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Vol. XXII. HILLSBORO, WASHINGTON COUNTY, OREGON, FRIDAY, DECEMBER 21, 1894. No. 30.

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POST OFFICE INFORMATION.

The mails close at the Hillsboro Post Office, daily:
Glenooe, West Union, Bethany and Cedar Mill, at 11:30 a. m.
Going South, 9:30 a. m.
Going to Portland and way-offices, 6:25 a. m. and 4 p. m.
For Farmington and Laurel, Wednesdays and Saturdays at 10:30 a. m.

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Peter Paquet ..... Receiver

CHURCH AND SOCIETY NOTICES.

K. of P.

PHŒNIX LODGE, NO. 34, K. OF P., meets in Odd Fellows' Hall on Monday evening of each week. Sojourning brethren welcomed to lodge meetings.
W. Brammi, C. C.
W. Lohman, K. of R. & S.

I. O. O. F.

MONTEZUMA LODGE, NO. 50, meets Wednesday evenings at 8 o'clock, in I.O. O. F. Hall. Visitors made welcome.
R. B. GOODIN, N. G.
D. M. C. Gault, Sec'y.

A. F. and A. M.

QUALITY LODGE NO. 6, A. F. & A. M., meets every Saturday night on or after full moon of each month.
J. E. Adkins, Master.
R. Crandall, Sec'y.

A. O. U. of A.

COURT TUALATIN NO. 7974, A. O. F. of A., meets every Tuesday evening in Odd Fellows Hall at 8 o'clock.
S. A. Miller, C. R.
W. W. McKinney, F. S.

A. O. U. W.

HILLSBORO LODGE NO. 61, A. O. U. W., meets every second and fourth Tuesday evening in the month.
W. E. Buck, M. W.
Joseph Kleineman, Recorder.

WASHINGTON ENCAMPMENT No. 24, I. O. O. F., meets on second and fourth Fridays of each month.
S. H. Humphreys, C. P.
P. H. Baughman, Scribe.

Daughters of Rebekah.

HILLSBORO REBEKAH LODGE NO 54, I. O. O. F., meets in Odd Fellows' Hall every 1st and 3rd Saturday evening of each month. Mrs. Mary Wehrung, N. G.
Mrs. Ella Huston, Sec'y.

P. of H.

HILLSBORO GRANGE, NO. 73, meets 2nd and 4th Saturdays of each month.
Benj. Schofield, Master,
Annie Imbrie, Sec.

Y. P. S. C. E.

MEETS every Sunday evening at 7 o'clock in the Christian church. You are cordially invited to attend the meetings.
A. G. Lucas, Pres't.

WASHINGTON COUNTY BOD AND Gun Club meets in Morgan Block every second Thursday of each month, at 8 P. M.
J. E. LONG, Pres.
J. A. H. ROUNDEY, Sec.

HILLSBORO JUVENILE TEMPLE meets in Grange Hall at 3 o'clock every Sunday afternoon. All are invited to come and join, especially the children.
JENNIE BEARDSH, C. T.
Ed Roman, Secretary.

HILLSBORO LODGE NO. 17, I. O. G. T. meets in Grange Hall every Saturday evening. All sojourning members in good standing are invited to visit with the lodge.
W. R. CRAIG, C. T.
W. H. Gault, Secretary.

CONGREGATIONAL CHURCH, corner Main and Fifth streets. Preaching every Sabbath, morning and evening. Sabbath school at 10 o'clock a. m. Prayer meeting Thursday evening. Y. P. S. C. E. Sunday at 6:30 p. m.

FIRST Christian Church. ——, pastor. Baseline and Fifth. Preaching Second and Fourth Sundays at 11 a. m. and 7:30 p. m. Sunday School, 10 a. m. Prayer meeting, Thursday, 8:00 p. m. Y. P. S. C. E., Sunday, 7:00 p. m.

M. E. CHURCH, H. B. Elworthy, pastor. Preaching every Sabbath morning and evening. Sabbath school every Sabbath at 10 a. m. League meeting every Sunday at 4 p. m. General prayer meeting every Thursday evening. Leaders' and Steward's meeting the second Tuesday evening of each month.

