

Hillsboro Independent.

Vol. XXVIII.

HILLSBORO, WASHINGTON COUNTY, OREGON, FRIDAY, JANUARY 18, 1901

No. 35

GENERAL DIRECTORY.

STATE OFFICERS.
Governor.....T. T. Geer
Secretary of State.....F. I. Dunbar
Treasurer.....Chas. S. Moore
Supt. Public Instruction.....J. H. Ackerman
State Printer.....W. H. Leeds
Supreme Court.....Chas. E. Wolverton
Judge Fifth District.....R. S. Bean
Attorney Fifth District.....Harrison Allen

COUNTY OFFICERS.
Judge.....L. A. Rood
Commissioners.....J. Q. A. Young
Clerk.....Geo. A. Morgan
Sheriff.....John W. Sewell
Recorder.....Ralph E. Wann
Assessor.....R. Randall
School Superintendent.....H. A. Bass
Sergeant.....E. E. Wilke
Coroner.....W. P. Via

OREGON CITY LAND OFFICE.
Chas. R. Moore.....Register
Wm. Galloway.....Receiver

CITY OFFICERS.
Mayor.....Geo. Wilcox
City Clerk.....J. M. Grear
Board of Trustees.....John Dennis
.....John Wagner
.....John Milne
.....Wm. Benson
Recorder.....Benton Bowman
Treasurer.....Sam E. Everett
Marshal.....Thos. Gheen
Justice of Peace.....S. E. Randall
.....J. P. Randall

POST OFFICE INFORMATION.
The mails close at the Hillsboro Post Office, daily:
Glenwood, West Union, Bethany and Cedar Mt., at 7:30 a. m.
Going South, 8:30 a. m.
Going to Portland and way-offices, 6:55 a. m. and 4 p. m.
For Farmington and Laurel, daily at 12

CHURCH AND SOCIETY NOTICES.
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, 7 p. m. S. S. C. E. Sunday at 6:30 p. m. All services will be short, bright, interesting and helpful. Everyone cordially welcome.
EVAN P. HUGHES, Pastor.

EVANGELICAL CHURCH.—Corner Fifth and Fir. Preaching every Sunday evening at 8 p. m.; every Sunday at 11 a. m.; Sunday school at 10 a. m. Prayer meeting every Wednesday evening. Christian Endeavor at 7:30 p. m. Benj. Hartman, Pastor.

M. E. CHURCH, H. Oberg, pastor. Preaching every Sabbath morning and evening. Sabbath school every Sabbath at 10 a. m. League meeting every Sunday at 10 p. m. General prayer meeting every Thursday evening. Leaders and stewards meeting the third Tuesday evening of each month.

CHRISTIAN CHURCH. Preaching at 11 a. m. and 4 p. m. every Sunday at 11 a. m. Prayer meeting Tuesday evening. Christian Endeavor at 7 p. m.
K. H. SICKAFOOSE, Pastor.

Daughters of Rebekah.
HILLSBORO REBEKAH LODGE NO. 54, 100 E. F. meets in Odd Fellows' Hall every Saturday evening.

M. W. A.
HILLSBORO CAMP NO. 400, MEETS every 2nd and 4th Saturday night, at Wehrung's hall.

A. O. U. W.
HILLSBORO LODGE NO. 61, A. O. U. W. Meets every 1st, 3rd and 5th Friday evening, each month.

P. of H.
HILLSBORO GRANGE, NO. 73, meets 2nd and 4th Saturdays of each month.

I. O. O. F.
MONTEZUMA LODGE, NO. 50, meets Wednesday evening at 8 o'clock, in I. O. F. Hall. Visitors made welcome.

Degree of Honor. A. O. U. W. Meets in V. M. Hall every first and third Friday evening of each month.

Rathbone Sisters.
PHOENIXIA TEMPLE NO. 10, R. S. Meets every 2nd and 4th Friday in each month at 7:30 o'clock in Wehrung's hall.

K. of P.
PHOENIX LODGE, NO. 24, K. OF P. Meets in Masonic Hall on Monday evening of each week. Sojourning brethren welcomed to lodge meetings.

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.

