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how good a cigarette
really can be made
you must try a—



Oregon Made Home Knitting Yarns

A great surprise for the home knitters of Oregon, but still a fact. Furthermore, this yarn is absolutely virgin wool yarn; the wool was grown in Linn county, sold by Mr. Senders to the Oregon Worsted Company (mills located at Sellwood), made into worsted yarn by Roy T. Bishop, son of C. P. Bishop, proprietor of the Woolen Mill Store of Salem. Oregon knitters try this yarn out. All colors. 45¢ per ball of 2 ozs. Samples sent on application. Address C. P. Bishop, Box 75, Salem, Oregon.

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THE SCIO TRIBUNE

Published Every Thursday by
THE TRIBUNE PUBLISHING COMPANY
at Scio, Linn County, Oregon
I. V. McAdoo - Editor & Business Manager
Mrs. I. V. McAdoo - Circulation Manager

Subscription, in advance - \$1.75
If paid at the end of the year - 2.00
Six months, in advance - 1.00

ADVERTISING RATES
Local advertising, readers, per line - 10¢
Display advertising, per inch - 30¢
Special prices on quantity contract

Advertisements should reach this office not later than Tuesday to insure publication in current issue. Transient advertising must be paid for in advance of publication.



I pledge allegiance to
my flag and the Republic
for which it stands,
one Nation, indivisible,
with Liberty and Justice
for all.

THURSDAY, July 26, 1923

SOME DAY IT WILL COME

A flying flivver, which carries you sixty miles on a gallon of "gas" and can be manufactured in quantities at \$400 apiece! It is being successfully demonstrated in our country by Georges Barbot, its French inventor. Compare with the cost of driving a car. Barbot's baby plane weight only 400 pounds. It is shipped "in the knockdown" — came from France in a crate. It's tiny motor is twelve horse power. But it's powerful. Barbot claims it can climb more than a mile up into the air in thirty minutes. This baby plane carries only one passenger. A machine to carry more would be a simple matter of multiplication. Barbot's plane has tapering dragonfly wings, braced internally to cut down the air resistance. These wings have a spread of only forty feet. That's the width of the garage you'd require. Later on the inventors will probably discover how to do away with wings entirely. Seems impossible. It once seemed equally impossible, the idea of an ocean going ship without sails. Only the wild visionaries in those days pictured anything like a ship propelled by steam engine and screws. Barbot's baby plane may or may not turn the trick, but it's just a matter of time until the flying flivver will take the place of the auto as the main vehicle of transportation. The auto, of course, will continue in widespread use in the Air Age, like the horse in the Auto Age. But the real roads of the future will be in the air. No paying taxes! No tire bills! Before the airplane can come into general use, it must be cheap. Barbot demonstrates cheapness is possible. It must also be able to rise and descend in a straight up-and-down line. The helicopter machine is the key to this. The universal auto also must be fool proof. Some invention like the gyroscope will prevent its falling, even when stalled in the air. It is not beyond probability that our descendants, when their planes stall in the air, will have to use a rope ladder to get down to earth, under certain conditions of machinery out of order.

FORD A PRESIDENTIAL FACTOR

In a light and jesting way Henry Ford, in an interview at Poughkeepsie, N.Y. a few days ago, read himself out of the presidential race. Nebulosity and indefinitely he stated "They" wouldn't have him for president. Just whom Mr. Ford meant by "They" he did not explain. He left that to the imagination of the nation. But the subject cannot be dismissed in such an easy, off-hand man-

ner. Mr. Ford is a presidential possibility—and a strong one. When after a survey trip around the country, such an ardent Republican and trained political observer as Louis Seibold says so—when, after a visit to the pivotal states, so staunch a follower of Woodrow Wilson as Senator Pat Harrison says so—it is time for politicians to sit up and take notice. When Senator Harrison and Louis Seibold, generally as far apart on all questions as the north and south poles, agree on any thing, that thing comes pretty near being so—and they agree that today Henry Ford has a better chance of being the next Democratic candidate for President than the average politician even surmises.

KEEPING GREEN THE MEMORY OF OUR LOVED ONES

It seems that many of us have forgotten the fact that some of our loved ones and closest friends have gone to their final resting place in the halls of the dead. Let us not be unmindful of the fact that it is our duty and privilege to keep clean and green their final resting spot. We honor ourselves when we respect their memory, and we cannot respect their memory in mind only. Let's show it at the cemetery.