EVANGELICAL CHURCH.—Corner Fifth and Fir. Preaching every Sunday evening at 8 p. m.; second and fourth Sunday at 11 a. m.; Sunday school at 2:30 p. m. K. L. C. E. every Sunday at 7 p. m.; prayer meeting every Wednesday evening. F. J. Strayer, pastor.

CORNELIUS CHURCH — Services first and third Sunday at 7 P. M.; second and fourth Sunday at 11 A. M. and 7 P. M. Young Peoples' Society of Christian Endeavor every Sunday evening at 7 o'clock. Sunday school at 10 A. M. Prayer meeting on Thursday evening at 7 o'clock. Preaching at Glenoce on first and third Sunday of each month at 11 A. M.
D. S. Wiostrad, Pastor.

FIRST BAPTIST CHURCH OF HILLSboro, corner Third and Fir. Preaching second and fourth Sabbath, morning and evening; Sunday school every Sunday at 10 A. M. Rev. SCHOFIELD, Pastor.

CATHOLIC SERVICES WILL BE held at the residence of Mr. H. Unternahrer on the last Friday in each month at 10 A. M.
Rev. E. D. DONNELLY, Pastor.

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Office: in Hillsboro Pharmacy. Residence: east of Court House. Office hours from 9 a. m. to 6 p. m. at Pharmacy, when not visiting; before and after that time at residence.

W. D. WOOD, M. D.,
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The National Salutation in Iceland.

Mme. Ida Pfeiffer speaks of the kiss as the true national salutation of Iceland. After church they all kiss the priest, and the priest kisses them; then they set to work to embrace each other heartily all around, without regard to rank, age or sex, moistening their throats with brandy the while from the supply they have brought with them.

A FEW SUGGESTIONS FOR THE PRESERVATION OF OUR ROADS.

I have no apology to make for offering these few remarks, other than that I believe the question to be as pertinent now as at any time.

Before entering into any discussion of the question of good roads, I will say, that with the object of arriving at the best means of obtaining the desired result, the United States government about 1891 sent a circular to its several consuls, in all the principal cities and countries where it was so represented. This was responded to by letters describing more or less minutely the roads in many different vicinities, and representing almost the whole civilized world, and describing many different kinds and conditions of roads.

A review of these disclosed these facts: Every country in the world that has good roads has made them of stone, in one or more of the many forms in which it is used.

No country seems to attempt to maintain a good road directly on the surface of the ground.

The use of wood in any form is conspicuous by its absence except for city streets, where it is used in forms which makes it about as costly as stone.

We do not consider that from these reports the final decision as to how good roads can be made is to be reached; but among them are many interesting features of roads and road laws in different countries, some of which I think we could copy and put to good advantage.

I will briefly discuss the following four propositions, not holding that a road bed of earth can be maintained by any means whatsoever. But to get the most utility from what we already have will be my object, leaving permanent improvents to future discussion.

My four propositions are these: first, we should maintain a separate and distinct road for the exclusive use of pedestrians; second, increase width of the tires of wagons considerably from what is now used, and in proportion to the weight of load it is designed to carry; third, regulate the weight of load that shall be carried over the road in the wet season; fourth, that wagons be so constructed that the wheels do not track, that is, the hind wheels do not follow directly behind and in the same track as the fore wheels.

For the first, any one who has had occasion to go afoot over our roads in the winter months, will agree with me that he had to take his chances with horses, wagons and all, and if he had better footing than the beasts, it was only because he could walk where they could not. Improvements for this would be inexpensive and easily maintained, and would, in my opinion, add greatly to the value of our roads, and to the attendance of our public schools.

Second, the question of wide tires has been so thoroughly discussed that it is needless for me to add more than passing notice, and give the idea my hearty support. The utility of the different kinds of wagons will be noticed further on.

