



PEOPLE WANT NEW TRAIN

Southern Pacific Petitioned to Install New Train as Was Original Intention

Would Give Ample Service For All Purposes—Other Railroad Notes

That a half loaf is better than no loaf at all, has been freely expressed by the great majority of business men and citizens of this city when they signed the petition circulated here this week, asking the S. P. to put one additional train between this place and Portland.

A committee from the Board of Trade set out a few weeks ago to get additional train service for this city and decided that nothing less than two additional trains would answer. Their efforts were crowned with promises from the officials of the company but before this decision was put in practical operation, the higher officials of the road saw fit to transfer the parties who gave the promise to other places. Consequently when a decision was finally reached by the new officials, it was in favor of putting on only one additional train for the convenience of Forest Grove and intermediate points.

At the mass meeting held last week, those who were present listened to speeches from members of the committee who condemned the action of the railroad and offered resolutions to not accept the one train, and it was carried.

The petition is at the instigation of those who think the decision is against their better judgment—some of whom attended the meeting and some who

did not—and that it is better to accept one train, which will leave Forest Grove about noon and return late in the evening. With but two or three exceptions, every business house in town has signed, besides many citizens. The petition will be sent to the officials today.

The Telegram of last Saturday contained a picture of a gang of workmen engaged in building the electric line between Portland and Forest Grove. This picture ought to be absolute evidence to the doubting Thomases here, that the Oregon Traction company is actually engaged in building this line. The Oregon Water Power & Ry. company is installing a 20,000 horse power plant at Cazadero, which when completed will furnish power for the operation of the O. T. Co. line.

Most of the right of way for the Hillsboro-Tillamook railroad between Hillsboro and Banks has been secured and it is said that within a few days the actual construction of the road-bed will be commenced.

The Oregon Traction Company has sold considerable stock to South Carolina capitalists who were out there and inspected the road a few days ago. They express themselves as perfectly satisfied that this line will be a profitable enterprise.

Married

At Hillsboro, Saturday morning occurred the marriage of A. R. Cornelius to Miss Estella Baldwin, both of this city. They will occupy the Baldwin cottage in South Park. Mr. Cornelius is employed at the condenser.

Ice Cream Sociable

The Christian Endeavor Society of the Christian church, will hold an ice cream and cake sociable in Eell's park Saturday evening. Proceeds for the benefit of the church.

Greenville experienced a heavy rain, Sunday.

Hop Conditions

E. J. Smith writes the Oregonian his opinion on the hop situation and is herewith given, as follows: As some two weeks have elapsed since my last letter written on the conditions of the growing hop crop, I will again offer you my opinion and late letters and wire advices. My advices of this date from New York State, from three reliable dealers, estimate the 1905 crop of New York from 38,000 to 45,000 bales.

My California advices from two hop firms there say conditions remain about the same as three weeks ago, with the exception that lice are increasing rapidly and that 45,000 bales look like a liberal estimate for California for 1905.

Conditions in Oregon and Washington remain about the same, with an abundance of vermin in evidence.

Cable advices from London of July 15 estimate the English crop at 350,000 to 370,000 cwt., which is only about one-half of a full crop.

All this talk of 275,000 bales for America this year, which is being spread by the shorts and bears is ridiculous nonsense, as it will be absolutely impossible for America to produce as many hops as last year by 35,000 bales or more.

As one of the shorts today says, he is a bear and he is going to use all the information he can get and some he cannot get to break the market. This statement simply gives you an idea of the desperate extremes that are now being used by some of the short-sellers who have sold at very low prices and who are now trying to force values down so they can cover.

But it occurs to me that the Pacific Coast growers are thoroughly posted on the existing situation, and will not fool away their 1905 crop at the figures that are now being offered, as in my opinion there is not the remotest possibility but that the growing crop of hops will readily sell at 20c or better before October 1, and probably by September 15. E. J. SMITH.

Gasoline Car Goes Back.

Back to Omaha starts the gasoline car of the Southern Pacific next week, because it is not strong enough to climb Oregon's hills nor large enough for the traffic. In a little while its place may be taken by one or two cars of three or four times its motive power and twice its passenger capacity.

The new gasoline cars which are to be sent here from Omaha will have perhaps 200 horsepower, whereas the present one has but 50. They will each seat 55 or 60 persons. Owing to the small power of the car now here, it cannot pull a trailer over the heavy grades of Fourth street, and for its successful operation a trailer is necessary, because the car has seats for only 23 persons.

The new train proposed by the Southern Pacific would leave Forest Grove shortly after noon, and would return from Portland at 9 p. m., or thereabouts. Washington county now has two trains daily running each way to Portland, on the Fourth-street line, one in the morning and one in the evening.—Oregonian.

Band to "Raise 'El" Friday Night.

The weekly band concerts are now looked for with a great deal of interest by the citizens of this city, and the boys themselves are making extra efforts to make each concert better than the one of the preceding week.

