

THE SCIO TRIBUNE

ISSUED EVERY THURSDAY BY
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MAY GOOD COME OF IT

Men who are absolutely honest, who have a single and wholehearted purpose and whose patriotic ardor is unquestioned, differ almost diametrically in their views. They want to accomplish the same result but differ in methods. Such has been the case in all walks of life and probably will continue. Yet their differences should not be flatly condemned without first seeking out the basis upon which their opinions are formed.

Newspapers have been filled, during a number of days past, with accounts of the seemingly direct opposition of President Wilson and United States Senator Chamberlain. One would think from reading these reports that their differences upon the conduct of the war department were unreconcilable. Yet when we consider that the sources of information upon which their opinions were formed were from different fields and that both the president's and senator's motives were pure and patriotic, there is plenty of room to reconcile the course of each.

President Wilson derives his information from the top as represented by Secretary of War Baker, while Senator Chamberlain gets his from the bottom or from the heads of minor departments as developed by the investigations held before the senate military committee, of which Senator Chamberlain is chairman and from reports direct from army posts throughout the country. The President derives his information from orders given by the war department while the senator secures his intelligence from the field of execution or lack of execution of these orders. It would be remarkable if there were not differences derived from the two viewpoints.

It was unfortunate that Senator Chamberlain should choose to make his views public before a New York audience, instead of before the United States senate, of which he is a trusted member. Being chairman of the military committee of that distinguished body, it was his duty to make known his conclusions derived by the investigations of his committee to the body which empowered him to make the examinations, before giving it to another audience. It was an act of discourtesy to the senate.

It was unfortunate that President Wilson replied in a public manner to Senator Chamberlain's New York speech, in which the senator was placed in the attitude of a common liar. Senator Chamberlain was forced to make reply to the president in the senate chamber and to produce the proof upon which his New York speech was based.

But the most unfortunate outcome of the controversy is the placing before the people the fact that the conduct of the war department was

hedged about by a mass of red tape which did not get results. The conditions should not exist.

Secretary Baker was placed at the head of the war department as one of the chief advisers of the president. Upon him the president depends for his information about the minutia of placing our armies upon a war footing. It was his duty to provide the army, the arms and munitions for its use and to properly feed, clothe and house the soldiers when enlisted. Most certainly Secretary Baker gave orders to his inferior officials to execute these commands and it was his duty to know that his orders were being obeyed promptly.

But just here is where the interminable Washington red tape gets action. Orders for the purchase of supplies for a huge army are given. But before the order reaches the manufacturer, two or three months elapses. In the mean time troops are short of clothing, barracks are incompleated for lack of lumber, soldiers do not have arms with which to drill, etc., all due to leathergic red tape movement. The fact is, the army supply departments do not seem to realize that we are at war. The slow movements of times of peace do not fit the present great emergency. There should be more drive in the administration of the war department.

Secretary Baker may not nor does not seem to realize the value of time in preparing a great army for active war. He does not seem to realize that a great army quickly sent over to France means to shorten the period of the war and the saving of the lives of many of our soldier boys. In Civil war days it required two years to arouse the government to a realization of the rebellion and the power of the southern armies. Then things began to move promptly. The soldiers in the field were properly equipped and the beginning of the end of the rebellion began. Let us hope that such a length of time will not be necessary to get our country on a war basis. Let us hope this controversy will arouse every department to the highest pitch of activity and to place our army, navy and aero service in the best possible condition of efficiency, and the implements and accouterments of war supplied promptly and abundantly.

Senator Chamberlain says the president did not know about the inefficiencies and implies that Secretary Baker did not give him the facts about the matter. If such be true, the secretary is inefficiently ignorant or he is wilfully blinding the president. Either conclusion would indicate the secretary is not the proper person to have control of the war portfolio.

Whatever is wrong and there must be some wrong or negligence, let us hope that the controversy results in speeding up the inefficiencies of the war department and the cutting away of the slow moving red tape handicap. The nation demands action in every department. The leisurely movements of departmental officials, do not meet the conditions of the present great emergency.

THE RAILROAD PROPOSITION

Scio wants a railroad. There is no doubt about that. She needs it and, from present indications, our only prospect of getting the road is to build it.

The committee appointed at the recent railroad meeting, is now negotiating with a practical railroad engineer to locate the most practical rightofway and to make an estimate of the costs. When this is done we will be able to see where we are at.

It is a demonstrated fact that a wagon road from this city to West

Scio, in order to sustain the heavy traffic required, must have a paved surface. Whereas, if relieved of the heavy daily freight hauling, a gravel or crushed rock surface would be sufficient. A paved roadway sixteen to eighteen feet wide will cost from \$6,000 to \$8,000 per mile, making the entire cost to West Scio right around \$20,000. Without the cost of the right-of-way, the cost of building the railroad will be less than the cost of paving.

Will a railroad when built pay is a question we hear asked.

If the sawmill people supply the freight they promise and the condensery business is increased as now seems probable, from four to six cars of freight daily would result from these two sources. Then our flouring mills could be operated to full capacity which would furnish many cars more, both in and out and this with the daily way freight, stock, etc., would enable the road to earn from \$35 to \$40 daily. The cost of operation would not be more than \$30 per day, leaving a margin of profit.

Nor would this be all of the earning possibilities. The large bodies of timber up Thomas and Crabtree creeks are sure to be brought into market within the next two or three years. Only logging railroads can bring this timber out and the Scio railroad would undoubtedly be used as a part of the logging road or roads system. Also a large sawmill in or near Scio is a probability as well.

With the above activities brought about, Scio's population would be doubled in a short time and a consequent increase in the value of all of Scio property of 25 per cent or more would result.

One thing seems a certainty. If we are ever to get direct railway connection, it is up to the people of Scio and vicinity to build it. The S. P. people seem to think they will get the freight anyway and, therefore, we can expect but little if any help from that direction.

An old saying is "God helps those who first help themselves." If we become satisfied that a railroad into Scio will pay operating expenses and upkeep, the increase it will give in the value of property and the convenience it will give the people, will make the investment a paying one.

It may be patriotism to curtail the consumption of wheat and wheat products, but it will be difficult to convince the average consumer that he should use a wheat substitute, which costs more than wheat in its place. If we could get corn meal at about the same cost that the people of the corn states pay, then the people would willingly obey the president's edict. But corn meal costs one-half more than wheat in Oregon and not every Oregon woman knows how to make palatable corn bread.

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 " "	.10
Geese " "	.15
Ducks " "	.08
Beef " "	.13 1/2
Veal " "	.14.75
Hogs, live per hundred lb	.17 1/2
Hogs, dressed " "	11.00
Mutton " "	

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SCIO OREGON