

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.

SCIO, OREGON, MAY 27, 1920

ELECTION AFTERMATH

While Hiram Johnson is the win-
ning presidential candidate of the
republican primary, the fact cannot
be denied that he does not represent
the league of nations sentiment of
the republican party of Oregon.

Had either Wood, Lowden or
Hoover been the only candidate rep-
resenting the pro league sentiment
of Oregon, either would have won
over Johnson. Therefore, for league
consideration we must add the votes
cast for Wood and Lowden and
Hoover to get the real pro league
sentiment. We may consider a vast
majority of the Johnson vote the no
league sentiment of Oregon voters.
Johnson obtained but little more
than one-third of the republican vote
last Friday. If to the two-thirds
we add the total democratic vote
then we can ascertain the approxi-
mate pro league sentiment of Ore-
gon voters.

Another feature of the Johnson
vote which cannot be a very satis-
factory compliment to the Californi-
an, is the fact that in counties
where lumbering and logging and
other manufacturing is largely car-
ried on, we find the main Johnson
support. This simply means that
the I. W. W., the labor and pro-
German vote was largely cast for
Johnson. Agricultural counties and
where the stock industry is carried
on, usually returned a plurality for
Wood. So, Mr. Johnson is the plu-
rality choice of foreigners, pro-Ger-
mans and others who are opposed to
the American form of government
for one or the other reason, for he
could not have won without this
vote.

And Mr. Johnson must credit
much of his popularity to the fore-
ign vote in Oregon as well as in
other states. Wherever the anti war
sentiment in any of the states is,
there you find the predominating
Johnson sentiment. Mr. Johnson
may feel proud of this fact, but it is
not commendatory to his American-
ism of which he frequently boasts
industriously. Mr. Johnson will find a
different class of men to deal with
at Chicago than he has in his cam-
paigning. They will not be swept
from their feet by his oratorical
powers as has been the case with
many of his audiences during his
campaigning.

The failure of the attempt to de-
feat the renomination of Senator
Chamberlain must be of great satis-
faction to that gentleman. While
the senator stayed at his post of
duty instead of canvassing for votes
as Senator Hiram has, to know that
his record has given him a nearly 2-
to-1 vote to succeed himself, must
be a source of great gratification. If
it is necessary for him to stay at his
post all summer he need not worry.
His Oregon friends will take care of

his election next fall, just as they
did at the primary.

Mr. Stanfield will now need to
spend his money for himself instead
of spending it to secure the nomi-
nation of a weaker man for his op-
ponent than Chamberlain, as he is re-
ported to have done during the pri-
mary campaign. Senator Chamber-
lain won the nomination over his
competitor, Harvey Starkweather,
by an almost 2-to-1 vote. He will
be elected next November, but not
by so overwhelming majority. His
republican competitor is a fighter,
wants the place badly, has oodles of
money, and doubtless will make the
best possible campaign. He would
have had a walkover with Stark-
weather as his opponent.

MEMORIAL DAY.

Memorial Day this year will be
observed on Saturday, May 29, in-
stead of May 30, as usual, as the
30th occurs on Sunday.

Memorial Day was established in
Illinois in 1867, the same state which
gave birth to the Grand Army of the
Republic. General John A. Logan,
who was commonly considered the
greatest volunteer soldier of the
Civil war, may be said to be the fa-
ther of Memorial Day if any one in-
dividual is entitled to the honor.

The G. A. R., as above stated, or-
iginated at Bloomington, Illinois,
some time during the last part of
1866 and "Decoration Day" was
there authorized when the living
war veterans, by order of the G. A.
R., were ordered to march to their
respective cemeteries and decorate
the graves of their departed com-
rades.

The G. A. R. order rapidly spread
to other states. A supreme depart-
ment was organized and General
Logan was elected the first supreme
commander. Then it was that the
name "Dedoration Day" was chang-
ed to "Memorial Day" and May 30
was selected as the day for its obser-
vation.

Memorial Day rapidly grew into
popular favor. It was taken up
generally by the citizenry as a day
when cemeteries should be cleaned
up and when everyone should visit
the cemeteries and place flowers on
the graves of their departed loved
ones, whether or not they had been
soldiers.

Now, in most states Memorial
Day has become a legal holiday. All
business is usually suspended in
whole or in part and everyone who
is physically able visits the graves
of their departed loved ones, and
those who live so far away that a
personal visit is impracticable, send
flowers.

