

HILLSBORO INDEPENDENT.

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HILLSBORO PUBLISHING CO., Proprietor.
D. M. GAULT, Editor.

OFFICIAL PAPER OF THE CITY

FRIDAY, MARCH 16.

DISCUSS THE ISSUES.

The Hillsboro Republican Club hereby extends an invitation to the Peoples Party club of Hillsboro to meet with them in joint session for the purpose of discussing the political issues of the day.

J. R. BEEGLE,
BENTON BOWMAN, President.
Secretary.

Republican County Convention.

A republican convention for the county of Washington is called to meet in the city of Hillsboro on Wednesday, the 14th day of April, 1894, at 11 o'clock a. m., for the purpose of electing twelve delegates to attend the first congressional convention to be held in Salem, April 19th, 1894, and twelve delegates to attend the state republican convention, to be held in Portland, April 11th, 1894, and to transact such other business as may properly come before the convention. The convention will consist of 100 delegates, chosen by the several precincts, as follows:

North Forest Grove	5	Quincy	6
South Forest Grove	5	Daisy	6
Baxton	5	Columbia	6
Washington	5	West Tualatin	6
East Bluff	5	Diller	6
East Cedar Creek	5	Beaverton	6
West Cedar Creek	5	Mountain	6
Beaverton	5	North Hillsboro	6
South Hillsboro	5		

The same being one delegate for every fifteen votes, and one for every fraction over eight thereof cast for Blinger Hermann at the June election, 1892.

The primaries to be held in the several precincts on Wednesday, March 28th, at 1 o'clock p. m. By order of the Central Committee. Dated March 8, 1894.

G. W. PATTERSON,
Chairman.

J. C. COKEY,
Secretary.

Sugar will be higher this year than last. It is now on the faxed list.

The political parties in Washington county seem really to be the republican, democratic, W. D. Hare and Galvani.

Elder Harry Watkins, pastor of Christian church in this city, will on Monday evening next, drive a large wire spike in his coffin.

The Forest Grove Times (mugwump) claims to "hold the field." Well, why not, brother, there is no other mugwump in the county.

Mr. Lung, of Cornelius, writes a money article by which is shown the fact that populists are not the only ones who can talk on the currency of the country.

That man Fry, who started with his regiment of mendicants from Los Angeles last Wednesday, will hardly get to Washington with his commissary as poorly equipped as it is.

DeGama, at Rio, did a good service to the United States when he took refuge on a French cruiser rather than on one of our ships. It relieves the American government of some undesired responsibility.

The populists had a kind of a money and parcel session last Monday evening. Some of the faithful report that the deliberations were run as a white-washing machine. The appropriation bill of the last legislature was under fire, and some of the projectiles were so badly aimed that populists were hit.

When the charge of sectionalism was charged in the populists convention last Saturday, Chairman Brown declared it is not so much a question of where a proposed delegate lives as getting true men. This aroused a representative to ask with the expectation of being answered, "Does the chair undertake to say that the backwoods-men are not true?"

A correspondent incloses this squib touching coinage laws and currency: "The nickel is not money, because it is not coined out of the recognized money metal of the world and is only a limited agent or medium by or through which we use money, and is adapted to the use of money. But whether it contained when it was coined, a billion value equal to its face value, I am unable to say."

On the basis of representation contained in the populist call for their county convention—one delegate for each precinct and one delegate for five members of each club or legion, there are but about 350 voters of that faith in the county. There were eighty-five representatives, sixteen of whom may be said to have been sent by precincts and sixty-nine by clubs, which, at one delegate to five members, gives a clientele of 345. Verily, how much noise these people make.

Persons who heard Mr. Hare's speech last Saturday could but contrast it with the one he made two years ago, standing on the same spot, wherein he pictured the procession of coal miners coming from a dark tunnel, guided with belts, the tools of toil in their hands, and their paths lighted with candles carried in the front of their caps. Then this sight aroused the enthusiasm of the speaker to espouse the cause of the republican party and drove him to the support of Harrison. But all this was before the nominating conventions. After those events, Weaver was a daisy. The populists should take warning and not commit the same blunder (?) that republicans did. A plea on the ticket must be found.

GOVERNMENT OWNERSHIP OF RAILROADS.

