

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.

SCIO, OREGON, APRIL 29, 1920

WATCH YOUR STEP

Nothing Lost by Keeping in Mind
"Safety First."

Government Bulletin Lists Varieties of
Accidents in Industries That Might
Easily Be Avoided by the
Exercise of Care.

Electric signs blink the slogan, "Be
Careful," around the big mills. From
mother's apron strings to the latest
newspaper the voices of safety first
call "Be Careful."

Now comes the United States labor
department and tells how many ways
you can get hurt by falling. There are
three kinds of falling: (1) falling
from a high place to the level; (2) fall-
ing from the level into a place below
level; (3) falling while walking or
standing on the level.

In the first classification we find all
kinds of high places to fall from. In
the card indexes of the safety engi-
neers they have records of people
falling from benches, boxes, chairs,
tables, bridges, dams and docks, cranes,
elevators, derricks, hoists—elevated
bins, pockets, tanks (falls from but not
falls into)—buildings in construction
or demolition—floors—ladders, scaf-
folds, staging—boilers, engines, ma-
chines—piles, poles, trees, roofs, run-
ways, balconies, platforms, gantries,
stairs and steps, tramways, trestles,
windows, walls and wall openings.

Ladders, by the way, are the worst
and trickiest of all. More falls from
ladders than from any other high spots
are recorded. As the safety engineers
classify ladder falls: (1) You hit the
ground because the ladder broke or a
step in the ladder went to pieces under
your foot; (2) either you slipped and
twisted or the ladder slipped and
knocked you off the ladder; (3) or
how it all happened was a mystery.

Getting into Class B, where the fall
is from the level into territory not on
the level, people fall into excavations,
pits, shafts, bins, vats, floor openings,
man-holes. If standing or moving on
the level you slip or stumble, you get
into Class C. A stumble, however,
may be caused by fixed objects or loose
objects. A sleeping dog or a hunk of
pig iron may trip up the feet that do
not respectfully elevate.

The number of falling objects that
knock people down and get their names
into the accident records are
collapsing buildings, walls, scaffolds,
staging, chutes, conveyors, slides,
stacked, stored or piled-up material.
Also racks, shelves, machines, work
benches, temporary floors, trees, ditch
and trench cave-ins, mine and quarry
coal, rock and ore.

Experiences with "injuries due to
scuffling, larking or horseplay" are
noted in the federal labor depart-
ment bulletin by Commissioner George
Kingston of the workmen's compensa-
tion board of Ontario, Can. A rail-
way porter wrenched his foot but was
denied compensation because he "was
larking with two young ladies" and
showing them how nifty he was at
jumping trains. Claims were allowed
"where a Chinaman employed in a
factory was the innocent victim of
horseplay—blown up by hose; where
a man had been teased by another
workman suddenly turned in revenge
and hit an innocent party; where a
man about to punch the time clock was
hit from behind by another workman,
injured man innocent of any horse-
play."

All of which gives us a hunch as to
what the electric signs mean blinking
late at night and early morning, "Be
Careful."

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week Briefly Sketched for Infor- mation of Our Readers.

According to reports announced by
the city health bureau there are 11
cases of sleeping sickness in Portland
at present. Deaths from the disease
to date total eight, of which six were
reported in December, one in January
and one in February. Sleeping sick-
ness is comparatively new here, and
no record of cases was kept prior to
last December.

Receipts of the automobile depart-
ment for February, 1920, as shown by
a report issued by the secretary of
state were \$290,856, as against \$38,
196.50 for the same month in 1919.
The large increase is due, according
to Sam A. Kozier, in charge of the
motor vehicle department, to the new
law, which increased the license fees
for all classes of motor vehicles.

Eight democrats and five republicans
have filed formal declaration of their
candidate for delegates to their re-
spective party conventions. Fully a
score of republicans have been men-
tioned as possible candidates or have
expressed a desire to be delegates, but
they have not taken the trouble to
file with the secretary of state. Half
a dozen democrats are preparing to
file.

Under the market road act there
will be available about \$2,000,000 dur-
ing this and succeeding years for the
development of strictly market roads
in the various counties. Through the
action of this law the state will eventu-
ally be webbed to the most remote
sections by feeder roads. The law
was enacted in 1919, with some amend-
ments at the special session in 1920,
and it will be placed in operation this
year. Because of the importance of
laying a suitable groundwork for future
development of the market road sys-
tem, the state highway commission
has for months been working out a
policy for applying the enactment.
The result of this exhaustive research
and investigation has been embodied
in a set of regulations which has just
been issued by the commission.