O. E. S.
TUALATIN CHAPTER, NO. 31, O. E. S. Meets at Masonic Temple on the 2nd and 4th Tuesday of each month.

K. O. T. M.
VIOLET TENT, NO. 18, K. O. T. M. Meets in Odd Fellows' Hall, on second and fourth Thursday evenings of each month.

WASHINGTON ENCAMPMENT NO. 24. I. O. O. F. Meets on first and third Tuesdays of each month.

GEN. RAMSON CORPS NO. 47, W. R. C. MEETS IN ODD FELLOWS HALL Hillsboro, on the 1st and 3rd Fridays of each month at 2:30 p. m.

GEN. RAMSON POST, NO. 69, G. A. R. MEETS IN ODD FELLOWS HALL on the first and third Saturdays of each month, at 12:00 o'clock, P. M.

PROFESSIONAL CARDS.

THOS. H. & E. B. TONGUE,
ATTORNEYS-AT-LAW,
HILLSBORO, OREGON.
OFFICE: Rooms 2, 4, & 5, Morgan block.

W. N. BARRETT,
ATTORNEYS-AT-LAW,
HILLSBORO, OREGON.
OFFICE: Central Block, Rooms 6 and 7.

BENTON BOWMAN,
ATTORNEY-AT-LAW,
HILLSBORO, OREGON.
OFFICE: Rooms 6 and 7, Morgan block.

H. T. BAGLEY,
ATTORNEY AND COUNSELOR-AT-LAW,
HILLSBORO, OREGON.
OFFICE: Over Delta Drug Store.

JOHN M. WALL,
ATTORNEY-AT-LAW,
HILLSBORO, OREGON.
Bailey-Morgan Block, Rooms 1 & 2.

S. T. LINKLATER, M. D.,
PHYSICIAN AND SURGEON,
HILLSBORO, OREGON.
OFFICE: at residence, east of court house, where he will be found at all hours who are not visiting patients.

J. P. TAMESIE, M. D.,
S. P. R. R. SURGEON,
HILLSBORO, OREGON.
OFFICE AND RESIDENCE: corner Third and Main Streets. Office hours, 8:30 to 12 a. m., 1 to 5 and 7 to 8 p. m. Telephone to residence from Brook & Sons' Drugstore at all hours. All calls promptly attended, night or day.

F. A. BAILEY, M. D.,
PHYSICIAN, SURGEON AND ACCOUCHEUR,
HILLSBORO, OREGON.
OFFICE: in Pharmacy, Union Block. Calls attended 10, to night or day. Residence, S. W. Cor. Race Line and Second streets.

R. NIXON,
DENTIST,
FOREST GROVE, OREGON.
Best art. "dial" teeth \$3.50 per set. Cement amalgam fillings 50 cents each. Gold fillings from \$1 up. Vitalized air for painless extraction.
OFFICE: three doors north of Brick store. Office hours from 9 a. m. to 4 p. m.

J. E. ADKINS,
DENTIST,
HILLSBORO, OREGON.
OFFICE HOURS: 9 a. m. to 4:30 p. m.
Office in Union block over Pharmacy.

Moki Tea positively Sick Head ache, indigestion and constipation. A delightful herb drink. Removes all eruptions of the skin, producing a perfect complexion, or money refunded. 25 cts. and 50 cts. The Delta Drug Store.

WANTED—ACTIVE MAN OF GOOD CHARACTER, to deliver and collect in Oregon for established manufacturing wholesale house, \$300 a year, sure pay. Honestly more than experience required. Our references, any bank in any city. Enclose self-addressed stamped envelope. Manufacturers, Third Floor, 334 Dearborn St., Chicago. 18-34

SUMMER RESORTS.
"To the mountains our people are increasing numbers yearly look for those days of relaxation and recreation necessary to maintain the human machine in fair working condition. The languorous sloth of the season proves very seductive while it lasts, but many have decided that the annual outing should provide not only radical change of air and surroundings, but also such stimulation of flagging energies as will provide brawn and vigor for the return to labor. For this they urge the mountain climb and ramble, the balsam of the mountain pines, and the clear, unadulterated mountain air."

In this direction the Shasta Route now affords a wealth of attractions. The entire line of road from Ashland to Redding is studded with charming and accessible hotels and camps, where are cheer and comfort and healing at reasonable cost, and where you can hunt, fish, ride, loaf, or play with equal facility.

