

THE SCIO TRIBUNE

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T. L. DUGGER, EDITOR AND PROP.
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I pledge allegiance to my flag and the Republic for which it stands, one Nation, indivisible, with liberty and justice for all.

GOVERNMENT OWNERSHIP

The Tribune is not ready to declare for government ownership of the railroads. We know that private ownership fell down when the government called for extra service; we know that the government has been operating the roads under abnormal conditions, when the roads were practically in an inoperative condition because of neglect of upkeep. The government has not had a chance to operate the roads under normal conditions.

For this reason The Tribune favored government operation of the roads for five years; we wanted to try the experiment. Though the former railroad magnates tried to make government operation as expensive as possible, and it has cost the people a lot of money, everyone would like to see government operation under normal conditions.

War conditions made the movement of government freight imperative at any cost; it made maintenance of the roads imperative as well and the cost of this maintenance was heavy. It could not be compared with previous cost of maintenance by private endeavor with any degree of fairness. For this reason The Tribune would like to see the experiment tried out on ex-Secretary McAdoo's plan; we could then judge whether or not government ownership of railroads was for the best interests of the United States.

It is an unfortunate fact that most people consider a government office a sinecure. They consider the office worth the salary and work—well that is not to be considered. The office seeker has spent the money to get the office and work is of small consideration.

The Tribune would like to see men in the railroad service work as they would be compelled to work under private employment, then a fair comparison could be made as between government and private operation.

ROAD BONDS

A great many people have a wrong idea about bonds. They seem to think bonds mean bondage, or a something which cannot be gotten rid of, a something which would bind them for all time.

This is a mistaken idea. As a matter of fact a bond is just simply a note or mortgage. There is scarcely a farmer or business man who has not at some time in his life given a note or mortgage. He

wants to use at once more money, land or commodity than he has the cash to pay for. In a small way the farmer, or others, when he asks his merchant to "charge it" is doing just as the big manufacturing concern or corporation as the case may be, does. He wants to use the things which money will buy but which he has not the money with which to pay at that particular time.

A farmer who desires a quarter section of land adjoining has not the spot cash with which to pay for it. He simply gives a mortgage and the additional land enables him to pay off the mortgage or note when due. This mortgage or note is simply a bond under another name.

Without the use of borrowed money we would have no railroads nor any large manufacturing enterprise. A large amount of money must be assembled at the one time to place the enterprise in condition to earn dividends.

To illustrate further let us cite our flouring mills: In the fall season of the year the farmers deliver their grain to the mills and they want the money payment therefor. The mill people have not the ready cash to pay for all the grain brought to them, so they borrow from the bank or elsewhere funds sufficient to cover the emergency. The borrowed money is returned as rapidly as the grain is converted into flour and sold.

Is there anything wrong about this procedure, Mr. farmer or laboring man? No; you will say this is good business sense.

Now the road proposition is just on the same basis. We want a large amount of money at once. To attempt to raise the large sum required by direct taxation would bankrupt the people; so our only alternative is to borrow, or in other words, give a mortgage on the property of Linn county to be paid serially during a term of years.

Linn county has expended in cash and in volunteer work on our roads during the past twenty years not less than \$3,000,000. What have we as a result? While it is true that our roads are better than they were twenty years ago we will have to admit that our plan of work has been a failure; we have not received more than ten cents of benefit for every dollar expended. We have been able to stand this expense or waste because it has been distributed over a score of years, and all will admit that the plan of road work we have been pursuing is a practical failure.

Now a new plan is proposed; by the issue of bonds the purpose is to get enough money to build a system of permanent roads and to have these roads while we gradually pay for them.

Portland has had paved streets for more than twenty years and those streets have sustained an enormous traffic; yet the repairs to those streets when standard paving was used, has been insignificant. This fact demonstrates that a roadway can be made permanent; and while the first cost may seem staggering, in the end it is far the cheapest.

So the problem for Linn county people is "get the money"; \$1,000,000 in bonds can be floated among Linn county people at par. This is but about \$40 per capita for each man, woman and child in Linn county; for a family of five the sum would be \$200, and where is the family which cannot afford this sum especially if it be that of a farmer, to have a first-class system of roads over the county?

If the limit of county indebtedness shall be increased from two to six per cent of the assessed valuation a sum of near \$2,000,000 could be had. This in addition to an annual five-mill tax would be sufficient

to build good macadam roads from every neighborhood to its market town and to connect all of the main towns of the county with paving.

The Tribune believes that bonds will solve the road problem in the best and most satisfactory manner to the people. It will get the desired result. Direct taxation will not.

PHYSICAL FORCE A FAILURE.

If you will size the matter up right war is about the most foolish thing of which mankind is guilty. It is the survival of the law of physical force or the survival of the physically fittest. There is a great plenty of evil in the world which requires force to subdue or to eradicate. At the same time one wonders if civilization is a failure.

Representatives of the great powers of the world are in Paris, France, trying to agree upon a plan which will do away with international wars in the future. The Tribune hopes the effort will be successful.

Causes which bring on war are based upon selfishness. One nation seeks to push its own interests regardless of the rights of other nations, just as one man encroaches upon the rights of his neighbor. The result is a fight in which both parties lose in the end.

