

The School Monopoly Bill has a misleading name!

YOU have an interest in schools? Then be sure to understand the true meaning of the School Monopoly Bill which is called on the ballot the Compulsory Education Bill.

The reason that this name is misleading is because we already have compulsory education under the present existing law, and we already have compulsory teaching in English in all schools.

What this bill really proposes is to substitute state control over the education of your children for your control.

The people of Michigan have already overwhelmingly defeated this measure, because it attacked the freedom of education.

Protect your rights which are being endangered—do not be misled by the name of this bill. Read the proposed bill carefully. Read the campaign literature. Find out the intent of the bill which is disguised by the title.

You will find that that they propose school monopoly. A hidden attack upon freedom of education.

Vote 315X NO on the School Monopoly Bill

Called on the ballot Compulsory Education Bill

This advertisement is paid for by the Non-Sectarian and Protestant Schools Committee.

Scio Business Men

(Continued from page 1.)

J. B. Couey said, in response to his name, that he came to Scio to educate his children because of the advantageous schools here. He thought one way to get students here would be to boost for good roads, complete the gymnasium and then watch the town grow as the importance of the school became known. He said he was a booster for the school at all times.

B. W. Siller, a new comer, but a mighty good booster for Scio, was next called upon, and said he was strongly in favor of the school, and the gymnasium, and from these two things we could watch the town grow. He said he was instructor for the Sokol gymnastic club, and was sure that the club would be behind any move that would hasten the completion of the gymnasium. He hoped to see the gym completed in the next thirty days, and prophesied it would be done.

The next subject taken up was "Good Roads," and D. C. Thoms, present commissioner from this vicinity, and it is hoped the next one from here, responded to the toast. He said he felt pretty much as the previous speakers about the necessity of the gym and its immediate completion, for it would mean much to the future of the school. But the subject of roads, was as much of a benefit toward promoting the growth of the school as the gym in its way, said the speaker. At the present time, the speaker said, there was not much money to build roads, but for the information of the business men he wanted to say that there are 3200 bridges in Linn county of 16 or more

feet in length which required 1,500,000 feet of timber to deck, and this was a great item that eat up the taxpayers money. There is now 2500 miles of good roads in Linn county, and the greater part of these good roads lay in the southern part of the county. He said this was because there had been booster organizations there that went after what they wanted and got them. He deplored the fact that there are good roads that led away from Scio, and but none that led into Scio, and he hoped this organization would take steps in the future to see that it get good roads into and not always away from here. While there are many miles of good roads in the southern part of the county to every mile in this section, he said the soil here was better adapted to building same at less cost than in the southern part. He promised to do all he can to help get good roads in this section and leading to Scio, but said we must all be together—team work will bring the desired results.

N. I. Morrison and A. E. Wagoner ably backed up the statements of Mr. Thoms, and urged that we get together on good roads and said we will have them if we do. They also urged that signs be placed at convenient and proper points showing how to get into Scio.

John Crawford of Portland, a member of the Oregon Milk Co., known as the Scio Condensery, was present, having come to the city on a hunting trip and vacation, and he was called upon to make a few remarks regarding the Scio Condensery. He said he was interested in Scio and the community, and he felt that the people did not fully realize what the condensery was really

doing for the community. At the present time it is unable to get enough milk to supply the trade and that there should be no fear of overdoing the milk industry—there is a constant and growing demand for more milk and the products of the cow. He thought that irrigation, which could be so cheaply established in the Forks of the Santiam should be earnestly considered for the purpose of increasing the crops and pasturage hereabouts. The naturally level or sloping of the country, and the abundance of water in the hills, if properly harnessed, would give every man cheap irrigation and he would have water when he really needed it. He was ably backed in this statement by James McKinlay, another visitor, who was here with him, and who is an engineer by profession. He also stated he had been over most of Oregon in his residence in the state and said that he believed that the Forks of the Santiam was the best he had seen. He liked the hospitality of the people here, liked the thought of organization, and prophesied that great good would result if team work was had, and he had no doubt this would occur.

H. L. Ballin was called upon to tell about the "Lumber Industry," and he ably discussed the question. At the present time, he said, the price of lumber was at about the wartime prices, but the great drawback for this community was the lack of facilities for getting same to market. At present, the cost of transporting the produce from the mill to the railroad was almost prohibitive, and he thought that if a spur could be brought into town from West Scio some of the obstacles confronting the small mills would be overcome. He urged cooperation in securing a spur, and thought same could be had. The speaker said he had minutely investigated the natural grade for a railroad up Thomas creek and the survey he had caused to be made showed that not over a 5 per cent grade would be encountered in reaching the vast amount of timber standing to our east. A growth of the timber industry here would mean a growth to the town, and growth to the town would mean growth to the business men. Payrolls, he said, was what was needed here. He again urged everlasting team work, and we can get what we want.

