

# 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, JULY 7, 1921

## GOOD ROADS.

Good roads! Of course, everybody wants them. Everybody is willing and does spend much good money to get them. Everybody is willing to submit to a heavy tax to accomplish that end.

But when they are constructed we think the work is done and act as if good roads cannot be quickly destroyed, if the repair man is not almost constantly on the job. We neglect the good roads which the heavy traffic soon converts into very bad roads, full of chucks and ruts, which could have been prevented in forming if a little attention had been given at the proper time.

When a railroad is constructed, instead of neglecting it until it becomes almost unusable, a gang of men is constantly caring for it and make repairs when the repair job is but a small chore. These "section men" are constantly on the job to replace a defective tie or raise joints which have become too low, etc.

Why may we not have a section man or men to keep our highways in order, somewhat like the plan pursued by the railroads? No, we are not as wise as the railroad people. We build a nice piece of road over which it is a joy to travel, but we totally neglect the same until one can almost smell the brimstone created by the "cuss" words indulged in by the traveling public.

Then we go to work at great expense and rebuild the roads. Now, if slight attention had been given the original road at the proper time by filling the chucks with a few shovels of gravel or crushed rock, or employed the road drag frequently to prevent the formation of ruts, our highways could be kept in good condition and at a comparatively small expense.

Another plan to protect roads should be employed. It should be unlawful for heavy loads to be moved over the roads in the winter time or when they are soft. The user, in order to make or save a few dollars will, perhaps, destroy hundreds of dollars in road values, or what will require hundreds of dollars to make good.

Hence, it is as important to protect roads after they are constructed as it is to build them. No man has a just right to market his crop in winter or do heavy hauling when such use will destroy in road values more than the crop is worth, or more than the user will gain. The interests or gain for the individual should give way to the interests of the great majority.

Nature must have been grouchy when she invented poison ivy.

The gravediggers' strike is one case where the ultimate consumer doesn't give a rap.

## GOVERNMENT OWNERSHIP.

The project of government ownership of public utilities and especially of the railroads, is growing in the minds of many but is losing ground in the minds of many others who, in the past have been advocates of the project, and among them are the railroads themselves, who find motor truck competition trends toward making the operation of the transportation systems profitless, if not of direct loss.

The private operation of the railway lines during the war broke down under the strain and failed to function, and this failure caused the government to take charge of the transportation systems and were successfully operated, though at a very heavy loss.

But the continued operation of the lines was imperative regardless of profit or loss. We simply must transport soldiers and military equipment, food for the soldiers as well as civilians, regardless of cost of operation. Private owners had failed completely to function and there was no other alternative save government operation.

During this period the government paid the private owners a rental which amounted to 6 per cent interest on the stock valuations. But now that the roads have been returned to the private owners they find it impossible to earn a dividend of 6 per cent for the stockholders. Hence the growing desire of these same stockholders for the roads to be turned over to the government again and the same dividend of 6 per cent paid annually.

Unfortunately it is a fact that the average American citizen soon loses his efficiency when employed by the government. He concludes his position is secure, for a time at least, whether or not he earns his salary, and he is generally sure to forget to earn it. They would probably pursue the same course if employed by the government to operate the railroads. This lack of efficiency of the people when employed by the public is the chief objection to government ownership of the railroads.

Another reason is the fact that nearly every railway system has more or less of so-called "watered" stock upon which interest dividends are expected to be paid. This "watered" stock represents no part of the stock sold, the proceeds of which was used in construction of the line or the purchase of equipment. Such proceeds usually went into the pockets of the managers and favored railway officials.

Should government ownership become an established fact the only way in which it can be made a success is to take the business out of politics, something after the plan of the army and navy; and as a reward for efficiency in service arrange a system of promotion, etc. Unless something of this kind is arranged the party in power could form such a strong political machine that the very life of our government would be endangered.

## Nation's Most Expensive Man.

Is it not Sam Gompers fighting the open shop and inciting strikes against wage reductions? He is making a rough road to normalcy.

Strikes and lockouts, it has been estimated, are costing workers nearly a million dollars daily in wages lost; and costing employers approximately five millions a day, largely as a consequence of the refusal of some workers to accept revisions of wage scales. Such resistance to the operation of economic forces which are governing and compelling the present readjustments in industry is only natural, but it is also futile.

According to the most reliable estimates between three and four

million people are without work in America. Much of the prevailing idleness is due to the fact that few will invest in new enterprises on a falling market, or will buy anything beyond actual needs. When it has been felt generally that the bottom has been reached, buying will be resumed, prices will begin to rise again and the whole country will boom.

## GIANT TREES OF AUSTRALIA

Exceed in Height, Though Not in Circumference, the Famous Grand Conifers of California.

In the book, "Under the Southern Cross," written by Maturin M. Ballou, an American traveler, in the '80s of the last century, we read of his estimate of the great trees of Australia, according to the Christian Science Monitor.