In view of the fact that the timber
of Wasco county, though of highest
quality, is not being utilized commer-
cially, the chamber of commerce of
The Dalles has recommended that saw-
mills and furniture factories be in-
terested in the timber resources of the
county.

Despite the mid-winter drought, Cen-
tral Oregon ranchers need have no fear
of a shortage of water for irrigation
this season, for storms during the last
four weeks have built up the snow re-
serve in the mountains to normal, ac-
cording to reports received from trap-
pers in the foothills.

A "model farm" of 10 acres to dem-
onstrate how to grow fruits, berries
and vegetables suitable for the use of
the local cannery, will be established
near Albany. Stockholders of the Puy-
allup and Sumner Fruitgrowers' as-
sociation, which operates the Albany
cannery, will buy and operate the farm.

Will H. Daly, federal fair-price com-
missioner for Oregon, under appoint-
ment of Attorney-General Palmer, has
telegraphed his resignation to Wash-
ington and announced that he is
through with the position for the rea-
son that he has received no support,
except from United States Attorney
Humphreys at Portland.

Dairy products brought a large sum
of money to ranchers of Coos county,
according to a report compiled for the
Port of Coos Bay. There was shipped
from Coos Bay during the year 1919
a total of 2,500,000 pounds of cheese
valued at \$1,050,000; 900,000 pounds of
butter valued at \$540,000 and 40,000
cases of condensed milk valued at
\$240,000.

That broomcorn can be grown suc-
cessfully on river-bottom land in the
Willamette valley is indicated by an
experiment last year by Grant Thom-
as, a farmer residing near Lebanon.
Mr. Thomas planted a small quantity
and sold it for brooms, and from his
experiment estimates that under nor-
mal conditions this product will yield
from \$450 to \$700 per acre.

May 3, 4, 5 and 6 have been set as
the dates for the second annual Oregon
Jersey jubilee and plans are already
being made for an excursion of Jersey
breeders at that time which will in-
clude stops at the larger Jersey farms
in the Willamette valley. M. D. Munn,
president of the American Jersey Cat-
tle club, will be here at that time as a

special guest of the Oregon Jersey
breeders.

With a favorable decision of the
state supreme court, allowing the state
game and fish commission to pur-
chase the Reddish farm near Eugene
for a game farm, plans for its improve-
ment and enlargement will now be
carried out. The capacity of the pheasant
pens will be doubled in the
near future and when the improve-
ments are completed 4000 birds can be
handled.

Fifty automobile dealers from dif-
ferent parts of the state met in Eugene
and formed a temporary organization
of the Oregon Automobile Dealers' as-
sociation with W. A. Johnson of The
Dalles as temporary president, and G.
Halverson of Salem, temporary sec-
retary. Another meeting will be held
in Portland within 60 days, at which
time a permanent organization will
be effected.

Arrangements have been completed
by Coos County Agent Chester C. Farr
for a number of meetings of farmers
throughout the county to be addressed
by Professor A. G. Hoquet, head of the
department of vegetable gardening of
the extension service of Oregon Agri-
cultural college. The dates will be as
follows: Coquille, May 8; Fairview,
May 10; Myrtle Point, May 11; Coos
River, May 12. Broccoli growing will
be the main subject discussed at the
meetings.

Oregon voters at the primary elec-
tion May 21 will cast preferential
ballots for five republicans and one
democrat for president of the United
States, according to the records of the
secretary of state when the time for
filing declarations of candidacy ex-
pired. The republican candidates for
president are Leonard Wood, Hiram
Johnson, Frank O. Lowden, Herbert
Hoover and Miles Poindexter, while
the democratic aspirant is William
Gibbs McAdoo.

Attorney-General Brown, acting as
attorney for the state, will intervene
in the action filed in the Portland
courts by the Warren Bros. company
to recover from Oscar Huber, a con-
tractor engaged in the construction of
state roads, royalties for the use of
bitulithis, which, it is alleged, is a
patented pavement of the Warren com-
pany, according to Roy Klein, sec-
retary of the state highway department.
A decision in this case, it is said
will affect all patent pavement laid
in Oregon since March 1, 1919.

