

THE SCIO TRIBUNE

ISSUED EVERY THURSDAY BY
T. L. DUGGER, EDITOR AND PROP.

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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 first in-
sertion .10
Each subsequent insertion per line .06
Display advertising—First insertion
per inch .25
Each subsequent insertion .15

Advertisements should reach this office
not later than Tuesday to insure publi-
cation in the current issue.

All foreign advertisements must be
paid for in advance of publication.



*I pledge allegiance to my flag and
the Republic for which it stands, one
Nation, indivisible, with liberty and
justice for all.*

NOW UP TO THE COURT

The \$600,000 county bonding
measure was carried by an over-
whelming majority and it is up to
the county court to get busy at road
building. The market roads bill
also won out by a handsome major-
ity. This places money in sight for
the prosecution of a continuous road
program. If the court handles this
money wisely and economically the
necessary more money in the future
will be supplied willingly.

Say nothing of the annual county
road levy there is, including the mil-
lage tax, about \$1,250,000 provided
for for road purposes during the
present and next year. This sum of
money should get us somewhere in
the direction of a general good roads
system. If the court will give us a
dollar's worth of road for the dollar
expended the people will be abund-
antly satisfied.

Improved road machinery can be
supplied which will enable the cost
of road per mile to be reduced to
the lowest possible limit. Hereto-
fore this could not be done and such
roads as we have, constructed with
primitive road tools, cost much more
on that account.

So, gentlemen, get busy. Sum-
mer is here and we want the work
accomplished as rapidly as possible.

WHY THE DEFICIT?

The railroad problem is a huge
one. There is no doubt about that.
For several years before the United
States entered the war many of the
roads showed a deficit at the end
of their fiscal year, nevertheless
they were allowing their equipment
to wear out and their trackage to
become unsafe for use. Ten or fif-
teen years ago most roads showed
satisfactory profit. But with the
coming of the automobile that profit
began to dwindle, and with the com-
ing of the auto truck and building
of permanent highways, it disap-
peared almost entirely.

The automobile has absorbed al-
most completely the local traffic and
much of the interstate traffic as
well. In cities nearly half the pass-
enger traffic has been lost by the
street railways to the automobile.
If it was not for the large growth
of freight traffic and the population
of cities the usual annual deficit
would be much more apparent.

But what can be done to maintain
our railways and streetcar lines?
They should earn the expense of op-
eration, upkeep and at least six per

cent on the investment. Every fair
minded man will say this is but just.
Only by reducing the cost of opera-
tion, upkeep, etc., or by an increase
of freights and fares can this be
done.

Confining this question to our own
state of Oregon conditions are bound
to grow worse for the railroads. At
the present time there are truck
lines running for 50 miles out of
Portland which absorb nearly all the
light freight, and as Oregon has in-
augurated a general building of good
roads these truck lines will be ex-
tended to a hundred miles. Even
now household goods are being
moved by truck even more than
that distance. Nor can you blame
the mover for so doing, for he finds
the truck the cheaper with less han-
dling and delay of the goods.

At the present time few people of
Linn county who own autos patron-
ize the railroads when they wish to
go to Salem or Portland. The auto
ride is a pleasure, yet such proced-
ure helps to create the railroad
deficit.

When Oregon was in the pioneer
period river boats and ox teams
were the only means of freight
transportation. In those days freight
cost was high. When the railroads
came this cost was materially re-
duced. Now with the coming of
the auto truck if we consider con-
venience, the cost will be further
reduced.

But we cannot do without the
railroads, and to keep them they
must have sufficient business for
maintenance and a reasonable profit
return. When the government as-
sumed control and operation it was
because private operation had fallen
down and rapid transit of troop and
supply trains was imperative regard-
less of cost. Because government
operation under this condition shows
a large deficit under war conditions
is no reason why the deficit could
not be converted into one of profit
under peace conditions. The prob-
lem is a full sized man's job.

THE DIVORCE EVIL.

The constantly increasing number
of divorces which the courts are
granting is a fact of alarm to the
thinker. If we add to this the fast
increase of childless marriages and
also the growth of men and women
who pass through life without mat-
ing, causes one to wonder if the de-
cline of the American people has
not begun.

Fifty years ago a divorce trial in
our courts was very rare and a di-
vorced man or woman was regarded
as being in a disgraced condition.
They were looked upon as unfit as-
sociates of men and women who classed
themselves among the respect-
ables. In that day the childless
family was so rare that it was pitted
by its prolific neighbors.

But "the world do move." There
is scarcely a term of court held
which does not have a divorce case
on its docket. The Portland courts
will average more than 25 divorce
cases per month. So numerous have
divorcees become that society re-
ceives them as among the respect-
able members.

So pronounced has this evil be-
come that a crusade against the
practice should be inaugurated. Ad-
mitting that there are many instan-
ces where it is better for man and
wife to live apart when they cannot
live together in peace and harmony,
the divorce should be made more
difficult to obtain and the couple
should be required to live single for
at least five years; ten would be
better. Too often is it the case that
the future mate is selected even be-
fore the divorce is granted.

The children, if any, suffer the
greatest injury. If the court awards
them to the father and they are
small, they are placed in orphan as-

ylums or with families which have
no parental love or care for them.
If awarded to the mother, too often
they are denied the comfort and
equipment for life to which they are
entitled. They are denied the par-
ental love and care that is to be
found in the harmonious family;
they are handicapped all through
life; and if they grow to manhood
or womanhood and become valuable
members of society it is due to their
native good sense, for they have had
a bad start.