"It is in this colony of Australia that the traveler finds the giant trees, considered to be one of the great wonders of our times, and which exceed in dimensions those grand conifers of California in which Americans feel such pride. These big trees of Victoria are called the mountain ash, though why so named we do not understand, as they are not of that family. But they are certainly the tallest trees in the known world, often measuring 400 feet and more in height, and from fifty to sixty feet in girth a couple of yards from the ground. When we say that these trees exceed in dimensions those of California we refer especially to their height inasmuch as the American trees equal them, if they do not in some instances surpass them in circumference. The Australian trees rise a hundred feet more or less from the roots without putting forth a lateral branch. On beholding them one is not at first impressed by their exceptional size or monarchlike appearance, but they grow upon one by further observation. A trip of a hundred miles from Melbourne due east to Sale—a remarkably pleasant town, of between 3,000 and 4,000 inhabitants, situated on the Gippsland railroad—takes one to the region where these immense forest giants are to be seen, and at the same time introduces the traveler to some of the finest scenery in the mountain range of this district."

## MAN GIVEN UNIQUE SENTENCE

English Judge on Record as Ordering Him to Serve the Preceding Day in Jail.

One of the most famous members of the English bench was Judge William Henry Maule of the common pleas court of London. It is told of him, the Detroit News recalls, that one day when a jury yawned through a long series of testimony, and finally when the majority of the 12 good men and true seemed on the verge of going to sleep and the rest to have lost all interest in the case, he abruptly closed the testimony and the jury fled out. Although the evidence proved the prisoner innocent, and even the prosecuting attorney admitted it, the jury brought in a verdict of guilty.

The judge being thus forced to give sentence, did so as follows: "Prisoner at the bar, your counsel thinks you innocent, the counsel for the prosecution thinks you innocent, I think you innocent. But a jury of your countrymen in the exercise of such common sense as they possess, which does not seem to be much, have found you guilty, stupidly enough, and it remains for me to pass upon you the sentence of the law. The sentence is that you be kept in imprisonment for one day, and that day to be yesterday, therefore you may go about your business."

## GREED WORSE THAN POVERTY

Former Always Fruitful of Evil, While the Latter is Often Incentive to Thrift.

The fear of poverty is not in itself a bad thing, writes Dr. Charles Aubrey Eaton in Leslie's. It may become the mother of thrift. It acts as a spur to endeavor, and some men, like some horses, do their best under the spur.

Poverty is not always an unmixed evil. In fact, it is and has been looked upon as one of the distinctly Christian virtues, although there seems to be rather a feeble desire to practice this particular grace.

Greedy, on the other hand, is always bad. It is plainly the outcropping of the hog in human nature. It is the fear of poverty run amuck. It is illustrated by the drunkard who often had too much but never got enough. Greedy is at the bottom of most of our troubles today and has been equally fruitful of evil in every age and among every class. We can never come to permanent social peace while the fear of poverty embitters one-half the people and greedy drives the other half to self-destruction. Nor will it get us anywhere to infect the whole population with the greedy germ and turn society into a glorified trough.

## Sanitary Meat Market

Dealers in

Fresh and Cured Meats  
Poultry and Veal

Shelton & Co. Props

SCIO, OREGON

Riley Shelton

Real Estate Broker  
and Notary Public

Abstracts Obtained, Examined  
SCIO OREGON

Dr. P. T. Tweed; D. V. M.

Veterinarian

LEBANON OREGON

Office phone 52-R 3. Res. 39-R 14



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EVERYTHING  
OPTICAL

EYE STRAIN  
Is the cause of many  
HUMAN ILLS

BANCROFT  
Optical Company

313 W. 1st St., Albany

DR. A. G. PRILL

Physician and Surgeon

Calls Attended  
Day or Night

SCIO ORE.

## THE SCIO STATE BANK

W. A. Ewing, A. E. Randall,  
President Vice Pres.

E. D. Myers, Cashier

Start a bank account today and provide for your future. You will find a checking account very convenient for your business transactions. We pay interest on time deposits.

## CHIROPRACTOR

DR. R. H. HARRIS

X-RAY

Cusick Bank - Albany, Oregon

## WANTED

Hay Grain Potatoes  
HIGHEST MARKET PRICE

M. G. REED

Office—Albany State Bank  
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Morrison & Lowe  
UNDERTAKERS

Calls Attended to Promptly  
Day or Night

SCIO OREGON

J. F. WESELY

DEALER IN

## Fancy & Staple Groceries

Garden and Field Seeds  
China and Glassware

All sold at live and let live prices

Roll Films developed, pictures printed and enlargements made from your films. All work turned out promptly.

Give us a trial.

J. F. WESELY

Scio, Oregon

## Now is the Time to Purchase Your FARM LIGHT & POWER OUTFIT

Ask these well known men why they purchased our plant: I. H. Copeland, Crabtree; Wm. Volkman, Crabtree; Walter Blackburn, Scio; George Schlerth, Crabtree; O. B. Keebler, Lebanon; Walter Poland, Sheild. And many others.

Paul Automatic Water Systems

Perfection Milking Machines (Nature's Milker)

Anker Holth Cream Separators. The Only Self Balanced Bowl

Electric Wiring by Licensed and Bonded Men—Estimates Cheerfully Furnished

THE ELECTRIC STORE, Inc.

327 W. First st. Phone 20. ALBANY. Old P. O. Building

## SCIO GARAGE

Has the Hood, Racine, Ajax Tires and Tubes  
The Shell, Monogram and Monomobile Oils  
The Detroit Batteries - Battery Service Station

ALL KINDS OF REPAIR WORK  
Electical Work a Specialty

W. L. COBB, Proprietor.