Third, to regulate the weight of the load that may be carried over the roads in wet seasons has never, so far as I have been informed, been discussed in this county. I need not argue that heavy teaming in wet weather and bad, muddy roads are inseparable companions. We are all unfortunate enough to have this included in our personal experience.

It is the universal custom for every man who has a load to haul to take all that his team can pull, without reference or question as to what the road bed will bear, and if he is not suited with the capacity of his team, he increases that force, but does not decrease his load more than he finds to be actually necessary. We have many roads in this country which (in my opinion) would sustain in good shape all the traffic that would naturally pass over them if there were never a load weighing more than 1,000 pounds supported by wheels of proper width, but which will go to pieces in a single week under twenty loads weighing from one to two tons. It is unfortunate that our wagons do not change in strength as do our roads. If a man has two tons to haul, and his wagon is constructed to carry only one ton, he will seldom take the risk of carrying all in one trip, for he knows that his wagon would not long bear such over-work. He will, therefore, usually make two or three loads. But not so in case of roads. He will test them to their utmost or even far beyond their capacity with every load he has occasion to move, knowing that the rule is just as applicable to roads as to wagons. I venture to say that were we to macadamize one of our main roads and put it in first-class condition, instead of putting on it such loads as the foundation would successfully bear for several years to come, teamsters, farmers and all would at once set to work strengthening their wagons and teams, and reserve their heavy work till the time of year when the foundation is least able to stand the test, and then go to work as if their one object was to tear down and destroy all the good work that had been done. It is a fact that it is almost impossible to make a road over level ground which will withstand the combined foes of good roads, namely: water, frost and heavy work.

Fourth, the idea of not allowing wagons to track, I think is new to most persons. In support of this, let me call attention to the fact that in all roads where wagons and teams follow one after another, the chances are much more against a good road than where there is no definite track.

Many countries which attempt to maintain good roads have their supervisors continually employed and one among their several duties is to prevent the use of certain tracks or ruts by all who pass over the roads. This is obtained in this manner: When the supervisor finds that any certain part of the road bed is getting more than its just share of the travel, he lays stones in the way so as to make that part of the road less convenient. The idea is to get every wagon to tread as much ground as possible, so that there will not be so much weight and wear in one place. How often do we see tracks in the road where every wheel that passes over it rolls in the space of four to eight inches on each side. This causes a wear that no road bed yet invented or devised will successfully withstand. When the front wheels of a loaded wagon passes over soft yielding ground, it displaces a certain amount of earth, and leaves its track bare for the hind wheel to cut still deeper, where if the wheels did not track they would tend to roll the ground smooth and not cut so deep.

I have no doubt that in the mud this sort of wagon pulls harder than the ordinary wagon, but I do believe that if every loaded wagon which passes over a certain piece of road had its weight distributed over sixteen inches of the surface or road bed, instead of throwing it all on less than five inches, as is the case with most of our wagons, there would be less mud in our roads. For my part, I would prefer pulling a hard running wagon over good roads, than taking a light running wagon over bad roads.

I would have the laws amended so as to compel a man to haul only such loads in October, as circumstances now compel him to haul in March, which in very many if not in all instances would insure us better roads in the latter month and all the rest of the year.

I want no one to suppose that I think we can ever maintain good roads upon foundations which we have in this country, and these suggestions have in view only checking the rate of their destruction. The above noted means are employed in other countries, and found to be not only successful but necessary, even where the best of material is lying just at hand with which the road bed is constructed.

Hoping that your readers will find in this food for thought and inviting discussion with a view to bringing out more fully the merits and demerits of these and all good ideas, I am yours respectfully,

L. E. Wilkes.

PLEASANT HILL.

Miss Mettie Wood is spending the winter with her sister in Portland.

Miss Seely, of Dayton, is visiting among her people at Wilsonville.

Mrs. Frankie Brown is in Newberg with her mother.

Mr. John Buttson and family have moved into the old Short residence on the river.

Mr. Atkinson and family have moved into their new residence at Hood View.

Mr. Judson Seely, of Newberg, spent Saturday and Sunday with his parents.

