

THE SCIO TRIBUNE

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

Entered at the postoffice at Scio,
Oregon as second class matter.

SUBSCRIPTION, IN ADVANCE \$1.75
SIX MONTHS .90

ADVERTISING RATES:

Local advertising per line first in-
sertion .10
Each subsequent insertion per line .05
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.*

THE TOURIST TRAVEL

Oregon is spending a great deal
of money in building paved and mac-
adam roads. About \$18,000,000 of
bonds are authorized by the people
for this purpose and we have just
made a beginning. And what is the
main inspiration for building these
roads? The truthful answer is for
the benefit of tourist travel and for
joy riding by our own people.

There can be no other conclusion:
The nonsensical argument that these
so called "trunk" roads are for the
benefit of the farmers and other
commercial purposes is and was
wholly for vote getting purposes,
for both the Columbia and Pacific
highways parallel transportation
lines abundantly capable of caring
for both passengers and freight and
which now carries the main bulk
thereof.

The Tribune is very much in favor
of good roads—paved roads if you
please. But it would have them
built whereat they would confer
the greatest benefit to those who
must foot the bills. Tourist travel
and joy riding is a matter of second-
ary consideration. The main pur-
pose should be the development of
our state along commercial lines.
The market roads, or roads leading
to the market centers, which will
enable the farmer, stockgrower,
dairyman, millmen, etc., to get their
produce to market as cheaply as
possible. The building of market
roads will develop and enrich our
state, while roads built mainly for
tourist travel, except a compara-
tively small amount of commercial
business, will not.

What real benefit is it anyway ex-
cept to the hotels and garages to
have these tourists pass through our
state? They help to wear out our
roads, but never a cent do they pay
for the building and upkeep of the
roads. Why are these same tourists
of so much importance that they
should be served first or before the
commercial interests of our state
are considered?

When the \$6,000,000 bond issue
was being presented and argued,
Portland tried to put forward her
magnanimity by saving none of the
proceeds of bond issue would be
expended in Multnomah county.
The fact is Portland hotels get about
all of the benefit which tourists
bring to the state and the Columbia
highway is the drawing card. This
tourist travel develops Portland ho-
tels, nothing else, and helps to wear
out our roads for which Oregon tax-
payers foot the bill.

The people of Oregon are willing

to tax themselves heavily to create
a system of first class roads, but
they are thinking that the state road
commission has commenced at the
wrong end, and that little is being
accomplished with the large amount
of money expended. They are not
interested so deeply in building bou-
levards along the Columbia and to
California for the pleasure of tour-
ists and joy riders when the rail-
roads and steamships furnish ade-
quate service, as they are in roads
which will facilitate in getting pro-
ducts from districts which have nei-
ther railroad nor steamship service.
They think one thing at a time, and
the big thing first, Lincoln's policy,
applies well in Oregon road building.

Now the people will be asked in
May to raise the limit of road bond
indebtedness from 2 to 4 per cent
with another \$10,000,000 bond issue
contingent thereon. Many will cast
a negative vote just because the pro-
ceeds of the bond issues already au-
thorized are being unwisely expend-
ed. The fact that auto licenses are
covering interest bills and will take
care of the bonds themselves, does
not indicate that the taxpayers will
not foot the bill in the end. This
license money is diverted from the
counties where it would be expended
on market roads.

As before stated, the people are
willing to vote money for road pur-
poses and will do so when asked,
but the activities of the present state
road commission is not much en-
couragement to continue to do so.

The government, in turning the
railroads back to private operation,
permits the roads to increase rates
until a 5½ per cent net profit is a
surety. Seems to The Tribune this
is offering a premium on extrava-
gance. We may be glad to return
to government operation some day.
When McAdoo, as secretary of the
treasury, operated all of the rail-
roads his salary was but about \$12,-
000 per annum. Now, under pri-
vate ownership, each road will have
a president drawing a salary of from
\$10,000 to \$50,000 per year. The
public will have to pay it, all the
same. These many presidents' sal-
aries will be figured as cost of oper-
ation, to which the 5½ per cent pro-
fit will be added. No other business
corporation is thus assured a profit.

Jack Dempsey is in a fair way to
get into the Jack Johnson class. He
has been indicted by a San Francis-
co U. S. grand jury for being a
slacker. This will not be a squared
ring go, for if guilty Jack is sure to
get the k. o.

President Wilson cannot please the
republican party, no matter what he
does. When he appointed Lansing
secretary of state they condemned
the selection, saying Lansing was a
pacifist. Now that he has been fired
they think he is greatly mistreated.

Now that the railroads are being
operated by the private owners, we
may expect the former advertising
era to return. The government did
not think advertising necessary.

The railways build their own
tracks to carry their trains of cars.
Now the steamboats with auto truck
feeders are establishing freight
lines, but the people must build and
maintain the roads over which the
trucks will travel. Yet the steam-
boat truck lines purpose to carry
freight but ten per cent cheaper.
Farmers will find the rail lines the
cheaper and most reliable in the end.

President Wilson is undoubtedly
the most widely advertised man the
modern world has produced. It
would be impossible to find even in
the most inconspicuous country in
the world his name unknown.

Time to Go Back to the Farm

The inexorable laws of political
economy are bringing punishment
on those people who have abandoned
the farm for the high wages, short
work days and pleasures and con-
veniences of the city. The result, as
stated by the department of agricul-
ture, is that labor on the farm has
become scarce and high priced, pro-
duction has decreased and threatens
to decrease still further, and the
people of the cities find difficulty in
making ends meet.

