

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 28, 1921

THE RAILROAD FUTURE

There is a future ahead for the
railroads, as well as all things else.
But what is that future to be? is a
question of vital importance, the so-
lution of which is in the immediate
future. It is an evident practica-
bility that a railroad must earn suf-
ficiently to pay for operation. In-
deed it must earn more than the
cost of operation, for trackage and
equipment wear out and must be
replaced. Also stockholders must
have a reasonable return on their
investment in railway stocks, else
they will seek other fields in which
to invest.

In the past, railway owners and
managers have prejudiced the peo-
ple against them by autocratic ways
and manners; by charging for pass-
enger and freight all the traffic will
bear; by over-issuing of capital
stock, etc., until the people are
ready to go to any length, almost,
to defeat the railroads in various
ways in a sort of get-even spirit.

Hence, when the auto truck came
into vogue with its door to door dis-
tribution many people gladly gave
the truck their patronage until
much of the short haul high class
freight is now transported from the
wholesale center to its destination
in the nearby town and country.
What is the result? But few of the
railways are earning more than op-
erating expenses; some are being op-
erated at a loss, and one railroad in
Missouri has ceased operation en-
tirely. Now it is manifestly true
that we cannot get along without
the railroads. Not every one can
own an auto or an auto truck, and
these gas machines are the cause of
railway deficits.

The people are beginning to view
the railway problem from its true
points. They see the heavy auto
truck destroying the expensively
constructed highways almost as rap-
idly as they can be built, and are
seeing the railroads being driven out
of business (which will be the case),
unless they earn operating expenses
and more. If the railroads should
be driven out of business, how could
the farmer market his grain, cattle,
hogs and other produce; how could
our lumber mills get their products
to the consumer, etc., except at a
much greater cost than at present?

Railways have been allowed to in-
crease their transportation charges,
but without increasing their earn-
ings. Consumers will cease buying
except as necessity compels, and
those who do not own an auto stay at
home. In the meantime, auto trucks
are increasing in number with the
consequent destruction of costly
built roads.

The railways pay a large percent-
age of our taxes, construct their
own roadways and pay out large
sums to their employees, who spend

their earnings with our merchants
and for the food products which our
farmers produce. The truck owner
can embark in the carrying business
at comparatively small cost. They
purchase their machine on the in-
stallment plan, pay but small taxes,
and wages to employees practically
nothing.

Now suppose for a minute our
railways follow example of that one
in Missouri. Would not a sort of
business paralysis result? Would
not progress and development be
brought to an abrupt close?

But we people of Oregon have
been exceedingly kind to truck
transportation. We have paralleled
the railroads with paved roads,
seemingly thus inviting our own dis-
aster. Had we, on the other hand,
spent our road building on highways
leading to isolated districts where
there was no railroads, thus become
feeders to the railway, we would
have exhibited more horse sense.
But we allowed ourselves to adopt
the building of "trunk" highways,
such as the Pacific highway, at the
dictation of boosters for tourist
travel, thus destroying the earning
capacity of the railways by building
good roads for auto truck competi-
tion.

It is quite time for people to put
their thinking caps on and try to
remedy the harm we have uncon-
sciously or unthoughtedly done our-
selves.

If railroads cannot earn enough
to pay operation expenses, upkeep
and small interest for the stockhold-
ers, they are sure to go out of busi-
ness. No man or company will con-
tinue to conduct a business which
steadily shows a balance on the
wrong side of the ledger.

THE GROWTH OF CRIME

Crime is increasing. That fact
cannot be denied. It is unfortu-
nately true that there is a much
larger percentage of young men and
boys who become criminals than
formerly. There must be some un-
derlying cause for this increase.
What is it?

When the prohibition campaign
was on, it was said that with the
passing of the saloon crime would
decrease and that half of our police
and law enforcing officers could be
dispensed with. Also, that a large
part of our divorce trials would not
occur for men would carry their
wives home on Saturday nights,
etc., etc.

But for some reason those prophe-
cies have not proven true. Our
cities now have more policemen than
in the old days and there are three
divorce trials now to one in the old
days. And crime has increased in
almost the same ratio. Unfortu-
nately the increase of the above
seems to have commenced almost
coterminous with the adoption of
the prohibition amendment.

The Tribune, however, attributes
the increase of crime and criminals
to an outgrowth of the war. Wages
were high and men and women
formed expensive habits, more ex-
pensive than the wage earner of the
present day can afford. When op-
portunity serves, it is so easy to
supply the wage shortage by theft.
Also, our courts are so lenient in
administering punishment that the
criminal, who has lost his self re-
spect, does not have any dread of a
term in jail or the penitentiary.
Indeed some criminals, especially
the hard-boiled ones, seem to court
a sentence to the penitentiary in the
fall of the year. We conclude such
is the case when so many of them
plead guilty when brought to trial.
Hence the punishment is not severe
enough. Men, women, young men
and boys, should dread the punish-
ment, if it is a deterrent to the
committing of crime. If something
like the Delaware plan should be
adopted in Oregon we would have

less petty crimes. If whipping
should be a known penalty for petty
crime we would notice quite a de-
crease instantly, for men as a rule
who have no self-respect dread phys-
ical pain.

Certainly criminals will not dread
to go to a place where they can get
three squares a day, and a turkey
dinner on Thanksgiving—much bet-
ter grub than they are accustomed
to on the outside.

The only remedy for the divorce
evil is a stricter marriage law, and
this law should be national in its
provisions, or in all states alike.

If a first offense criminal cannot
be reformed by one day in prison, if
his pride does not come to his res-
cue, a longer sentence with parole
for good behavior might bring re-
sults. But when a young man loses
his pride and does not attempt to
secure employment, he should be
dealt with severely when he passes
into the criminal class. Certainly
the young man of today cannot attri-
bute his downfall to the saloon and
its influences.

Japan is a cocky nation. Ever
since her victory over Russia, a na-
tion many times stronger in man
power than herself, she thinks she
is powerful enough to contend with
any nation. For this reason she
will come into the disarmament con-
vention, if she comes in, with reser-
vations. No doubt the Philippine
islands is a very much desired ac-
quisition, and no doubt she thinks
she could gain them in a war with
the United States. She strongly
desires additional territory for her
over-crowded population. If she
could get England and the United
States involved in war, she would
jump onto the Philippines instantly.
For this reason she may throw a
monkey wrench into the disarmament
machinery. Anyway, she has a
grievous contention with the United
States because we will not give
her citizens the same rights and
privileges we give to Europeans
when they migrate to our shores.
If the disarmament proceedings
come to naught, Japan is likely to
be the cause. She thinks the U. S.,
by not becoming a member of the
league, lost the right to dictate
what the league's conclusions were,
and, in a manner, she is right, for
disarmament was a feature of the
league. She thinks our contention
that we are not bound by any pro-
visions of the league debars us from
now questioning the league's con-
clusions, and that a new convention
for disarmament is almost equivalent
to ridiculing the acts of the league.

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