Christmas will soon be at hand, but as yet we have not heard of any Christmas tree. "Hard times."

Mrs. Eliza Iman, Mrs. L. Seely and Miss Mattie Womerlsdoff are on our sick list this week.

Mrs. Jane Baker is visiting her daughter in Sherwood.

The entertainment given at Hood View recently was a grand success, and lasted far into the evening.

Mr. Yager, of Middleton, has rented the Boyce farm and is moving thereon.

Mr. Charles Kaylor has arrived at his old home in Pittsburg, Penn., after a journey of five nights and four days. He writes back to his friends in Oregon that it is much colder there than here.

Mr. Taylor has recently purchased a fine team and wagon.

Prof. E. R. Lake proposes to make blooded poultry and blooded swine leading side issues at the orchard farm of the Corvallis and Benton County Prune Company. He is of the opinion that poultry and swine are among the best practical adjuncts to the fruit-growing business.

OVER THE STATE.

A new saw mill is to be erected in Tillamook county, on the Nehalem, near tide-water.

The fisherman of Tillamook are organizing a union to force up prices of the raw material.

McMinnville and Newberg are to be connected by a telephone line within the next sixty days.

They had a wind at Tillamook Bay Sunday, the 9th, that shook things up. Considerable damage was done to docks and buildings on the water front.

Col. J. N. T. Miller, of Southern Oregon, shipped twenty tons of grapes from his vineyard, and had enough left to manufacture twenty-five barrels of wine.

The Advocate claims for Nehalem river a bright future. It has a hundred miles of navigable water, and great forests, which fits it for a first-class logging station.

A party of Eastern business men is expected from Central New York to examine into the fruit lands and agricultural interests of Oregon, with a view to locating a colony.

A large centerboard schooner, named Garcia, of San Francisco, went ashore at Tillamook last week, a total wreck. No navigators were on board, and their fate is unknown.

The commissioners have looked after the safety of the Yamhill bridge at McMinnville by anchoring the bents to trees by means of iron rods. It is now considered proof against flood.

An old man drank deep and long at Eugene lately. Then he slept. On waking, he found that his hair and face had been painted a flaming red. The Guard don't know who did it.

A fire bug, usually known as an owl, burned a barn in Marion county not long since; loss, $800. The way the bird did it was to fly against a lantern and turn it over in the straw.

The Gervais star informs its readers that a movement is on foot to form a new county of the north part of Marion and a portion of Clackamas county, with Woodburn as the proposed county seat.

The Baptist church of McMinnville has finally secured a regular pastor, after a long and diligent search. He is Rev. E. D. Pace, a graduate from the theological seminary at Louisville, Ky.

A heavy wind and snow storm storm swept over Grant county last week and drove many people into their cellars for safety. The real damage was confined to the fences, many of which were blown down.

Riley Hammersley, superintendent of the mine in Jump-Off-Joe district, in which he is interested with relatives, has taken another $1,000 into Ashland. During the thirty days ending December 10th, they have deposited over $4,000 of bullion with the Jackson county bank.

The contract will soon be let for R. D. Hume's new cannery at the mouth of the Rogue river. It is to be on the north side, where Mr. Hume has been building a town, and is to be completed by March 15th. Mr. Hume will move everything over there, including his newspaper, and have a town all his own.

G. S. Brown, at Roseburg, has been convicted of the premeditated murder of W. A. Kincaid, at Oakland, Douglas county, last summer. Whiskey and a bad girl were the disturbing elements, though Kincaid did not know the girl and had not tampered with whiskey. He was drawn into the quarrel through his mother, Mrs. Deardoff.

Six-year-old George Lyon, of Eugene, died under the influence of chloroform last week. That anesthetic had been administered for a surgical operation on the hip joint, but just as the doctors were closing up the wound, it was noticed that the little fellow had stopped breathing. An hour's work with stimulants and artificial breathing failed to bring back the spark.