"Or if you look for healing waters, none better can be found, hot or cold, than the springs of Ashland, Coletina, Anderson, Bartlett, Byron and Paso Robles."

"Before visiting Europe, the people of the Northwest should see the glories of Yosemite Valley, and the wondrous groves of Mariposa and Calaveras; the Parisians are likely to make inquiries concerning these attractive resorts."

"Send to Mr. C. H. Markham, General Passenger Agent, Portland, for new booklets on Castle Crags, Shasta Springs, McCloud River, Yosemite, and excursion rates thereto."

GOOD ROADS, WHY DESIRABLE.

Lately, much has been written relative to good roads and why they are desirable. The government at Washington has taken a deep interest in the matter and published several bulletins on the subject made up from a compilation of inquiries widely circulated. These bulletins have approached the subject from the profit and loss side. The loss shown by reason of bad roads is astounding, bewildering indeed. The loss detailed really benumbs the farming community, people most interested in the subject.

Prof. I. O. Barker, of the University of Illinois and member of American society of Civil Engineering has taken these reports up in, "Engineering News" Nov. 15, and shown that they are based upon insufficient data and are really misleading. Prof. Barker emphasizes the fact that before a community can afford to improve a road it must first be shown that the traffic which it will carry demands such improvement. It goes without saying that an electric road from here to Glenwood would be a great convenience to the people who travel over that space, and even that such a road might increase to some extent the travel, but the line would not pay, traffic does not demand it, hence it ought not to be built. So of a wagon road. If there is no use for it, then money ought not to be tied up in its construction. By use, is meant traffic more than a dozen people can furnish.

From Prof. Barker's article which is exhaustive the INDEPENDENT quotes:
The method of estimating the saving due to good roads is materially in error, if not very deceptive, since no account is taken of either the annual interest on the original investment or of the increased cost of maintaining the better roads. Of course these items will vary greatly with the location and character of the road and with the amount of traffic, but this is no reason why they should be omitted in such estimates. An elaborate official report in making an approximate estimate of the actual amount of money that would be saved annually by good roads" neglects these items, when on a preceding page it had been shown that the original cost of the roads of France varies from \$12,880 to \$2,580 per mile, and the annual cost of maintenance varies from \$258 to \$64, respectively. Of these higher-priced roads, "national roads," there is one mile for each 8.7 square miles of territory; and of the lower-priced roads, "neighborhood roads of the lowest grade," 1 mile for each 1.3 square miles of area. The original cost of the national roads of France is \$12,880 per linear mile of road or \$1,180 per square mile of tributary area, which at 5 per cent interest is equal to an annual charge of \$644 per linear mile of road, or \$74 per square mile of territory. The cost of maintaining these national roads is \$258 per linear mile of road, or \$30 per square mile of territory. Therefore the annual cost of these celebrated roads is \$644 + \$258 = \$902 per linear mile of road, or \$74 + \$30 = \$104 per square mile of territory. Similarly, for the lowest grade of neighborhood roads the annual cost is \$1294 + \$193 per linear mile of road or \$100 + \$50 = \$150 per square mile of territory. The greater mileage of the cheaper roads makes the cost per square mile of benefited area greater than for the better roads. At 5 per cent interest the annual cost of all the wagon roads of France is: \$400 for interest plus \$180 for maintenance, or a total of \$580 per square mile of area. Clearly then the interest on the original cost and the expense of maintenance are important elements and should not be omitted.

ROAD AXES WASTED.

It is frequently argued that because the annual road tax produces no hard roads that therefore at least a large part of the money is wasted.

1. In most states part of the tax is spent for new steel bridges. In Illinois a little more than one-quarter of the road tax is so spent. Steel bridges are a substantial improvement, and would be almost imperative with stone roads. 2. Another considerable part of the taxes is used in renewing wood culverts and the floors of bridges, which expense would be practically the same whether the roads are improved or not. 3. A further sum is spent in improving the drainage, which would be required before good stone roads could be built. 4. Part of the road taxes is used to pay for mowing the roadsides, which would be desirable even

if the road surface were improved. 5. Finally a considerable portion of the money is used in maintaining the surface; and if the roads were improved, a considerably larger sum would be required for a like purpose.