If each of us who have dear ones buried there would spend a few hours improving and beautifying their graves, what a beautiful spot it would be.

State Market Agent Department

C. E. SPENCE, Market Agent

There will be a bumper potato crop in Oregon, and farmers are wondering what to do with it. They are wondering if the price they will get warrant the harvesting.

There is a wonderful grain yield in Oregon and the northwest and growers are wondering if the market will give them wages and cost of seed, or if they will have to trade dollars again.

And while the farmers are wondering and worrying, come the newspaper and periodical stories and the crop reviews of great yields of grain, hay and potatoes.

Some of these are so carefully worded that the reader gets the impression that the whole United States is covered with wonderful crops like Oregon. It is a move in the speculator's checker game. It is not true. Then a day or two later come the follow-up stories of a probable nation-wide car shortage; of how the railroads are striving to meet the situation, but that on account of the record-breaking crops the task to move them is the great problem of the officials.

And many growers are stampeded by these stories of great surpluses and lack of transportation. They will conclude that they had better sell before the market is completely glutted and while there is a chance to get transportation. It has ever been thus.

The officials of the Northwest Wheat Growers' Association are not scared by this speculators' propaganda, but the grain grower on the outside has not their source of crop and market information. If three fourths of the grain of the northwest was contracted to this association, these stampede stories of surplus yields and car shortage would have little scare effect.

If there was a state-wide marketing association to handle 60 per cent of the potatoes of Oregon, farmers would not be wondering if their potatoes would be worth digging.

The crop speculators send out stories that cooperative associations are successful only where production is confined to a certain locality, like oranges, raisins, melons, etc., and can easily be controlled. They state that it cannot be successful with a product that is generally grown.

If California growers can organize and control the market on oranges, why cannot Oregon growers control its potato output? And why cannot Washington and Idaho do the same? And why cannot the three states, or a dozen states, merge their organizations and market all their potatoes through one

Items of Interest

Item One: This is haying time and the elements are against you, and in order to keep your hay in good condition for winter feeding, it will pay you to use plenty of salt. We can supply your needs at most reasonable prices.

Item Two: This is canning time, and it's a part of thrift to can all the surplus fruits and vegetables. If you are short on jars, we can supply you with any make you desire. Yes, we have all the little necessities that go with canning.

Item Three: Flies are getting bad and the stock are suffering from them. We have the best preparations on the market today, Conkey's and Roberts' Fly Killers, and our price is right.

Item Four: The days are getting warmer and they call for summer underwear. We have a full line. Our lines of hosiery is the best on the market. Our prices are low and quality high.

J. F. WESELY, Grocer

DAIRYMEN

Who sell their whole milk get paid for every ounce of butterfat produced by the cow. No loss from poor or worn out separators. Why be burdened with the drudgery of turning and washing a separator when you can save money besides time and work.

Oregon Milk Company

Condensery, Scio, Oregon

Lumber

Rough and Plain

1, 4, 6, 8 and 10 inch, per thousand.....\$14.00
2, 4, 6, 8, 10 and 12 inch, per thousand.....14.00
1, 12, 14, all legal, per thousand.....16.00

All sized charged \$2.50 more

Hrudka Mill & Lumber Co.,

On the Wain place 2½ miles southwest of Scio, Oregon



selling agency?

The state cooperative egg associations of California, Oregon and Washington are doing this. Under such a merger they do not fight each other for the eastern markets—they do not all dump on and demoralize the same market.

Any successful cooperative marketing association, large or small, cuts just that much out of the profits of the speculator—profits that are by all rights the producers. It is but a matter of cooperative loyalty and efficient management to extend these associations.

But the great drawback of organiza-

tion is the growers who stand back and say they will not cooperate until they see how the movement works out. Usually there are enough of these to hold back a majority of the output. And these are the producers the speculators use to hold back success of the organization and often break it.

When farmers will learn the lesson that big business has so many times given them—that controlling markets is the only way to fix selling prices—then will there be fair profits to the growers. Loyalty seems to be the first necessity.

Use of Rubber Stamps

Is expensive when you can get

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At The Tribune