The time is ripe for a reaction in
favor of farm work. Some men take
to growing their own vegetables and
fruit, to keeping a cow and chickens
in the suburbs, in order to escape
the high cost of food. They take to
producing a surplus for sale and find
that there is money in it. Thus they
may develop into farmers. Others
are attracted back to the farm by
high wages. They find conditions
much improved by comparison with
their fathers' time. Machinery is
used where men formerly did back-
breaking work. Paved roads are
fast replacing the mud tracks of the
past and automobiles and auto trucks
have replaced the wagon, buggy and

INCOME TAX IN NUTSHELL

WHO—Single persons who had
net income of \$1,000 or more
for the year 1919.
Married couples who had net
income of \$2,000 or more.
WHEN—March 15, 1920, is final
date for filing returns and mak-
ing first payments.
WHERE—Collector of Internal
Revenue for District in which
the person resides.
HOW—Full directions on Form
1040A and Form 1040; also the
law and regulations.
WHAT—Four per cent normal
tax on taxable income up to
\$4,000 in excess of exemption.
Eight per cent normal tax on
balance of taxable income. Sur-
tax, from one per cent to sixty-
five per cent on net incomes over
\$5,000.

backboard. Living conditions have
generally improved, for farm houses
have many modern conveniences. All
of these things have attracted many
men of small capital to farm life,
and others may be expected to fol-
low. These improvements have been
hastened by the drift of labor to the
cities, for they are part compensa-
tion for the fact that labor is scarce
and high, just as use of machinery
in factories was stimulated by a
standard of wages much higher than
that of Europe.

The tendency should now be for
labor to reverse its drift by going to
the farm and, as farming becomes
more a skilled, scientific industry,
for capital to go the same way. One
cause of the present condition has
been neglect to direct immigrants to
those places where their labor is
needed, while many of the foreign
born have gone back to Europe to
fight. As the tide of immigration
is now swelling, it should be guided
to the rural centers where it will be
available for farm work.—Oregonian

Less than one inch of rain fell
during January and February, which
tops the record for Oregon.

Dr. W. B. Richardson OPTOMETRIST

Will be at Scio Hotel in Scio
every Saturday of each week
prepared to fit and furnish
good glasses for all that want
to improve their eyesight.

Glasses for reading, sewing
or for distant use, all one lens
and warranted to give satis-
faction.

W. B. RICHARDSON
Eyesight Specialist
Jefferson Oregon

H. C. ROLOFF AUCTIONEER

Public sales a specialty. Get the man
that can get you the money—Rolloff can.
Phones bus. 684. LEBANON, ORE.
res. 817. Lock Box 306
Write or phone me at my expense for
dates.

Sale dates arranged for at Scio Tribune office

Mortgage Loans Negotiated Notary Public

H. B. CHESS Attorney at Law

Office on Sherman St Lebanon, Ore.

C. C. BRYANT
ATTORNEY AT LAW
201-2 New First National Bank Bldg.
ALBANY OREGON

Scio Meat Market

HOLECHEK BROS.
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
Hides, paying good prices.
Give Us a Call



The most important of all senses,
vision, is the one that is neglected
and abused. Proper and timely at-
tention will relieve present trouble
and save future regret.

E. B. Meade
Optometrist
ALBANY, OREG.

HAROLD ALBRO,
Manufacturing Optician

Notice of Final Settlement.
Notice is hereby given that the un-
designed executors of the last will and
testament of W. R. Ray, deceased, have
filed their final account as such execu-
tors with the clerk of the county court
for Linn County, Oregon, and that the
judge of said court has fixed Monday,
the 8th day of March, 1920, at the hour
of 10:00 o'clock in the forenoon as the
time for hearing objections to said final
account and the settlement of the said
estate.
Dated and the first publication hereof
is February 5, 1920.
Mary Edith McKnight, Executrix.
Benjamin Lewis Ray, Executor.
C. C. Bryant, Attorney.

PHOTOGRAPHS

WE do all kinds of amateur kodak finishing, film
developing, copying, enlarging and photograph-
ing. Samples of our work on hand for your inspection.

If you have any trouble in getting good results
out of your kodak or camera, call on us; we can no
doubt help you with suggestions that will help you get
results and good, clear pictures. We have had over 20
years experience in this work so no doubt can do you
some good. So be not backward in asking for help in
this line. Your kodaks examined free.

Our prices are as follows, *always cash* on delivery
of your work; please remember this:

PRINTING

2½x3½, or smaller, 40c dozen
4x5, or smaller, 50c dozen
3½x5½, and postcards, 60c dozen

DEVELOPING

Film rolls, any size, 10c each
Film packs, any size, 20c each
Plates up to 5x7, 5c
Plates above 5x7, 7½c

Mail orders solicited and attended to promptly;
must be accompanied by cash; any over remittance
will be promptly returned.

We thank you for past and solicit your future
patronage. Yours for good work,

WESELY'S STUDIO

Ford
THE UNIVERSAL CAR

Buy Now While Deliveries Are Possible

Buy your Ford car now while deliveries are possible.
There is only a limited, specified number of Ford cars al-
located to this territory. You will be wise to buy one now while
we can get cars to deliver. A signed order with us is your
protection.

Even our small allotment of Ford cars is not shipped us
until we have bonafide orders for them.
This is because the demand for Ford
cars all over the country is greater than
the supply or production. So don't de-
pend on spring delivery.

Only so many Ford cars will be shipped
in to this territory; only so many will be able to get Ford
cars. If you would be forehanded and plan ahead you will
have us deliver you a Ford car as soon as possible. Then
you will have it to use whenever you want it.

The Ford is an all year utility—in your home or business.
Its serviceability, ease of operation, low cost of maintenance
has made it such. It will serve you the year around. Spring
and summer, autumn and winter, it is your servant; always
ready to do your bidding.

Fred T. Bilyeu, Scio