Germany began a great war over four years ago. What is the result? When the war began Germany was one of the most prosperous nations on the face of the globe. Her ships were sailing on every sea; her manufactured products were in every market in the world, and her scholastic and scientific attainments were regarded as being at the head of the list. She was regarded by all as one of the leading nations of the world. By attempting to force her will upon the world she has failed and now lies in dust and must accept the terms offered by her conquerors.

Germany's effort to rule by force ought to demonstrate that force no longer maintains; the world has advanced too far to submit to the dictation of any one nation. The world has awakened to the fact that men are, of a right, freemen. No matter what may be the race or color all are entitled to breathe the air, drink the water which nature has so bountifully provided, and partake of such food as they themselves can provide.

Germany was unwilling to submit to this dictum of nature. She wanted to say who should live and what they should do. The result was she arrayed the world against her and her defeat was inevitable.

Now the leading statesmen of the world are trying to arrange a plan which will prevent any nation from taking such a fool notion as did the Germans. They are trying to arrange a plan by which international disputes may be settled by arbitration; in other words they are trying to persuade the world that wars and fighting settle nothing but for the moment. They are trying to persuade men that moral justice, not brute force, should rule among nations as well as among men. The Tribune sincerely hopes they succeed.

DAYLIGHT SAVING.

There is a deal of nonsense about this daylight saving business. A mere order or legislative act cannot change a concrete fact. The Tribune, however, has been indulging in daylight saving during all of the past winter. Our time to go to work has been 7 a. m. and 4 p. m. concluded the work day. We were forced to do this because the light plant did not start up early enough in the afternoon to serve us, while it was continued long enough in the morning to serve our purpose. Like

the time-belt system, any regulation whatever does not change the movement of "Old Sol," but you can overcome an inconvenient light service by accommodating yourself thereto.

SOVIET CLERKS RUN THINGS IN BUDAPEST

Men Elected By Workmen Take Places As Heads of Business Institutions.

Vienna.—Following the practice put into effect by the Russian soviet government at Moscow, bank presidents in Budapest have become mere figure-heads, while soviet clerks administer the business. Rents no longer are paid to landlords, but to the government, which is represented by the janitors. The stores have been nationalized and the heads of factories have been replaced by those elected by the workmen.

The banking business is being handicapped under the new regulations. No one is allowed to draw out more than \$100, except in the payment of salaries. A check must be signed by all the trustees before it is submitted to a bank where it is honored.

All estates have been appropriated by the government. American officials are well treated by the Hungarian officials, and American couriers are allowed to pass in and out of Budapest without hindrance.

Count Karoly's position has not been damaged by the new regime, according to political observers, who say he cleverly vacated his position as provisional president by shifting responsibility for the course of events to the allies, and then urging resistance against the entente, which resulted in a union of the social democrats and the communists.

In Czechoslovakia it is reported that uprisings have occurred. News of Hungarian bolshevism has spread rapidly and the revolutionary spirit in West Ukraine and Roumania is said to be increasing.

3000 MEN OF 91ST DIVISION ARRIVE

New York.—With more than 2000 officers and men of the 91st division—national army, Washington, Oregon, California, Nevada, Utah, Montana and Wyoming—the steamship Siboney arrived from St. Nazaire Monday. These included the 353d infantry's headquarters of the 2d battalion, the supply company and companies F, G and H, 39 officers and 861 men, for Camps Kearney, Lewis, Taylor, Dodge, Funston and Sherman, and the 354th infantry's field and staff headquarters of the 3d battalion, headquarters of the supply and machine gun companies, ordnance and medical detachments and companies A, B, I, K, L and M, 51 officers and 2669 men, for Camps Kearney, Lewis, Sherman, Taylor, Grant, Dix, Dodge and Funston.

TO PRESENT ERIN'S CLAIMS

Three Americans to Go to Paris in Behalf of Ireland.

Washington.—Passports were granted by the state department to Frank P. Walsh, former joint chairman of the war labor board, Edward F. Dunne, former governor of Illinois, and Michael K. Ryan, former Pennsylvania public service commissioner, who are going to Paris to present Ireland's claims at the peace conference as spokesmen of the Irish race convention held last month at Philadelphia.

Mr. Walsh and Mr. Ryan said that the purpose of their mission was "to obtain for the delegates selected by the people of Ireland a hearing at the peace conference."

Tribute Paid to Norway By House.

Paris.—Norway was praised as a friend of the entente by Colonel E. M. House when the Norwegian delegation on the league of nations was presented to him by Leon Bourgeois, French member of the league of nations commission. "No neutral nation gave the entente more help than Norway," Colonel House told the delegation. "Were Christianity not so remote from the center of European activities," Colonel House added, "that city would have been suggested as the seat of the league of nations."

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Railroad Time Table

Arrival and Departure of Passenger Trains
Woodburn-Springfield Branch
WEST SCIO
North 7:55 a.m.
South 5:09 p.m.
Corvallis & Eastern
MUNKERS
To Albany 8:11 a.m.
To Detroit 1:44 p.m.
Motor service discontinued.

H. B. CHESS
Attorney at Law
Office at Sherman St Lebanon, Ore.

MUNKERS and WEST
SCIO STAGE
Walter Bilyeu, Prop
Phone 6-515
STAGE MEETS ALL TRAINS
—Leaves Scio Postoffice—
at 7:10 a.m. and 5:00 p.m. for West Scio
and 12:45 p.m. for Munkers

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Morrison & Lowe
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