From a "Mercantile Standpoint", R. M. Cain was called upon to tell what he thought of the business men in Scio, and he said he thought the business men here were as progressive, kept as good stocks, and sold as cheaply, year in and year out, as anywhere in the state. He said he felt that good roads had as much to do in bringing people into town as any other item, and that when travel was hard to make it was

natural that the easiest point to reach, even though farther, was practiced by many people. W. F. Gill also backed up Mr. Cain in his statements, and also urged that we look into the good roads question with real earnestness. J. L. Kelly said he felt that he was as low and in some cases lower than other drug stores. He also favored good roads, urged getting together on the spur, and really put Scio on the map civically and commercially.

Dr. S. C. Browne, when called upon, said he came to the meeting to listen, as he was not sufficiently acquainted with the ills of the city to speak authoritatively, but that at a future meeting of the association he might have something to say in regard to conditions here as compared with conditions as he found them down south.

J. F. Wesely said he could not add much to what he had said in the article he had published in the Tribune, but that he felt sure if the present manifested spirit of cooperation should continue that the city of Scio will grow and the entire community become prosperous. He favored teamwork, and hoped that the good started at this meeting will last and grow.

Walter Holechek showed how the butcher business had grown in the few years he and his brother had been in business in Scio, and said he was glad the spirit of cooperation was so manifest. It is something long needed, he said.

Fred Bilyeu led out in the discussion of the "Automobile Business," and said he felt that the good roads question was the most important of any. He said that the industry in Scio was the cheapest place for work and repairs, in the valley, and said that gasoline here was cheaper in the main than in Albany or other places. Mylo Bartu also seconded with emphasis the remarks of Mr. Bilyeu, and said there was no necessity of saying "higher prices" in Scio in the automobile business, for all parts and labor, as well as gasoline, were much cheaper in Scio than any place in the valley he knew of. R. L. Hixson, of the Standard Oil Co., was called upon, and he said it was deplorable that so many were forced to go elsewhere to trade on account of no roads leading into Scio, but leading out. The purpose for which he is located here is serving the entire community, and he found that within a radius of 3 or 4 miles the people were going to other communities to trade. This, he said, can be overcome, by teamwork, and boosting all the time.

"What is the matter with the Power and light Plant of Scio?" was discussed by J. S. Sticha, who had as much to do with the construction of the new plant

as any man in the city. He is familiar with every detail, and he expressed it in three words—lack of cooperation. The new plant was needed because the old plant had become worn out, and a new one was imperative, and the logical place for the plant was where it is now located. Mistake was probably made in starting construction at the time it was, but who knew what was to happen. The first bond issue was sold at par, but the next issue a sacrifice of several thousand dollars was occasioned by a slump in the market. The plant can be made self-sustaining, he said, if the people will patronize it, but it will never pay itself out if we hold aloft from it. It will only take about 100 patrons at \$5 per month to make it pay its own way, reduce the bonds and all, but more at \$3 would help more abundantly. When the old plant was in operation, \$150 per month was the minimum receipts, but today the minimum is \$350, and it is paying operating expenses, and it should be paying interest on the investment as well. He strongly urged the retention of the \$2 minimum to parties outside of the city, for the reason, he said, that city residents through taxes were paying about \$4 minimum. There is no obligation incurred by the user outside the city upon the final payment of the bonds now on the plant, or that may be added from time to time. He said the rates here are not high, but as cheap and in most cases lower than elsewhere.

Sam Stoller was here called upon and he thought he had nothing to say, but did express himself as favoring good roads, in civic pride, in boosting, and that some sort of organization should be formed to foster all these.

J. D. Denamore, upon being called to discuss "Civic Pride," said he thought the people were overlooking a mighty good advertisement for the city when they failed to keep their property up and lawns beautified, for he was sure that everyone liked to see well kept homes and lawns. Visitors are always coming and their impression of a town is received by the appearances of the homes. He said he believed in trading at home, as he had found out he could do better here than elsewhere. Knockers, bad roads and indifference, he said, had done more to blacken the community than any other agencies.

E. D. Myers also spoke on the question and agreed with the above speaker. He also delved into the tax question at some length, and said he felt sure the same tax levy this year as last year will help reduce the outstanding warrants about \$2000, and at this rate it would not take but three years to clean them up. He said we had con-

(Continued on page 4.)

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