The claim is frequently made that a large part of the labor tax is wasted. Possibly in the early history of any community, when there is slight social intercourse among the farmers, more time was wasted in gossip than now; but at present the loss by this practice is not very great. It is by no means uncommon for a farmer to give considerably more labor than is exacted; he uses the roads and desires to improve them for his own benefit. Further a farmer would probably prefer to pay \$2 in labor than \$1 in cash; and hence the evils of the labor tax system may not be as serious as generally claimed since practically the farmer's vote determines the amount of road tax he will pay.

Admitting that there are inherent defects in the labor tax system, it is not proven that they are greater than in the cash system. Cash-paid day labor and contract work in city affairs are not always ideally efficient. There is probably no universally "best system" of maintenance of highways. Some of the famous roads of Europe are maintained by a cash-tax and some by a labor-tax. There are no better roads, nor no more complete system of maintenance, than in France; and yet by far the greater part of the wagon roads of France are maintained by the labor-tax system. The fundamental defect in the construction and maintenance of American highways is the lack of intelligent and effective supervision.

REAL ADVANTAGES OF GOOD ROADS.

The object of this article is to call attention to the extravagance of some of the more common arguments in favor of road improvement, with a view of securing a more reasonable consideration of the matter. Incidentally, the preceding discussion shows that any considerable improvement of the public highways cannot in general be justified entirely on financial grounds.

In conclusion some of the advantages of permanently good roads are as following, the first eight of which are financial and the last six are social:

1. Decrease the cost of transportation—at some seasons only a little, and at others very considerable.
2. Give a wider choice of time of marketing crops.
3. Give a wider choice of the market place.
4. Decrease the cost of miscellaneous travel.
5. Permit sale of products that might otherwise go to waste.
6. Tend to equalize railroad traffic between the seasons of the year.
7. Tend to equalize the produce market between different climatic conditions.
8. Permit the cultivation of crops not otherwise marketable.

9. Add to the comfort and pleasure of travel.
10. Permit more easy intercourse between farmers, and between rural and urban populations. This is an important benefit, particularly in a republican form of government.

11. Facilitate the consolidation of rural schools. This is an important advantage, particularly to the coming generation.
12. Facilitate rural mail delivery.
13. Improve the sanitary condition, particularly in villages and towns.
14. Improve the appearance of the highway.

It is customary to include the increase in the price of land as one of the advantages of good roads, but the increase in price of land is simply the measure of the value of all of the above advantages, and hence should not be included.

By inquiry among farmers and real estate agents, it appears that in the corn belt of Illinois, farming land 1 mile from a railroad station sells for \$5 to \$10 per acre more than land 5 miles farther away. In other words, this is approximately the grain farmer's estimate of both the financial and the social value of good roads. Strictly, the above sum is a little more than the supposed value of good roads, for an improvement of road can ever put the more remote locality upon exactly the same basis as the nearer one, for even the best road can not eliminate the difference in distance. Either of the above sums is too small to justify any radical highway improvement.

Too much attention has been given to the supposed direct financial ad-

vantages of good roads, to the exclusion of the social advantages. Good roads are desirable for the same reason that a man buys a carriage or builds a fine house, i. e., because they are a comfort and a pleasure. Good roads are to be urged for the same reason that good schools are maintained, i. e., because they increase the intelligence and value of the citizens to society.

Further, more attention should be given to the improvement of the present earth roads, and less to the advantages of roads which at present are impossible to many rural communities.

SENATOR VEST ON DEMOCRACY.

According to a Washington gossip, Senator Vest must have about as poor an opinion of the democratic party of the United States in the concrete as Lady Mary Wortley Montagu had of the women of the England of her day in the abstract. The senator is quoted as saying that "there are no good democrats any more," and the way that the democrats in general act reminds him of Life Hinton's pack of hunting dogs in southwestern Missouri. "The last time I was there," he said, "those dogs were no good. They chased rabbits, skunks and other varmints just as if they were game."

The senator asked Life what was the matter with the dogs, and Life answered disgustedly that he "mixed the breeds, and the young ones go chasing after all kinds of fool things, while the old ones sit on the trail and won't hunt any more." And remarked the senator, "that is the way with the democrats since they began to mix up with the populists."

