

THE SCIO TRIBUNE

ISSUED EVERY THURSDAY BY
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.

COUNTY ROAD BONDS.

Linn county people want good roads; there is no doubt about that. They are willing to tax themselves to any reasonable extent, which will not be oppressive, to accomplish that result.

For many years the annual tax plan has obtained. There has been expended annually from \$100,000 to \$150,000 on roads, but the result has not given us roads such as the people desire nor what the traffic of the present day demands. The use of automobiles and auto trucks has proven that we must construct highways of greater resistance to wear than those we now have. For this reason the people are willing to resort to county bonds in order to secure a large sum of money so that a general system of roads suitable to present day needs can be pushed to rapid completion.

One of the chief reasons why road construction of the past has accomplished so little for the labor and money expended was the lack of proper tools. Our county courts seem to have thought that tax moneys could not be spared to purchase expensive up-to-date road machinery aside from a few road graders and rock crushers. With \$600,000 available this lack can be remedied.

The people, however, will not support the bond measure, that is to say a majority of them, unless they know beforehand how and where the money is to be expended. Each portion of the county must receive an equitable share. When this fact is made plain the bond measure will win out.

It is said the county court is preparing a road map showing what roads are to be improved. This map should be electrotyped so that it can be published in the county newspapers. If it is shown that a fair and just disposition of the money is to be made they will willingly shoulder the burden.

While it is not expected to do much paving from this fund a start should be made on the roads which carry the heaviest traffic, somewhat on the plan proposed by E. C. Peery elsewhere in this paper.

Such roads as ours leading from Scio to West Scio should be paved for macadam would last but a few years when it would have to be rebuilt. Likewise a road from Lebanon to Albany and another from Brownsville to Halsey. Of course this paving cannot be fully completed from this fund but the start would be made and can be finished

in the future.
 The main thing at the present time is to catch the rabbit; get the money; and this can be done only by the county court developing a road plan to show to the people that all sections of the county are to be treated fairly. Only by providing a large sum of money can road building be prosecuted in all parts of the county simultaneously.

TOO MUCH CODDLING.

The Tribune has as great admiration for "our boys" who carried the flag so honorably on the battlefields in Europe. That they did their duty nobly and patriotically none will deny; but are we not indulging in coddling a little too much for the good of the soldier himself? With the vast majority of them this coddling will work no injury, but too many will conclude that they are such heroes that it is the duty of the country to support them in idleness the rest of their lives.

Many of these soldier boys have been at home for two or more months and are yet idle with no seeming inclination to go to work nevertheless there is plenty of work all about them.

These young men are supposed to be physically perfect or nearly so, and their few months in uniform with the necessary discipline have been beneficial to them. They have been the best paid and best fed soldiers in the world. True, some of them were compelled to undergo hardships; but all soldiers in all of our wars have had hardships to endure. This is something every soldier expects; it comes in the line of duty and most soldiers accept the same without a murmur.

Before the war there was a shortage of labor and as we have more industries going now than we had then there is no reason why every discharged soldier may not have a job. The job may not suit his taste in every instance, but he should take on the job he can get until he can find one to his liking. To simply sit down and loaf is dangerous, for loafing is a habit easily formed.

So, soldier friend, when you have had a few weeks of visiting your relatives and friends get a job; if you cannot find one in the city go to the smaller towns or to the country where the work is. Wages are high, and except on the farm eight hours constitute a day's work. Moreover, your friends will place a higher estimate on you by your getting down to business in a reasonable time.

The Tillamook Headlight and the Seaside Signal, two newspapers published within the sound of the Pacific ocean surf, are on our exchange table this week. Both of these papers are strong boosters for the Roosevelt highway, as one would suppose. For that matter, anyone should be a booster for this highway; in fact, the government could well afford to build this highway without any help from Oregon as the cheapest method of protecting the coast from a foreign foe or from smugglers. There are Tillamook, Yaquina, Siletz, Coos and other bays which could be used in landing troops, or convenient for the smuggler. A good highway paralleling the coast would enable a comparatively small force to protect the entire coast of Oregon. In fact a road should parallel our entire Pacific coast; it would be the cheapest possible fortification.

Jake Bilyeu, the bachelor, of Crabtree, was over Saturday for the purpose he said to buy some tools with which to work. We are a little suspicious about this work proposition, but until it is proven that Jake won't work we will have to accept his statement. He says that \$2 per cord is the price he gets for cutting second-growth fir.

Good Roads, Bonds, and Constitutional Amendment.

To the Editor:
 I wish to talk a little through the columns of The Tribune about good roads, bonds, and the constitutional amendment to be voted on in June. I also know that anyone writing or speaking against the enthusiasm of the bond issue now being urged would be unpopular.

I want to say at the start I am in favor of good roads and have been for 42 years. Everybody with an ounce of gray matter in their think tanks want good roads but people wisely and honestly differ as to how we shall get them, but all know we cannot get them without a large expenditure of money.

I went to the Albany good roads meeting and also to the Lebanon meeting. At these meetings the bond method seemed to be the only way to get money for immediate use. After thinking the matter over I believe there is a wiser and more sane method of building good roads than the bonding scheme.