The Oregon statutes plainly provide
for open and closed seasons for com-
mercial fishing on the Rogue river
and any attempt of the state fish and
game commission to abrogate or sus-
pend these laws in compliance with an
agreement entered into between the
Macleay Estate company, the Rogue
River Fish and Game Protective as-
sociation of Medford, the Ashland Fish
and Game Protective association and
other kindred organizations of south-
ern Oregon would be invalid, according
to a written opinion by Attorney-Gen-
eral Brown.

Remarkable Feat of Juggling.

An Indian juggler's remarkable feat
is described by a writer in the Wide
World Magazine. A slim young na-
tive, accompanied by a gray-bearded
assistant, appeared carrying a couple
of large baskets, from the first of
which was produced a big python,
which the young native proceeded to
"charm" with his pipe. The juggler
took the basket containing the python,
placed it upon a large cloth, the four
corners of which he knotted together
with a strong, thin rope. At the end
of this rope were affixed two little
hollow-lead cups, which he placed
over his eyeballs in such a way that
a vacuum was created. He then shut
his eyes so that the lids were outside
the cups.

The two sides of the rope were then
passed over his ears and, rising from
his squatting position, he lifted the
basket containing the snake by the
grip of his eyeballs and the suction on
his eyeballs alone. The writer says
he has never heard of the feat being
performed before or since.

Just a Reminder.

"The Grnboins are spending the
winter in Florida," remarked Mrs. Dub-
walte, who was glancing over the so-
ciety pages.

"Well, what is that to us?" asked
Mr. Dubwalte, fretfully. "We can't
afford to spend the winter in Florida."
"Probably not," answered Mrs. Dub-
walte, with an air of resignation. "I
just thought I'd call your attention to
the fact that it is still being done."—
Birmingham Age-Herald.

Strange Character.

"How about Gilbwtz?"
"In what respect?"
"His mentality?"
"Oh, I wouldn't go so far as to say
Gilbwtz' mind is a perfect blank, but
I've never heard him express an opin-
ion on the League of Nations, and he
has no plan for unscrambling the rail-
roads."—Birmingham Age-Herald.

PRESENT AUTO AND GAS FEES WILL PAY INTEREST AND PRINCIPAL OF \$40,000,000 ROAD BONDS

Approximately \$40,000,000 of state road bonds can be issued under a
4% limitation on the present assessed valuation of the state, including
bonds already issued. The constitutional amendment to be voted upon
at the May 21 election provides for this 4% limitation.

Interest and principal of the entire \$40,000,000 of bonds can be paid
from revenues from auto license fees and gasoline tax, based on conservative
estimates of that income.

Following is an official estimate of the income to the State Highway
Fund from auto license fees and gasoline tax, compared with interest and
principal requirements for the entire \$40,000,000 of state road bonds.
This table has been audited and certified by Whitfield, Whitcomb & Co.,
certified public accountants, whose attestation is subscribed below.
It verifies the claim made that voting for the 4% state road bond limitation
will not involve any tax on property, as principal and interest will be paid
from the auto license fees and the gas tax, leaving an actual surplus above
the amount required.

OFFICIAL TABLE
Statement of Estimated Income to State Highway Fund Compared With Interest
and Principal Requirements to Carry \$40,000,000 Bonds.

Year	Estimated Number of Motor Vehicles	Motor Vehicle License Fees Net Income to State Highway Fund	Gasoline Tax Net Income to State Highway Fund	Total Estimated Income to State Highway Fund	Interest and Principal Requirements for \$40,000,000 Bonds	Surplus Remaining After Payment of Interest and Principal
1920	105,000	\$1,575,000.00	\$ 525,000.00	\$2,100,000.00	\$ 494,350.00	\$1,605,650.00
1921	125,000	1,875,000.00	625,000.00	2,500,000.00	1,043,250.00	1,456,750.00
1922	145,000	2,145,000.00	715,000.00	2,860,000.00	1,393,250.00	1,466,750.00
1923	158,000	2,370,000.00	790,000.00	3,160,000.00	1,679,750.00	1,480,250.00
1924	170,000	2,550,000.00	850,000.00	3,400,000.00	2,007,340.00	1,392,660.00
1925	180,000	2,700,000.00	900,000.00	3,600,000.00	2,677,617.50	922,382.50
1926	185,000	2,775,000.00	925,000.00	3,700,000.00	2,957,367.50	742,632.50
1927	190,000	2,850,000.00	950,000.00	3,800,000.00	3,149,130.00	650,870.00
1928	195,000	2,925,000.00	975,000.00	3,900,000.00	3,329,742.50	570,257.50
1929	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,429,055.00	570,945.00
1930	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,396,342.50	603,657.50
1931	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,308,392.50	691,607.50
1932	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,219,942.50	780,057.50
1933	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,131,492.50	868,507.50
1934	200,000	3,000,000.00	1,000,000.00	4,000,000.00	3,043,042.50	956,957.50
1935	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,954,592.50	1,045,407.50
1936	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,866,142.50	1,133,857.50
1937	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,777,692.50	1,222,307.50
1938	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,689,242.50	1,310,757.50
1939	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,600,792.50	1,399,207.50
1940	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,512,342.50	1,487,657.50
1941	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,423,892.50	1,576,107.50
1942	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,335,442.50	1,664,557.50
1943	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,246,992.50	1,753,007.50
1944	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,158,542.50	1,841,457.50
1945	200,000	3,000,000.00	1,000,000.00	4,000,000.00	2,070,092.50	1,930,907.50
1946	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,981,642.50	2,020,357.50
1947	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,893,192.50	2,109,807.50
1948	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,804,742.50	2,199,257.50
1949	200,000	3,000,000.00	1,000,000.00	4,000,000.00	1,716,292.50	2,288,707.50