It is a beautiful custom and The
Tribune believes that every one who
visits the grave of the departed loved
one is inspired with a feeling which
results in good to the human heart.
It revives thought of the departed
loved one which is an inspiration to
live better and do better in the fu-
ture than has been our habits in the
past. It has a tendency to make
better men and women and better
boys and girls of us than we have
been in the past.

Memorial Day will be perpetuated
by veterans of the Spanish war and
of the late world war, so that the
custom, originating with the boys
who wore the blue, may be perpet-
uated through all time and like our
Fourth of July become a part of
American life as long as our nation
shall live.

Will Cause Higher Freights.

When the Columbia and Pacific
highways were being planned and
which are now nearing completion
The Tribune opposed the scheme,
for both of the highways parallel
rail lines and one of them the river
line as well. As a result the auto-
mobiles and the auto trucks have

become formidable competitors for
the rail lines and boats to such an
extent that the rail lines are com-
pelled to raise both freight and pas-
senger rates. Thus people who can-
not afford to own an auto or run an
auto truck are compelled to pay in
part what their neighbors fail to pay
towards the support of our railroads
because of the increase in fares and
freight.

Railroads must earn enough mo-
ney to pay operating expenses, up-
keep, and to pay interest on the cost
of construction. Hence, if any con-
siderable part of their earning power
is deflected the entire burden falls
upon the shoulders of those on whom
necessity compels to continue patro-
nizing the rail lines.

Now if the state bond money had
been expended in the construction
of lateral or what we now term
"market roads" over which people
could deliver their produce to mar-
ket at less cost, then the railroads
would have been benefited and the
city consumer could be supplied with
produce at less cost.

But the joy riders wielded too
strong an influence. At the end of
this year the highways will be prac-
tically completed. The non owner
of an auto must expect to pay higher
freight charges in the future, and
if he travels he must pay higher
train fares.

Last week a caravan of auto trucks
made a loop trip from Portland to
Eugene, traversing both sides of the
river. This is simply a forerunner
of the establishment of truck freight
lines which will cut into railway ear-
nings the deeper. Who will be the
gainer and who will be the loser?

We cannot get along without the
railroads. They are and always will
be our main carriers. They have
constructed their tracks, and prices
of commodities will ever be based
upon the cost of freight charges
over the rail system. If the auto
truck carries freight at a less cost,
this saving of freight will be ab-
sorbed by the merchant. The con-
sumer will pay higher for his goods
because of higher freight rates.

As above stated, the railways con-
struct their own tracks while the
people construct the track for the
auto truck. Thus the auto truck
becomes a competitor for the rail-
road and the railroad is forced to
raise freight and passenger rates in
order to pay expenses. It is a sort
of "cut your nose off to spite your
face", all of which in the end is paid
for by the consumer.

Instead of paved roads paralleling
rail and boat lines, the taxpayer has
simply prepared a means to cause
him to pay higher freights and fares
as well as to pay an increased price
for goods and to sell his produce at
a lower price.

As a matter of fact it makes little
difference to whom the farmer pays
the transportation charges—the rail
lines, the river boats, or competing
truck lines. He is interested in buy-
ing his goods at lower prices and to
get his produce to market at less
cost.

A few years ago two railroads
were constructed up the Deschutes
river. Do the stockmen and farm-
ers benefit by reason of these com-
peting lines? Not at all. One rail-
way line can handle all the business
that the two lines now handle, and
as a result both lines are losing mo-
ney. The Crook county people must
furnish enough freight and fares to
pay operating expenses for both
lines or submit to higher rates. The
result will be the same with compe-
tition of autos and trucks along both
the Columbia and Pacific highways,
with the additional cost to the peo-
ple to keep up the track for trucks
and autos in addition to increased
fares and freights. The rail lines
must live and we cannot get along
without them. If we make it possi-
ble for an injuring competition,
voluntarily, we must place the blame
on our own shoulders.

About the only contest in Linn
county was between T. J. Butler
and R. C. Pepperling for county
commissioner. Mr. Butler, by rea-
son of having been commissioner for
a generation, is well known in every
corner of the county, held a great
advantage over Mr. Pepperling who
is known only in his immediate
neighborhood, but who would, had
he been nominated, make an excel-
lent commissioner. But two-thirds
of the people of Linn county live
west of the South Santiam river and
a candidate from the forks of the

Santiam has but small show of either
nomination or election. Commis-
sioner Butler, however, has a hors-
race on his hands to beat Jeff Isom
the democratic nominee, next fall.
Isom has had a large experience in
road building and is of a pioneer
family. He will be a hard man to
beat.

We read an article in a Sunday
paper which said that "the progeny
of a single fly during the summer
often amounted to 1,427,694." Great
guns! Just suppose it got married.

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