The only objection or difficulty to the method I am outlining, we would have no great amount of money this year to build good roads with, only the county and special levy some districts have made; but a year from now taxes would begin to come in and good roads building start then.

This method is thought to be better by all members of our county court than the bonding method, but they will be compelled to put the bonding measure upon the ballot in June if the petitions presented contain 20 per cent of the legal voters in the county.

This \$600,000 bonding measure if carried in June, if all sold at one time, would mean the payment of about \$30,000 annual interest that will never go on the roads. If they only sell \$200,000 of them this year that means we will pay about \$10,000 interest; \$200,000 sold the second year and the same amount the third year; that means we have paid in interest in the three years \$30,000, not a dollar of which would go toward building good roads in our county.

There is a large amount of the wealth in this county invested in war bonds that will escape taxation and will also escape taxation if the constitutional amendment carries. These bonds will bring to the party who owns them $\frac{1}{2}$ per cent semi-annual interest which, owing to the fact that they are not taxable, is better than loaning money at 6 per cent annual interest.

Another method of making the rich richer and the poor poorer; the farmer and producer does not have much upon which he can escape taxation and I really believe the easiest and best plan is to vote against the bond measure if placed upon the ballot in June thus eliminating the payment of interest on bonds, and vote for the constitutional amendment giving the courts the power to levy whatever amount they see fit for good roads construction; let it be a 5 or a 10-mills levy on the assessed valuation of the county.

In this way every dollar would go toward constructing good roads and no useless amount go into the bondholders' pockets in interest.

There is one thing about which I have a hunch and feel absolutely certain: When this bonding business is once started we will be much more pleased to have them stopped than we were to have them started.

Look how these roads are laid out to be built; one paralleling the C. & E. R. R. to Lyons up the North Santiam. The Lebanon people are very anxious that one shall be built from there to Geisendorfer Soda Springs up the South Santiam and extend on across the mountains into Jefferson and Crook counties, which

are two of the most scenic routes in the county and of the least benefit to the producers of the county. I make this suggestion now, look well to your pocket book before voting any bonds. Many of us are going to bear a yoke that will be grievous to be worn; no small number of us will have long since passed on and will be riding in golden chariots in the New Jerusalem before we will make any trips on these good roads that are going to be built past our doors.

In the editorial in the Albany Daily Herald next morning after the booster meeting April 1, the editor let the cat out of the bag in this bonding scheme; he said "All agreed that it will take several millions of dollars to properly improve all the roads in the county, but the county could well afford to spend five million dollars within the next ten years for good roads." So I say we had better be cautious of what we start.

I said publicly in the Albany meeting I would vote for bonds. At that the import of the constitutional amendment did not appear to me, but since then in thinking it all over I believe the constitutional amendment would be the better thing to pass at the June election than the bonding measure and with which a majority of the people would be better satisfied in the end.

My observation on this bonding business has been that the payment of them has never worked out according to the calculations made when they were issued. Some 25 or 30 years ago the city of Albany bonded itself for \$75,000 to build a bridge. They have paid \$95,000 in interest and the \$75,000 is not paid.

If the people of Linn county think bonding the county is the best, and paying useless interest is a good thing and the court is compelled to put it on the ballot in June, I would suggest they put on the emergency clause "that life, liberty and the pursuit of pleasure will be greatly endangered if it does not pass."

Hoping this little talk in the columns of The Tribune will be worthy of some consideration by those who read it, I am sincerely and truly for good roads.
 Geo. L. Sutherland.

E. C. Peery on \$600,000 Bonds.

To the Honorable County Court, Linn County.

Gentlemen:
 The success of the \$600,000 bonding issue seems to hinge on two points; namely, hard surfacing and a clear understanding among voters as to what roads are to be improved. These two points made clear and the success of the measure seems assured.

Should hard surfacing be eliminated it is doubtful if the measure will carry. In order to reach the support of those in favor of hard surfacing I would suggest that a minimum of ten miles of hard surface be included in the plan. This ten miles to be divided about equally on the three main roads, respectively leading from Brownsville to Halsey; from Lebanon to Albany, and from Scio to Albany, via the shortest route to the Pacific highway. The remaining approximate 190 miles, as indicated on the road map, to be improved with macadam or gravel as the needs of the case demand.

If this arrangement is adopted and the road map showing the same is published not only in every newspaper in the county, but in circular form as well, with full explanation of its meaning, I am confident the bonds will carry by a substantial majority at the June election.

On the other hand, if we do not make our position clear the lack of understanding and team work on the part of those who favor the bonds may allow the opposition to so distort the truth as to defeat the measure at the polls.
 E. C. PEERY.

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 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.

Mortgage Loans Negotiated Notary Public
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Attorney at Law
 Office on Sherman St Lebanon, Ore.

MUNKERS and WEST SCIO STAGE

Walter Bilyeu, Prop.
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 STAGE MEETS ALL TRAINS
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 at 7:10 a.m. and 5:00 p.m. for West Scio and 12:45 p.m. for Munkers

Riley Shelton
Real Estate Broker and Notary Public

Abstracts Obtained, Examined
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Morrison & Lowe

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 SCIO - - - OREGON

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