For Friday night an excellent program has been arranged, and if carried out to the letter, which no doubt it will be, we are to have something new. The ladies are going to have plenty of ice cream and cake and invite the public to partake thereof, as the proceeds are for the benefit of the band.

The program is as follows:
March—"Conciliator" . . . by Walker
Overture—"Mask and Faces" by Todd
Selection—"Raisen 'El" by W. Wirtz
March—"Buffalo Review" by Cornelius
Waltz—"Dreams of Childhood" . . .
by Brownjohn
March—"Furniture City" . . . by Markee
Overture—"There with the Goods" . . .
by Atkins
March—"King Jester" . . . by Kinton

Teacher's Examination

The semi-annual teacher's examination will be held in the public school house at Hillsboro, beginning Wednesday, August 9, and continuing the balance of the week. The examination will last four days for state papers and three days for county papers.

W. R. C. Reception.

The Woman's Relief Corps gave a reception in Masonic hall last Thursday afternoon to the members of the G. A. R. and their families. Ice cream and cake were served.

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AFTER THE RAILROADS

Willamette Valley Development League Appoints Committee to Draft Resolutions

Railroad Extension Only Salvation Of Oregon Country Development—Other Notes

According to the program adopted at the Independence Development convention, held June 9 and 10, a general committee on legislation was in session at Salem July 7 and 8. Subcommittees were appointed to draft and prepare for the initiation of a railroad rate law and a tax law to be submitted to the people of the Eugene development convention early in September. The attendance was larger than was expected and included delegates from a number of Willamette valley counties. Letters were read from prominent men in eastern and western Oregon, who expressed sympathy with the movement and offered to serve on the committees and in circulating petitions and literature.

After a general discussion the following resolutions were adopted, which outline the general efforts to be made by this improvement body:

"Whereas, the newspapers are filled with reports of proposed extensions of railroads in Oregon, and the people are liable to be deceived into expecting the general development of this state through general construction of railroads, we must not lose sight of the fact that the task of securing better transportation facilities for Oregon is extremely difficult. Not only has there been formed a compact between the heads of great corporations to prevent railroad extensions in Oregon territory, but these high officials are in a position on Wall street and in the monied centers of the world to discourage any new transcontinental lines from coming into or through Oregon to the Pacific coast. Therefore, be it

"Resolved, that we favor the enactment of a rate law, following in the example of Washington and other states, as an absolute necessity to Oregon if our shippers and industries are to expand on terms of equality and justice to all parts of the state. We favor a rate law drawn up in the interest of the sawmills, manufacturers, jobbers, cattle dealers, grain and produce buyers, and for the general protection and promotion of our vital industries, including mining, logging and agriculture. It is only by protecting the great interior of the state against destructive common-point competition that we can normally develop the whole of Oregon. Selfish interests at large centers are always willing to enjoy advantages at the expense of the inland empire. Losses from excessive low freight rates at cities like Portland are sought to be made up on the local traffic of the interior. Nothing but firm, intelligent and persistent fighting for the rights of the interior to better transportation facilities will ever develop Oregon. We believe in using all the means in the hands of the people to encourage railroad extensions by such reasonable encouragement to construction of new lines as will result in the development of the interior of Oregon and without waiting twenty years for what the people are manifestly entitled to receive; and be it further

"Resolved, that the Willamette Valley Development League is ready to co-operate with every section of the state to secure speedy development of eastern and western Oregon, and especially the coast region. We realize fully the value of the proposed extensions to the Clearwater country in Idaho, and from Shaniko to Bend, as promoting Portland commercial interest and opening the interior to settlement. But western Oregon has far greater interest in the development of a harbor on the west coast at Tillamook, at Yaquina or at Coos bay. The passage of the Killingsworth bill has made it possible for the Reid syndicate to float bonds in London for the construction of a line from Hillsboro to Tillamook. The same law will protect competitive line that should be constructed from the Willamette valley into the great central region of Oregon through the old military road pass, from the Willamette valley to Coos bay, from Salem through Polk county into the Siletz country, where the richest farming, dairy and timber lands in the world await development. And further be it

"Resolved, that we believe another

deep water harbor on the west coast of Oregon, with a railroad leading to it from the Willamette valley, is indispensable if this state is to be built up and made prosperous. We cannot expect help from outside sources unless we show a disposition to help ourselves, and we are convinced that there is enough capital and energy in western Oregon to accomplish this result and that the time is now ripe for this undertaking. In no country in the world, equally rich in resources, would the old Oregon Pacific, now the Corvallis & Eastern, be allowed to lie unextended for a quarter of a century. And further,

"Resolved, that we favor the enactment, by initiative, of a taxation law and recommend that the committees appointed here today to draft laws affecting the transportation interests in Oregon act with moderation, judgment and intelligence in the interest of all Oregon. If railroad propery in this state is not taxed as much as in other states, let that be remedied. But let no law be enacted that will prevent capital from going into railroad construction in Oregon. We are of the opinion that railroads to the coast and into the interior will do more to develop this state than all else combined. This state would do better to exempt for a period of years new capital that might be invested in railroad building than to pass any tax law that would be unjust to the railroads now here. But certainly the limits of moderation have reached if, as seems to be the undeniable fact, in return for moderate taxation, the people of this state have been rewarded with policies of retrogression in construction and strangulation of their industries and development. But even in the face of such manifest injustice to this commonwealth no injustice should be done by the committees named here today."

