer, without the farmer will comply honestly and fairly with his end in the cooperation.

Cooperation is based upon reciprocity. You must give a fair return for what you receive, else cooperation must be a failure. Cooperation simply means helping and if you expect to get the better of your neighbor or your merchant, you will make cooperation impossible. Common honesty and square dealing is the only basis upon which cooperation can have any hope of success. Trust your neighbor or your merchant if you expect him to trust you. Mutual confidence is an absolute necessity and honest and fair dealing only, will inspire confidence.

COMMUNITY COOPERATION

In these days when all of us are asked to be thrifty and saving, one of the first things we think of is to buy less and to save as much as possible on each purchase when we do buy. As a matter of fact, this is a good plan to follow at all times; but there may be a tendency on the part of some of us to carry on our search for "bargains" too far from home.

We don't want to forget that the trade we take away from our own community helps to build up some other community or city from the growth and prosperity of which we do not ourselves get any benefit. If your home town merchants ask you a higher price than you are asked to pay by outside merchants for the same line of goods, it isn't any more than fair to discuss the situation with your home storekeepers, giving him a chance to explain why their prices are higher than those you can buy for elsewhere. There

may be some reason that will be worth while learning about, some difficulty which you can help straighten out to your advantage as well as theirs, if the matter is brought up for frank discussion.

You and your family and your neighbors like to trade at an up-to-date store. If such a store can be made possible by cooperation between you and your neighbors and your local merchants, if a strong, pull-together feeling can be established in your community, then that community will be progressive, will forge ahead towards better streets, better roads, better schools, better places of amusement, etc. It is this spirit of community cooperation that almost invariably results in good for all concerned if it is kept alive and actively participated in by one and all.—Oregon Farmer.

We make a specialty of Friendship, Engagement and Wedding Rings. F. M. French & Son, Albany, Oregon.

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.

Local Market Report

Wheat per bushel	\$ 1.88
Oats " "	.80
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 " "	.13½
Hogs, live per hundred lb	14.75
Hogs, dressed " "	17½
Mutton " "	11.00

R. SHELTON

Notary Public and
Conveyancer

Abstracts of Title Examined

SCIO - - - OREGON

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

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

Cost is Little More

To go East Through

California

Attractions offered:

Sacred summits of Siskiyou, Mt. Shasta, San Francisco, the cosmopolitan, 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