The analogy is pretty correct, but Mr. Vest's fellow-countryman will remember that he himself appeared to be just as ardent for the mixture between the democrats and the populists as were any of the men who were in the Chicago convention of 1896 or who took the stump for the candidate of that gathering. If Mr. Vest made any protest against the amalgamation of 1896 it was in such a low tone that nobody hereabouts heard it. He was enthusiastically for the ticket and the platform, and made many speeches in favor of both. In 1900 he was also on the Bryanite side, and he seemed to be confident of Bryan's election right up to the time when the telegraph began to flash all over the country the story of his overthrow. There was not a whisper from the beginning of the campaign of 1896 to the end of that of 1900 from Mr. Vest, so far as any of his countrymen heard, of any unhollowness in the alliance of those four years.

Is Mr. Vest, on the eve of his retirement from politics, going to develop an independence which he never showed in his period of activity? His words at the present time if he is quoted correctly, seem to prove that he was sincere a few months ago when he said he was going to step down at the end of his term in 1903. It is probably well known to him that the men who have been in control of the Missouri democracy ever since the Pertie Springs convention of 1895 cling to Bryan and Bryan's populist follies through evil and good report. Those personages are showing as much fealty to Bryan and the populist amalgamation as they are capable of showing to anybody or any cause. If they had shown half the fidelity toward Bryan, whom they were pledged to support, but whom they basely betrayed in the convention of 1896, that they have displayed toward Bryan since that time, Bland and not Bryan would have been nominated then, and one crime less would have to be charged up against the Missouri democracy. Seemingly Missouri's junior senator is about to rise in insurrection against the dominant caste in his party in his state and the nation. Is Mr. Vest going to accept facts and to sound the new departure in 1901 like that which Clement L. Vallandigham proclaimed for the democracy in 1871?—Globe Democrat.

Cut this out and take it to Delta Drug Store and get a free sample of Chamberlain's Stomach and Liver Tablets, the best physic. They also cure disorders of the stomach, biliousness and headache.

If troubled with a weak digestion, belching, sour stomach, or if you feel dull after eating, try Chamberlain's Stomach and Liver Tablets. Price 25 cents. Samples free at the Delta Drug Store.

A Prominent Chicago Woman Speaks:

Prof. Roxa Tyler, of Chicago, Vice-President Illinois Woman's Alliance, in speaking of Chamberlain's Cough Remedy, says: "I suffered with a severe cold this winter which threatened to run into pneumonia. I tried different remedies but I seemed to grow worse and the medicine upset my stomach. A friend advised me to try Chamberlain's Cough Remedy and I found it was pleasant to take and it relieved me at once. I am now entirely recovered, saved a doctor's bill, time and suffering, and I will never be without this splendid medicine again." For sale by the Delta Drug Store.

The Mother's Favorite.

Chamberlain's Cough Remedy is the mother's favorite. It is pleasant and safe for children to take and always cures. It is intended especially for coughs, colds, croup and whooping cough, and is the best medicine made for these diseases. There is not the least danger in giving it to children for it contains no opium or other injurious drug and may be given as confidently to a babe as to an adult. For sale by the Delta Drug Store.

These are great days in Wallstreet.

They are great days all throughout the country. Prices are high on Wall street, and the number of shares of property which change hands is greater than ever before. Buyers are there in immense numbers, and their competition sends prices up. More money has been disbursed in New York in the past seven days in interest and dividends than was given out ever before in the same length of time. In the country the business activity is greater than it was even at the opening of 1900, and that was a record-breaking period. The United States is high on the wave of republican prosperity at the present time.

Beat Out of an Increase of His Pension.

A Mexican war veteran and prominent editor writes: "Seeing the advertisement of Chamberlain's Colic, Cholera and Diarrhoea Remedy, I am reminded that as a soldier in Mexico in '47 and '48, I contracted Mexican diarrhoea and this remedy has kept me from getting an increase in my pension for on every renewal a dose of it restores me." It is unequalled as a quick cure for diarrhoea and is pleasant and safe to take. For sale by the Delta Drug Store.

ANOTHER STORY OF THE DEACON.