The Cornelius Road.

The piece of road between Cornelius and Forest Grove, has been receiving the attention of the supervisor, Alex Todd, and as a consequence this is the best piece of road in the county, that is, it will be when it is finished. The method of macadamizing has been followed. A deep excavation of ordinary road-bed width has been made and filled with crushed rock and then covered with a thin coating of earth.

Where Will He Get Off At?

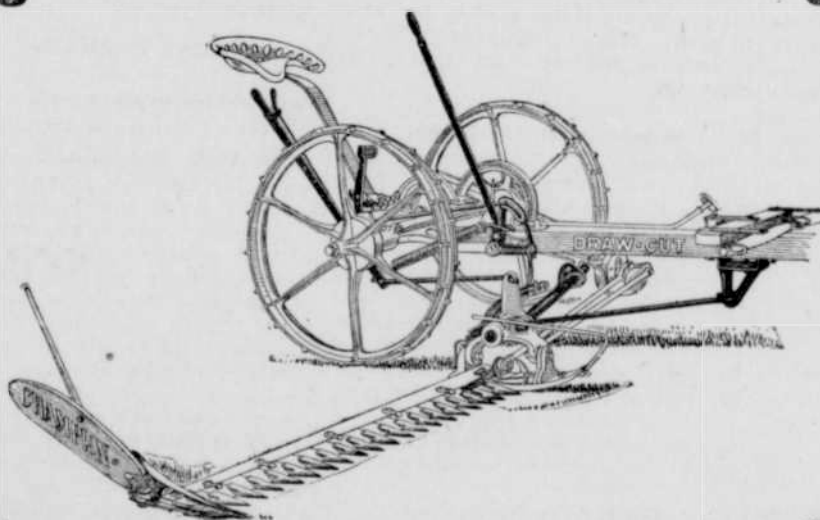
A panel of 31 men were summoned as jurors to appear in Hillsboro, Monday morning of this week, to hear any cases that might come up for trial, and especially any actions for the condemnation of property for right of way for the proposed P. N. & T. Ry. The entire panel representing almost every section of the county reported, many of them asking to be excused on account of the busy time in the midst of their harvests. Judge McBride excused for the term all except six men, and they were retained as part of the original jury to draw to. The names and post office addresses of the six men are:—O. G. Wilkes, Hillsboro; E. L. Abbott, Hillsboro; Ed. Schuler, Hillsboro; Herman Keonke, Hillsboro; Albert P. Luther, Hillsboro; John Heisler, Gales Creek. With all of the jury of the original panel discharged but six, and the balance of a jury of twelve men to be chosen from the bystanders, and the case to be tried in Hillsboro, and with five of that original panel residents of that city or vicinity—with more than a possibility that the balance would be Hillsboro people—The News would like to ask where the farmers who are claiming a just compensation for right of way through their land and their reasonable damages are "going to get off at?"

Road Roller to be Made Heavier.

The road roller which was purchased by the County Court sometime ago, is to have a hopper placed on the frame so weight can be added from 5 to 10 or 12 tons if necessary and it is to be drawn by a traction engine and so arranged that the engine can be hitched to either end, to save turning the roller around. The county would properly have bought a heavy steam roller but for the fact that the bridges in the county are not strong enough to support the weight. Under this arrangement the hopper can be unloaded, thus reducing the weight, making it safe to pass over any bridge necessary.

W. Housman and daughter, Edna, left this morning for Long Beach, Wash., to spend several days. Mrs. Housman will join them Sunday and remain several weeks while Mr. H. will return.

Goff Bros. HARDWARE and MACHINERY



The above cut shows the Champion of all Mowers. We have both the draw cut and Wabble gear in 4 1-2 and 5 foot cut, also the Champion hay rake 8, 9 and 10 foot in hand or self dump, Myers hay carriers and pure Manila rope, not standard Manila as some dealers sell for PURE. We sell nothing but the best goods money can buy.

Now is the time to Paint Your House or barn a good coat of Paint. We'll save you money; we have the best paint money can buy. The Sherwin-Williams, a little dearer than some others but has greater covering capacity and guaranteed pure, so costs less in the end. Also White Lead and Linseed oil at lowest prices. Come and let us figure with you on your paint job.

A full line of Plumbing Goods always on hand. Stoves fitted with coil and hot water tank and work absolutely guaranteed, if we do your work and it is not satisfactory, we expect no pay. Get your work done by someone that knows how to do it. We can refer you to a number in town we have done this class of work for, if you want references.

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Jewels	-	1.00
Cleaning	-	1.00
Mainsprings	-	1.00
Crystals	-	50

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