

# THE SCIO TRIBUNE

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### SELF INTEREST

All of the big daily papers in Portland are supporting the road bond issue. The reason is obvious—self interest. Multnomah county, having about one-third of the wealth of the state has, compared with the agricultural counties, but a small road mileage. On this account she is enabled to place her highways in fine condition, even paving her main thoroughfares. The Tribune has no fault to find with this fact. We congratulate our smallest and richest county that she has the money to spend in order to secure this result. But we do not think it quite fair for our metropolis to attempt to force counties with a very much larger road mileage and with not a tenth part of the population she has, to undertake like road improvements. She has set a pace far beyond the ability of the other counties of the state to follow.

Columbia, Clatsop and Hood River counties have tried to follow the pace with failure and practically bankruptcy as the result. Hence this road bonding scheme which requires the whole state to rush to the rescue of these "bonded to the limit" counties. As a matter of course the people of these charity counties are very much in favor of the road bonds. Why should they not be, when the scheme proposed for the state to complete their boulevards, without a cent of expenditure on their part.

Portland magnanimously (?) tells the people that no part of the proceeds of the bond sales shall be expended in Multnomah county. This is another pretty smooth scheme intended to catch the unwary voter in the valley counties. Yet the Portland merchants, hotelmen, garages, etc., know very well that paved highways mean that valley auto owners will make very many more trips to the metropolis than they do now and that they will buy clothing, millinery, groceries, etc., there as well. This will be at the expense of the country merchant, but what does Portland care just so she gets the money.

Nor is it fair to assume, as most of the bond boosters do, because one opposes this bonding scheme, that he is opposed to good roads. Far from it. Many in Linn county who will vote against the bonds, have assisted in voting special taxes in their road districts year after year and will continue to do so in the future, unless some better plan is devised.

Now if the proceeds of the proposed bond issue were to be expended in each county, pro rata, there would be less opposition to the scheme. But such is not the purpose of the bond promoters. The primary purpose is to complete the Columbia river highway and then to extend the balance on the Pacific highway. As both of these high-

ways parallel the railroads and rivers, they will be of small benefit in marketing crops, even with paved roads, wagon or auto truck hauling is impractical except for short distances. We may think railway freights are high but to attempt to compete with the railroads with wagon or truck for a distance of thirty or more miles, will be found more expensive.

After all, road building whatever kind it may be, is based largely upon self interest. We all want them constructed where they will be of most benefit to ourselves, our town or locality. We look to our own interests and let the other fellow look after his and this is the light in which we must consider this bonding scheme and the activities of the paving companies and these charity counties. Portland wants the Columbia highway completed, because it will be an asset to attract tourist travel. She wants the Pacific highway paved for the same purpose. The valley counties think the improvement of their market roads of greater importance than to spend the money on roads on which they can simply watch the tourist speed by.

If our state was only rich and populous enough to have all the main roads paved for the autos and a macadam way for teams, without overloading ourselves with debt, the people would vote almost unanimously for it. But such condition is many, many years in the future and we know that building roads with bonds, mean paying for them two or more times and the idea of loading a perpetual debt upon the state does not appeal to most people.

Anyway if we are to undertake a state road paving system, let us wait until the war is over when labor will be more plentiful and cheaper.

### SCIO'S OPPORTUNITY

Scio, like the general run of country towns, has been handicapped by lack of a payroll. Lebanon, for instance, was never able to shake off her village toggerly until the paper mills were established. Stayton has no better surroundings than Scio, but her saw mill, excelsior factory, woolen mills, etc., gives her a fair payroll and, as a consequence, has greatly outgrown Scio.

In the sale of the condensery we have made a splendid step forward. The new company, we are told, has unlimited cash and proposes to enlarge the plant to six or seven times the present capacity or to turn out 800 to 1900 cases daily. This means that 7000 to 8000 pounds of milk will be handled daily and means a monthly distribution of \$15,000 to \$20,000 among our farmers. Besides the wood consumed annually will reach \$5,000 to \$10,000 annually and the payroll for employees will reach about \$10,000 annually, making a grand total of near \$150,000 to 200,000.

Now to make this enterprise successful, several changes will be necessary—better roads, better and more cows and better care for cows.

The men who handle milk are the best judges of where and of what character of work is needed on the roads, for they travel their routes every day of the year, and every farmer who milks cows is interested for the better the roads the less will be the cost of hauling your milk to the condensery.

Then better cows are a vital necessity to the farmer. A cow whose average flow of milk during the lacteal period is 35 pounds is worth more than two whose average are 20 pounds each; for the good cow will consume but little if any more feed and pasture than the inferior. To aid farmers to reach this end, we understand the condensery

people will buy profitable cows and sell them to farmers to be paid for in installments. A good cow will pay for herself in one season, if properly cared for and pay for her keep at the same time.

So farmers, improve the roads and prepare suitable buildings and plenty of feed of milk producing quality, and your bank account is sure to grow.

Of course the condensery people expect to make money. But in doing so they will make money for you and this will make money for the miller and merchant. The constant steady payroll will help all, for all will directly or indirectly get a rakeoff from that \$200,000.

There is a chance for you too, boys and girls. Raise the feed and buy one or two cows from the condensery people, then care for them in tip top manner. You will soon get a bank account which will give you a start in life when you reach manhood or womanhood. The tide of opportunity is now knocking at your door. Embrace it.

### JUNE 5

June 5 will be a very important day to many people in Oregon. On that day every man of 21 to 30 years of age, inclusive, must register. Sick or well, able-bodied or crippled, married or single, all must register, under a penalty of jail imprisonment. If you are entitled to exemption for any cause, that fact will be set forth in your examination by the registering officer, whose report will be sent to the war department. There the exemption will be made and those who are liable for service, their names will be placed in a wheel or box and from whence the names to answer the first call for 500,000 men will be drawn. It is estimated that there are about 11,000,000 of young men in the United States from which the draft of 2,000,000 men is to be made. Your chance to go then, young man is one out of five.

But it is very important to you to register. It is a duty which you cannot avoid. It is a case of "your country needs you" and your wishes or desires will not be consulted. It is a duty every American citizen owes to his country. Nor should you consider being impressed into the service in this manner as a disgrace, for it is not. This method of creating an army instead of volunteering, was preferred by President Wilson and congress, because it treated the rich and poor alike. The soldiers pay is now \$30 per month besides food and clothing. While the soldiers life in war time is one of danger, there is enjoyment as well. Besides you have the satisfaction of knowing that you are doing your "bit" for your country, and in the cause of humanity.

Now the bond boosters are saying the government wants the bond measure carried. The government is usually able to care for all improvements she requires. If paved roads in Oregon are wanted by the government, she knows well how to build them and is not likely to ask Oregon to do the work alone. This is about the thinnest appeal that we have heard from the joy riding and tourist push. They must think the case is almost desperate. But grafters will resort to any end to accomplish their purpose.

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