McMinnville has passed a new Sunday saloon-closing ordinance, that will work if the city marshal does his duty. The marshal is required to make examination every Sunday, to see that the law is being complied with, and is authorized to make arrests, with or without warrants. The saloon-keeper convicted of violating the law forfeits both bond and license from date of violation.

John D. Woods has probably taught more terms of district school than any man in America. His career as a pedagogue began when he was 17 years old, in the Henkle-mill school house, on Mary's river, Benton county, in 1854. That was over forty years ago, and Professor Woods, without rising above the dignity of a country school-master, has followed the business ever since, winding up his last school in Douglas county last Friday. He has taught only in counties in the Willamette valley. He is a bachelor, and 57 years old.

During the wash outs along the Columbia last summer the railroad company undertook to board the passengers en route, and to that end sent them to the local hotels in the neighborhood. The hotel proprietors did their part toward the guests, but have not received a cent for their efforts toward entertainment. The U. P. Co. refer the claimants to the O. R. & N. Co. The O. R. & N. people say they were not at the time the debt was incurred operating its lines, but had them leased to the U. P. Co. Thus are the representatives of Boniface sent from pillar to post. It would seem that a great railroad company could not afford to earn a reputation for stinginess when the comfort of its patrons is in question.

Mrs. Lavina Shelton died at Monmouth Wednesday, December 12th, aged 86 years. She was a pioneer of 1846. Three daughters and two sons remain, Mrs. A. M. Bedwell, at whose home she died, and Mrs. A. A. Carlton, of Monmouth; Mrs. N. J. Poppleton, of Portland; Dr. J. C. Shelton, of Salem, and John Shelton, of Carlton, who lives on the old homestead. Little Lois Alberta McMurphy, of Eugene, was her twenty-sixth great-grandchild. She had many friends here who will hold her in kindly remembrance.

County Judge Neil, of Jackson county, has been convicted of breaking open the county jail. The judge and sheriff are not working harmoniously. Neil claims that prisoners and insane patients may be sent to Salem by special agents, while the sheriff claims that privilege himself. This suit will not settle the dispute, however. Neil was elected by the democrats while the sheriff is a populist.

The Medford Monitor states that food commissioner Luce has had Wm. Ulrich, a Medford pork packer arrested on two complaints, charging him with selling lard adulterated with tallow and "sich." Ulrich takes the matter complacently and states that he is innocent—which may be true, but a slide in the O. A. C. chemical laboratory at Corvallis tells a different story when put under Chemist Shaw's large microscope.

Hardt, organizer of the Portland exposition, has been deposed or has resigned the directorship, at any rate, he is not at the head any longer. The business men of Portland, or at least a part of them, have undertaken the management, and placed Van DeMashmut at the head of the affairs. Hardt's plan of enticing the "hay seeds" to the city did not materialize.

The Salem Woolen Mills Co. say that it will pay out this year $3,000 for wood, $60,000 for wool and $40,000 for labor—$103,000, all of which stays at home.

The project of examing the financial records of Jackson county since 1880 is agitating the people of that county. The Medford Monitor favors the scheme.

The Grant's Pass Courier thinks Josephine county will save $5,000 per year by the county officer's salary law.

The state teachers' association will be held in Portland, December 26, 27 and 28th.

Three inches of snow fell at the Cascade Locks last Saturday.

A HINT TO THE WISE.

The Detroit Free Press is responsible for the publicity of this incident:

"The lady in her elegant victoria drove up to the great dry-goods store, and, stepping daintily out, walked into the busy place. Approaching a weary-looking girl at one of the counters, she said:

"What time do you get off duty?"

"Usually at six, ma'dam," replied the astonished girl, "but to-day at five."

"Don't you get very tired working so long?"

"Yes, madam, but I must work or starve."

"Well, will you let me take you for a drive of an hour, after you are through to-day? I'm sure it will do you good."

The girl, knowing the wealth and social position of the lady, blushed with pleasure, and she was only too glad to accept the invitation so politely and kindly extended, and the lady, with a cheery smile and bow, walked out.

Then the man who dreamed this woke up and wondered how in the mischief people could dream such improbable and ridiculous things."

