

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.*

A Speech Not Delivered

When Milton A. Miller attended
the good roads banquet and meet at
Lebanon he was too unwell to deliv-
er his address in full, but simply made
extemporaneous remarks. The
address in full has been handed us
for publication. There is so much
good in the speech that The Tribune
gives it publicity. It follows:

Mr. Chairman, members of the
state highway commission, Mr. Cecil
of the forest service, members of
the county court, Dr. Hewes of the
post roads service, representatives
of the press, ladies and gentlemen:

I am more than glad to be with
you at this time. I congratulate
you upon this meeting; I congratu-
late you upon the spirit that pre-
vails here; and I congratulate you
upon the cause that brings us to-
gether. I might add that I con-
gratulate you on living in the great-
est republic known to history; living
in the best country known on earth,
and living in the best part of the
best country.

In union there is strength. That
is an old saying, but it is as true to-
day as at any time in the history of
the world, and if ever that saying
was proven beyond question of a
doubt it has been so proven since
the United States entered the world
war.

We had no idea in a way of our
strength. We did not realize our
power. We did not, in my humble
opinion, comprehend our riches. We
are the richest nation on earth. We
are the richest nation that was ever
on earth. Since we declared war
we have appropriated practically
thirty billions of dollars, loaning the
allies between nine and ten billions,
and spending for the costs of the
war something like twenty billions.
And yet, my friends, we have more
money than we ever had.

We are here tonight to discuss
the subject of good roads and build-
ing them. This road movement has
taken on tremendous proportions in
the state of Oregon. It is no longer
a question of money; it is a question
of getting the roads built. Every
section of the state is raising money
and appealing to the state, the na-
tion, and different sources for aid.

I am mighty glad the state high-
way commission is with us this eve-
ning; I want to congratulate them
upon the splendid work they are
doing and want to assure them of
my earnest support in their efforts
to grapple Oregon with highways.

I was talking with R. A. Booth in
Portland a few days ago. He had

just received a telephone message
from Klamath Falls stating that
they had raised \$500,000 and asked
the commission to match it. They
expect, my friends, to raise \$1,000,-
000 more.

Umatilla county has recently
bonded itself for \$1,000,000 for
good roads. A dollar will go much
farther in Umatilla county than it
will in Linn county, so far as con-
structing good roads is concerned.

Marion county is planning to build
130 miles of laterals in her borders
at a cost of something like \$1,000,-
000. Certainly it is time for Linn
county to get in the procession and
do her part. This is a great county;
it is a rich county; it is out of debt.
Every dollar we put into roads will
bring us back ten or twenty, to say
nothing of the convenience and ben-
efit it will be for the people to trav-
el about and get better acquainted
and have a better understanding of
this old county and state.

The material for building the
roads is here at hand.

Linn county is larger than Rhode
Island and almost the same size as
Delaware. It has an area of 2243
square miles, or 1,433,520 acres. Its
population is 25,685, or 11.4 to the
square mile. It has a wealth of
\$31,000,000 assessed valuation. The
standing timber in Linn county cov-
ers 753,310 acres, of which 300,000
are owned by the government.

They are going to build good
roads all over this state. We are
going to be taxed to a certain ex-
tent for this to be done. A million
dollars is a mere bagatelle. It is a
very small amount of money as com-
pared to our resources and the ad-
vantages to be received from the
proper expenditure of the same.

Why not take advantage of it;
get all the outside money we can
and build roads for ourselves?

Let me remind you, my fellow
citizens, that Linn county has not,
in my judgment, received what she
ought to receive from this splendid
state, but I am not here to blame
any one for it, or to criticize, but
simply to call your attention to a
few cold facts:

Benton county secured the agricul-
tural college, where hundreds of
thousands of dollars are spent every
year;

Lane county secured the state
university, where much money is
spent annually;

In Marion county, on our north,
is located the state capitol, where
millions are spent each year;

Polk county, our near neighbor,
has the state normal school.

So you will understand that Linn
county has received but little state
money. Now, it occurs to me that
it is about time for us to get in the
procession and take advantage of
the opportunity and help ourselves.