Column 3 represents the net income to the State Highway Fund from motor vehicle license fees (Chap. 399, Laws 1919). The 1920 registration figures to date obtained from the Secretary of State's office indicate an average license fee of twenty dollars (\$20.00) per vehicle. The law provides that twenty-five per cent be returned to the county from which the vehicle is registered, therefore the net income per vehicle to the State Highway Fund is approximately fifteen dollars (\$15.00) per car which is the figure used in computing Column 3. The administration expenses of the motor vehicle law will be met from the receipts from motorcycle licenses, chauffeurs' badges, transfers, etc.

Column 4 represents the income from the Gasoline Tax (Chap. 159, Laws 1919) to the State Highway Fund. Figures obtained from the Secretary of State's office indicate the average tax per vehicle in 1919, was approximately five dollars (\$5.00) and this figure has been used in computing Column 4.

Column 5 is the total amount of the motor vehicle license fees and the gasoline tax based on the estimated number of vehicles as shown in Column 2.

Column 6 is the amount required each year to pay off the interest and principal at maturity of State Highway bonds up to an estimated amount of \$40,000,000 (the approximate amount which could be issued with a 4 per cent limit on the present assessed valuation of the state. These figures are based on the following premises: That the balance of the Six Million Dollars Bonds (Chap. 423, Laws 1917), the State Co-operative Bonds \$1,800,000 (Bean-Barrett, Chap. 175, Laws 1917), and the Ten Million Dollar Bonds (Chap. 173, Laws 1919), now unsold will be sold during the year 1920. Also that further bonds will be sold as follows: 1920, \$5,000,000; 1921, \$5,000,000; 1922, \$5,000,000; 1923, \$5,000,000; 1924, \$2,200,000; a total of \$40,000,000.

All of the bonds thus far authorized are serial bonds and, except the Bean-Barrett issue, mature one-twentieth each year after the fifth year. The Bean-Barrett issue matures \$100,000 each year beginning with 1922. The Six Million and Bean-Barrett issues draw 4 per cent interest. All other issues 4 1/2 per cent.

Column 7 shows the surplus estimated to be available each year after meeting obligations for principal and interest.

The One-Quarter Mill Tax (Chap. 257, Laws 1917) on the total assessed valuation of the state is not shown in this table as an asset of the State Highway Fund as this fund is used principally to meet administrative expenses, surveys in the various counties, engineering supervision of county construction, and design and inspection of county bridges and structures.

WE HEREBY CERTIFY that we have examined the official records of the State of Oregon as regards Income from Motor Vehicle Licenses and Gasoline taxes and believe the estimates above set forth in columns 1 to 7, both inclusive, to be conservative. We further certify that based upon these estimates the tabulations set forth above in columns 6 and 7 are true and correct.

WHITFIELD, WHITCOMB & CO.
Certified Public Accountants,
Portland, Oregon, April 14, 1920.

TRACTORS TRACTORS TRACTORS

WHO SAID TRACTORS?

We have a tractor which we offer for your approval. One we can guarantee to do the work, and do it right.

WE HAVE ONE ON THE FLOOR

Come and see it. It is the latest model out, with all the latest improvements.

BARTU MOTOR CO.

Agents for the CLETRAC