The republicans will have a majority in the Utah constitutional convention, and therefore a constitution will be framed under which that territory may safely and properly be admitted into the union as a state.

During the year ending October 31 last twenty-one national banks, an average of one in 178, went into the hands of receivers. The loss to holders of their currency was 0. Secretary Carlisle has an elaborate plan to change this perfect safety into "reasonable safety."

MURDER OF CHRISTIANS.

The American Missionary Society which has missions near the scene of the late Armenian atrocities in Turkey, publishes this account of the origin of the massacre:

"In the Sassoun region, south of Moosh plain, there are, or were, many villages inhabited by Armenians. These people were systematically robbed of their flocks by Kurds, and in the latter part of the summer the Armenians pursued the robbers in their endeavor to recover their property. In the fight which resulted some of the Kurds were killed, among whom were some who were enrolled as Turkish soldiers. When information was given that the Armenians had killed some of the sultan's troops, the charge of rebellion was made and orders were sent to put down the insurrection. The result was, these lawless and uncontrolled soldiers made indiscriminate slaughter of the people who had sought to defend their property. In the horrible massacres which followed thousands were slain, some state 6,000 others 10,000. The details of this wretched affair are not obtainable, even by those near the scene. They will never be obtained, unless foreign governments insist upon a thorough investigation conducted by foreigners. The poor people are in terror, and do not tell the truth unless under protection. A document has been prepared near the scene of the carnage purporting to give the judgment of the people that the thousands slain in Talvorie met their just deserts, and expressing regrets that it had been thought best to send consuls to investigate, since there has been no need for their coming. The value of such a document will be understood when the methods for securing signatures are known. But such investigations should be most vigorously pushed, either to relieve the government from unjust charges if the statements are incorrect, or, if they should be proven, to bring about the conditioning punishment of the guilty parties."

TREATMENT OF IMMIGRANTS.

Do our people fully realize the effect the efforts of the Oregon Colonization Society will have on the general condition of the state of Oregon? Especially if, instead of being met by the citizens of the state in a half-hearted way, they are welcomed into every business house office and household, and taken by the hand and not only bid Godspeed, but are given financial aid and moral support by our people.

We have one common interest to subserve, and that is the welfare and prosperity of our home country. Whether it be by the work of our own hands, or through the unselfish and public-minded efforts of others that this can be promoted to our best advantage, it matters not, so long as the general result is attained. The plans of the Oregon Colonization Society are good. There can be none better in the world. These plans are in successful operation in many places in the United States and, without exception, are the most successful of all plans ever promulgated. They bring people into the country and settle them on vacant lands, and every one knows that it is people we want to make the country prosperous and thrifty, and make values higher and business better. It will give us better markets for our products and work for everybody. But we can never make the country prosperous by depending on others to do the work and pay for it themselves.

There never was a time, perhaps, in the history of the United States, when so many people were moving in various directions, and, in our opinion, there will never be another period of immigration so great as the present.

Hence it follows that we should get right in now, and every man of us put our shoulders to the wheel and do our utmost to get our share of this immigration. We can do it if we will, and if we do not we shall regret it while we live. Hillsboro, of all places in the state, needs just such work as the Oregon Colonization Society proposes to do, and it certainly deserves the enthusiastic support and co-operation of every citizen in Hillsboro, both young and old.

SCHOOL REPORT.

DISTRICT NO. 81.

Following is a report of school in district No. 81, for term commencing Sept. 3d and ending Dec. 7th: No. days taught, 59; No. times tardy, 30; average daily attendance, 34; boys enrolled, 24; girls enrolled, 21; total enrollment, 45; No. of visitors, 22. Those neither absent nor tardy during the term are Alma Keehn, Frank Kellermann and Frank Overroeder. Those good in scholarship and deportment are Chas. Reuter, Fred Jensen, Albert Keehn, Thomas and Mary Donovan, Carrie Stoffers, Ella Malchow and Carrie Johnson.

Hannah Anderson, Teacher.