We have forest reserve money
available for roads and we have a
tried and true friend in Mr. Cecil.
We have post road money available
to build roads and we have a splendid
friend in Dr. Hewes, who is at the
head of the same. We are assured
of splendid support from the high-
way commission.

Now let us all get together and
build roads. Bring Linn county into
her own and we will all rejoice to-
gether. The road from Halsey to
Brownsville; Brownsville to Sweet
Home, is a post road. The road
from Lebanon to White City, where
we meet the forest reserve, is a post
road. The road from Lebanon to
Lacomb is a post road; and no doubt
there are other roads in Linn county
that may be considered post roads.

So, my friends, you see what an
opportunity we have by acting, and
acting quickly. Let us raise a mil-
lion dollars or more and say to our
county court, "spend the money." We
have faith in them; we know
they are heart and soul in this cause
and will give the best efforts of their
offices, God bless them.

Our county judge has long been
a resident of Linn county; he is long
in more ways than one. He is all
right and we pin our faith to him.
The county commissioners are old
residents of the county, know its
needs and stand ready to do their
part. So, my friends, the road is
clear and let us go to it.

We have the forest reserve money
to assist us. We are not asking any
special favors from that source; all
we ask is justice. We want to build
a road across the Santiam route; we
want to connect with Eastern Ore-
gon. It will connect two sections
of the state and prove to be of great
commercial value. It also is a won-
derful scenic route. It will be in-
viting to everybody. It will be as
useful as any road that can be built
in this state. It will serve market
purposes.

Our fathers in their weakness con-
structed this wagon road across the
mountains. It is well and favorably
known throughout the state. The
opening up of this road will be re-
ceived with joy by many of our citi-
zens. In our strength we ought to
preserve what our fathers did in
their weakness. There was no duty
they failed to perform; no sacrifice
too great for them to make.

In the McKenzie pass project,
amounting to 54 miles, Lane county
will pay but \$15,000, Deschutes
county \$10,000 and the state and
government will share the remain-
der, amounting to \$354,000, equally
between them.

You can therefore readily see that
it is the policy of the highway com-
mission to assist in the construction
of laterals wherever they can, which
in my judgment is a very wise and
just policy to pursue. It shows
that they are thoroughly interested
in building roads for all parts of the
state.

The possibilities of Oregon are
wonderful. I sometimes think its
most enthusiastic supporters and
best informed citizens as to its re-
sources, etc., have but a faint idea
really of its greatness. You must
bear in mind that it is very large in
area; that the population of this
state could live entirely within its
own resources; that it has a varied
climate; produces everything; and
nowhere perhaps in the known world
is there such scenery. The cry now
is, "see America first." They are
constructing highways across the
continent; every state is building
roads; they are spending millions
for this purpose; fifty, sixty, seven-
ty, or one hundred millions are be-
ing spent by some states.

Construct the roads we are talk-
ing about and we can sit in our
homes and see cars from all states
of the Union, and wonderful will be
the change and great will be the
results.

How many of us here have seen
Oregon and really comprehend its
wonders? People in this city said
to me last summer that they rode in
their automobile from Lebanon to
Sweet Home; Sweet Home to Hol-
ley; Holley to Crawfordville, and
back home by way of Brownsville,
and said it was a wonderful ride;
that they had a revelation of the
beauties and resources of this county
such as they had never imagined.

Many of us have lived here for
many years and yet no doubt a trip
over this state would be a revelation
in many ways as to Oregon's possi-
bilities. I have talked with men
who have traveled over the world; I
heard a gentleman of Belgium who
said he had been around the world,
and he saw nothing that compared
with the magnificent scenery that he
saw in the commonwealth of Oregon.

The money will be spent at home;
the farmer can market his crop to
much better advantage and thereby
be enabled to get back whatever
cost it may be to him in a very short
time. The farming population in
1870 was 49% of the entire popula-

tion of the United States; in 1900
it was 29%. Today more than 50%
of the population lives in the cities;
the majority of the people living
there are poor. Every one will con-
cede that it is far better to raise
children in the country than in the
city. You want to build up the
country and keep the people on the
farm; keep the young men and
young women from going to the
city; to do this we must improve
the roads; transportation facilities
must be greatly increased.