Some of the causes assigned by
the divorce seeker when asking for
dissolution of the marriage contract
are absolutely ridiculous and should
not be entertained by any court for
a minute. Usually both man and
woman are to blame. They forget
that the ceremony which united
them required that they should
cleave to each other through evil as
well as good. A little more patience,
a little more temperamental control
would have passed them over the
rough places. They should think of
the harm they are about to inflict
upon the little ones they have brot
into life.

When young people, or old for
that matter, think of marriage they
should first become acquainted.
They should know each other at
least a year before assuming the
marital contract. This thing of tak-
ing on a life companion within a
week or so after meeting, leaving
the acquaintance to be obtained after
marriage is not using good horse
sense. It is this class of marriages
in the large majority which patron-
ize the divorce courts. The law
should prohibit a marriage without
at least one year of acquaintance,
and the couple should be rigidly
questioned about knowledge of the
habits, temperament, etc., of the
other. It is far better to submit to
such examination privately before
marriage than in the divorce court
publicly after marriage.

The Tribune does not pose as be-
ing over wise in these matters. It
simply draws conclusions from the
increasing separations advertised by
the divorce courts. It simply urges
the young man about to become a
husband to know the young woman
whom he would make his life com-
panion; and to the young woman
we say know the young man, his
habits and character in general with
whom you are about to unite your
life destiny. After marriage be pa-
tient, be tender, be true and your
names will never be found on the
records of the divorce court.

The Source of Bomb Throwers.

One need not agree with Secretary
Morrison of the Federation of Labor
as to the ultimate responsibility for
unrestricted immigration in order to
agree with him that it is the source
of dynamiters and bomb throwers.
They have some American-born lead-
ers like Haywood, Debs and Mooney,
but these anarchist demagogues
would find poor material to work on
but for the undigested millions of
aliens whose sole idea of freedom is
destruction of all that exists and
erection on its ruins of a communist
Utopia on the bolshevist plan.

The present congress has been
named the reconstruction congress,
and it should reconstruct the immi-
gration laws as an important part of
its work. Men are carefully select-
ed for admission to the army and
navy; they must pass a fairly stiff
examination for admission to the
universities, but any able-bodied
man who can read a few lines in
some language is admitted to our
industries and to citizenship, though
his head may be stuffed with bolshe-
vism and though he may use his
able body to make and plant bombs.
Nor after he is admitted is anything
done to make him an American.
The plain truth is that a band of

foreigners is trying to terrorize the
United States.

We need immigrants and shall
need many more during the next
few years, but we also need laws
which will carefully select them,
will shut out all votaries of Karl
Marx and Lenin and will compel
those who are admitted to go to
school, to learn what democracy is
and to practice it. The army trans-
ports would be well employed if on
their return trips to Europe they
took several thousand of the immi-
grants who are already in America.

Much has been said lately to the
effect that labor is not a commodity
but consists of human beings. That
rule should be applied to import-
ed labor, for much of it is composed
of most undesirable human beings
who talk all the latest patter about
capitalism and the proletariat and
whose fingers itch to handle explos-
ives.—Oregonian.

A Difference.

Civil war veterans take great pride
pointing to the significant fact that
121 general officers died in the Civil
war while no officer in the American
army above the rank of colonel fell
in action during the world war.

The war department has kept no
separate record of officers in casual-
ties, but statisticians in the adjutant
general's department and clerks con-
nected with the general staff statis-
tical division declare that not a gen-
eral officer, that is a major-general,
brigadier-general, lieutenant-general
or general was killed in battle or
died of wounds received in action
during the present war. Several
high officers suffered from gas at-
tacks, however.

On the other hand war depart-
ment records recall the days when
general officers rode horseback up
and down their lines risking their
lives to inspire their men. Between
April 15, 1861, and June 1, 1865,
the Union army lost 17 general offi-
cers killed in action and 19 died of
wounds; the Confederates lost 60
general officers in battle and 15 who
died of wounds.

It is some comfort to present day
warriors, smarting under this com-
parison, to take comfort in the ar-
gument of changed conditions.

The Tribune family is under obli-
gations to C. A. Everett for several
messes of most delicious, tender and
juicy radishes.

Advertise in The Scio Tribune and get
results.

Ask Your Boy

When the fighting was thickest
When the suffering was greatest

Where was the Salvation Army Lassie?

He will say: "SHE WAS RIGHT
ON THE JOB!"

And now, back home, in the byways
and hidden places, where misery al-
ways lives, where a mother needs a
home, where men, women and chil-
dren are on the down grade, she is
still "RIGHT ON THE JOB!"

HELP HER TO CARRY ON

The Salvation Army Home Service
Fund, June 22-30.

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We want to treat the people
right and will welcome old
and new customers, selling
first-class meat at the most
reasonable prices.

We buy Veal Hogs and
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Office phone Main 525; Residence phone
Main 21

LEBANON, OREGON

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.

Mortgage Loans Negotiated Notary Public

H. B. CHESS

Attorney at Law

Office on 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

Riley Shelton

Real Estate Broker
and Notary Public

Abstracts Obtained, Examined

SCIO - - - OREGON

Morrison & Lowe

UNDERTAKERS

Calls Attended to Promptly
Day or Night

SCIO - - - OREGON

H. C. ROLOFF AUCTIONEER

WATERLOO - - - OREGON
R. F. D. No. 1 Phone 12x Sweet Home

Sale dates arranged for at The Scio
Tribune Office, Scio, Ore.

C. C. FRYANT

ATTORNEY AT LAW

201-2 New First National Bank Bldg.
ALBANY - OREGON

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Our twenty year rural credit plan of
loaning money to farmers, helps you to
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loan the total amount of interest paid
during its entire period of twenty years
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133 Lyon St.

Albany, Oregon