The government should own the railroad for only two reasons; first, for the sake of better accommodations or second for cheaper rates on freight and passengers. A third reason why railroads should be owned and controlled by the government is hinted to be that the employees may receive higher wages. But that is a reason that the public generally will care little about, except in so far as it will exert an influence on the other two questions. In the study of the question, we of the Pacific coast must not look at our high rates and conclude that because they seem extravagant they should be taken as a basis for argument. For when one passes over the Union Pacific road from Baker City to Portland, or over the Southern Pacific from Skidway mountains to Salem, or over the shorter line from Corvallis to Forest Grove, the wonder is that the rates are not higher. In the West we have great stretches of road that are almost without traffic, so in our study we had better take the rates prevailing in the East. Now, could they cut much and pay interest on the investment? Passenger fares will average two and one-half cents per mile, can a road carry for less? The number of roads in the hands of receivers seem to indicate they cannot. No one claims that the operating expenses under government ownership would be less than under private, but experience indicates it would be more. Furthermore interest on the investment must be met either from earnings or taxes, and if from taxes, a party in opposition would soon spring up that would be more difficult to down than the populists.

It is estimated that the net value of the roads in the United States is \$9,000,000,000. We can't pay that sum. Bonds are the only resource, and at the lowest rate that could be demanded to be accepted, 4 per cent., \$360,000,000 annually would be required to pay the interest. This is more than the roads are making to-day. Wherefore higher rates would be imposed rather than lower, or else the burden of taxes would be doubled. The death knell of that party is sounded, which succeeds in securing government ownership of roads.

Again, how many suppose that the Oregon Pacific would not jump at the opportunity of selling its property for bonds. That road has never paid expenses, and it is an elephant, as it would be in the hands of the government. It has tried the project of forcing traffic at low rates, but it has gone further and further in debt. Better accommodations. The private owners are operating their properties for profit, and we are assured that the comfort and convenience of patrons are not neglected. There is the greatest incentive to attract patronage and none to drive away. The European roads owned by government are no more accommodating than the English or American. In no way can better traffic facilities be secured except by building new lines and when it comes to securing government appropriations, real difficulties have commenced. We want a road from here to Astoria, a distance of 90 miles over a difficult route, so that \$20,000 per mile is a conservative estimate of cost. This would require an appropriation of \$1,800,000, which would require a greater than Herman to secure.

Peru, South America, tried government ownership of roads and utterly failed so that the roads after laying idle for two or three years were leased to private parties who are now running them.

Advocates of government ownership point to what the government has done with the post office department and call it successful management. It is true our post office management is the best in the world, but its management is not up to that of private corporations. Our postage is one-half that of England, and the service reasonably certain, yet it is not equal, in some respects at least, to Wells, Fargo & Co. For that concern will pay the U. S. postage on letters and deliver them for 4 cents, whereas a special delivery by the post office authorities costs 12 cents, 2 cents for postage and 10 for delivery.

Wherefore it is concluded that it is not for the best interests of the people at large that government should own the railroads.

De Moraes has been elected president of Brazil to succeed Peixoto, whose term of office is about to expire. Moraes is a civilian statesman of pronounced republican views, and possesses the confidence of the best element of Brazilian politics and society. With his inauguration will end the rule of a military executive, which will go far toward allaying the jealousies existing between the army and navy. The election of the new president is a victory for the republican form of government, and it is to be hoped that by the time his term of office expires, the government will be so firmly established that capricious royalist factions will not dare to whisper of their discontent.

The investment of Rio de Janeiro, Brazil, has been raised. DeGama and all his fleet have surrendered to the Piexoto government. Melo, with his two battleships, are yet at large. The insurgent cause is a failing star.

The English occupancy of Bluefields, Nicaragua, proves to be a more serious matter than at first reported. It looks like a menace to American rights and a serious infringement of the Monroe doctrine.

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There was a sensational news item from Carlton last week, which stated that a populist club of forty-four members had been formed. The Pop Gun, the organ of the party in Yamhill county, states that a club of nineteen was formed, while one of the members of the club stated to his brother here in Hillsboro, that there was but fifteen names on the roll, and two of them were Slott and Johnson, leaving only thirteen residents.

There is less trouble coming in Hawaii to lend spice to the news reports from those islands. The latest intelligence of the arrival of 100 men from Victoria, B. C., who are there without apparent object. The government, however