To sum it up, build good roads
first; then establish good rural free
delivery systems; establish good
schools; establish a good telephone
system; enable the farmer to mar-
ket his product to the best possible
advantage. When you have accom-
plished this you will to a great ex-
tent solve the rural problem. I be-
lieve the most essential of all is
good roads.

Do you realize from a financial
standpoint what we have accom-
plished during this war, here in Ore-
gon?

Our allotment of liberty bonds
for the four loans was \$80,000,000;
we subscribed \$103,546,000.

We gave the Red Cross \$2,232,253.

We subscribed to war savings
stamps \$18,000,000.

We gave to the Armenian fund,
to the Jewish relief, to the Y. M. C.
A., to the Y. W. C. A., to the united
war work campaign; in all eleven
drives we did our part.

We subscribed to bonds, W. S. S.
and gave away a total of \$125,981,-
091.

\$125,000,000! That is more
money than there was in our banks a
few years ago; and yet, my friends,
that is what we accomplished and

we have more money than when we
commenced.

I say that in union there is
strength.

We gave away four and one-half
million dollars. If the most influ-
ential citizen of Oregon had pro-
posed five years ago that we raise
\$5,000,000 in Oregon for a certain
purpose, the answer would have
been that it could not be done; that
it would bankrupt the state; that it
was impossible; that it was ridiculous.

But, my friends, the impossible
has been accomplished and I do not
know that we are any weaker by it.
If the war had continued we would
have continued to do just as we
were doing.

So, my friends, the few millions
that we put upon our roads will not
strain us financially and it will be
the best investment we ever made.

Good roads can be defended from
every standpoint. Good roads ben-
efit everybody. Let us get together
for one grand and glorious cause,
the cause of good roads and rural
homes.

I earnestly appeal to the newspa-
per men of Linn county to assist in
the development of our county, giv-
ing their support to any legitimate
enterprise which will assist in bring-
ing about this result, whether the
same be located in Harrisburg,
Sweet Home, Foster, or Mill City.
We cannot afford to take a selfish
view.

By uniting and pulling together
we can accomplish great things.
There is nothing that will assist in
bringing the people closer together
or doing more for all the people
than good roads.

Advertise in The Scio Tribune and get
results.

In Some Town Over There is a Baby Who Can Live If You Say the Word

By BRUCE BARTON.

I sometimes picture it to myself this way.
Suppose that somewhere down town in New
York, or in Chicago or St. Louis, there were a
huge auction room, where the lives of men and
of little children were on sale.

Suppose that every day the auctioneer's red
flag hung out as a sign that on that day so many
men were to be allowed to die; so many women;
and so many little ones.

Allowed to die, just for the lack of a few dol-
lars. Just for the want of the little sum that
would ransom them.

Suppose that were the case, I say to myself;
could I possibly stay away? Is there any argu-
ment I could give to myself that would keep me
from going there day after day, and buying with
all my power? Buying men and women and
children, at that auctioneer's block, with the dol-
lars that would mean life to them?

It's not a very pretty picture; yet compared
to the pictures that I have seen from stricken
Armenia and Syria, and all the empires of the
Near East, it is almost beautiful.

For men and women and children are dying
over there—dying for the lack of sums that seem
pitifully, miserably small.

I am not rich, and I have all the little worries
that are common to us middle class folks. Wor-
ries about next year's income tax; and about
the future of business, and where my income
will go to if such and such things take place.

But I have a worse worry than that. The
worry for what my conscience will say to me,
if in this hour of the world's tribulation I do not
do my share.

The worry lest in my ears for the rest of my
life there should be the cry of a man, or a woman,
or a little child whose life I might have saved.

For they are crying over there today, stretch-
ing out their weak, tired arms. And it's a mar-
vellous thought to me, that modest as my income
is, it's big enough to let me save the life of one
of them—big enough to give me a man, or a
woman, or a child who will never cease to be
thankful that I did my part.

They are waiting for our answer over there:
yours and mine: A poor stricken man broken by
the war; and a woman, weak from her struggle
and terror; and a baby who can live and grow up
into useful manhood or womanhood, if only you
say the word.