"May you take this story home with you tonight, dear friends," concluded the preacher in a neighboring town at the end of a very long and wearisome sermon, "and may its spiritual truths sink deep into your hearts and lives to the end that your souls may experience salvation. We will now bow our heads in prayer. Deacon White will you lead?" There was no response. "Deacon White," this time in a little louder voice "Deacon White will you lead?" Still no response. It was evident that the deacon was slumbering. The preacher made a third appeal and raising his voice to a pitch that succeeded in waking the drowsy man, "Deacon White will you please lead?" The deacon rubbed his eyes and opened them wondering. "Is it my lead? No—I just don't."

An exchange says: While we are on the subject of trusts, there is the corner trust that has undoubtedly come to stay. And think of the people it has "squeezed!" It goes to "waist" but sometimes it is hard to get around it. In spite of the money that is behind it, it is generally on the verge of a "bust." But there is one thing that can be said for it—it is distinct and at all times "anti-expansion."

The Victor, Jr., mine, which recently increased the capacity of its shaft from 10 to 15 stamps obtained \$21,000 from an 18 days run of the mill, according to the Ashland Tidings.

NEWS OF THE STATE.

Eugene reports a scarcity of mill feed.

Chickenpox is prevalent at Hubbard.

The Grant's Pass tax levy will be 10 mills.

A carload of excelsior was loaded at Eugene Thursday for San Francisco.

The Sumpter valley railroad is running 10 trains daily six days in the week.

Curry county is 10 years behind in the redemption of county warrants, and over \$50,000 in debt.

The Lane county court has been petitioned for a steel bridge across the river at Cottage Grove.

It is estimated that there were 75 new buildings erected at Ashland last year, at a cost of \$125,000.

The Eugene Red Cross Society is preparing supplies for soldiers who will leave San Francisco next month.

It is proposed to establish stockyards at Pendleton. An Omaha man is said to be back of the project with \$220,000.

Weston's expenditures last year were \$3037.32 and receipts \$3475.93. The liabilities of the city amount to \$11,820.70.

Several horses in the vicinity of Pleasant Hill, Lane county, are reported to have died of blind staggers and others are affected.

C. C. Hall, who has a silo and delivers milk to Kurtz' separator at Woodburn, last month drew \$34.50 for the product of three cows.

A carload of flour from an I-land City mill has left La Grande for South America. In 1852 flour was shipped in quite large quantities from South America being known in the market as Chili flour. We now repay.

The receipts of the Pendleton water works last year were \$12,940.67. During the year there was spent on extensions and additions to the plant \$347.88, which makes the expenditures exceed the receipts by \$594.10.

Mr. and Mrs. J. T. Wisdom, of Baker City were injured in a runaway last week. On a narrow grade they met a hay wagon, the pole of which overturned the buggy and caused the horse to run away and to demolish the buggy.

E. P. Vickroy, of Upper Forest Creek, Jackson county, had a narrow escape from death one day last week. He was under a hay-shed, which collapsed from the weight of snow, completely covering him up. If it had not been for timely assistance, he would have lost his life.

The Oro Dill dam, that has been in course of construction for several months by the La Grande Light & Power Company, is completed, and the company is expecting a carload of machinery and electric light supplies. As soon as practicable the company will remove its plant to Oro Dill.

Irry McQuary, son of J. E. McQuary, of Milton, was adjudged insane Tuesday. He has a wife and two children, and was a bright and promising man of 29 years. He was the founder of the Athens Press when but 15 years old, and has been engaged in the newspaper business ever since.

James Ross and Barney Shelt, while prospecting on the north fork of the John Day, a few weeks ago, are said to have discovered a large cave in the side of a mountain about 25 miles above Dale. They explored the cave a short distance, and it grew rapidly larger, with many side passages leading off from it.

Considerable anxiety has been felt at Ashland for the safety of a party consisting of J. J. Chambers, C. A. Dickinson and Mansfield Sonnenchen, who left for the Chambers stock ranch at Buck Lake, before the storm, Jan. 11. The locality is noted for the depth of its snows, and fears have been entertained that the men have run short of provisions.

The La Grande Journal says that men who are at work on the Beaver Creek coal ledge with a diamond drill, have reached a depth of 20 feet in which distance they have struck two veins, one of which was three feet in thickness and one nine feet.

The drilling was done about half a mile back on the hill from the creek. The coal is of good quality.