

Hillsboro Independent.

HILLSBORO, WASHINGTON COUNTY, OREGON, FRIDAY, JANUARY 25, 1901

No. 36

Vol. XXVIII.

GENERAL DIRECTORY.

STATE OFFICERS.
Governor, T. T. Meier
Lieutenant Governor, C. S. Moore
Secretary of State, J. H. Ashmun
Treasurer, J. H. Ashmun
Attorney General, J. H. Ashmun
Supreme Court, J. H. Ashmun
Judge Fifth District, T. A. McFadyen
Attorney Fifth District, Harrison Allen

COUNTY OFFICERS.

Judge, L. A. Reed
Commissioners, J. Q. A. Young, E. J. Ward
Clerk, Geo. A. Morgan
Recorder, John W. Sewell
Assessor, Ralph L. Wann
Treasurer, R. Randall
School Superintendent, Geo. H. Wilcox
County Engineer, H. A. Hall
Surveyor, T. A. McFadyen
Coroner, W. P. Via

OREGON CITY LAND OFFICE.

Chas. B. Moore, Register
Wm. Galloway, Receiver

CITY OFFICERS.

Mayor, Geo. Wilcox
City Clerk, J. M. Grear
Board of Trustees, John D. Davis, John Milne, Wm. Benson, Saml. Everett
Recorder, Benton Brown
Treasurer, Saml. Everett
Marshal, Thos. Green
Justice of Peace, J. P. Randall

POST OFFICE INFORMATION.

The mails close at the Hillsboro Post Office, daily:
Glenwood, West Union, Bethany and Cedar Mill, 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. meeting Sunday at 8:30 p. m. All services well kept, 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 at 7:30 p. m.; general prayer meeting every Thursday evening. Leaders and stewards meeting the third Tuesday evening of each month.

M. E. CHURCH, H. Ober, pastor. Preaching every Sabbath morning and evening. Sabbath school at 10 o'clock a. m. League meeting every Sunday at 8:30 p. m. General prayer meeting every Thursday evening. Leaders and stewards meeting the third Tuesday evening of each month.

CHRISTIAN CHURCH, preaching at 2d and 4th Sundays in each month at 11 a. m. Prayer meeting Thursday evening, 7:30 p. m. Christian Endeavor at 7 p. m.
K. H. SICKAFOOSE, Pastor.

Daughters of Rebekah.
HILLSBORO REBEKAH LODGE NO. 24, I. O. O. F. meets in Odd Fellows Hall every Saturday evening.

M. W. P.
HILLSBORO CAMP NO. 430, MEET every 2nd and 4th Saturday night, at Wehrung's hall.

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

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

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

Degree of Honor.
THE DEGREE OF HONOR, A. O. U. V. meets in "Chambers" hall every first and third Friday evening of each month.

Rathbone Sisters.
PHOENIX 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. 34, K. of P. meets in Masonic Hall on Monday evening of each week. Sojourning brethren welcome to lodge meetings.

A. F. & A. M.
FIDELITY LODGE NO. 8, A. F. & A. M. meets every Saturday night on or after 1st 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.
VIOLA TENT, NO. 18, K. O. T. M. meets in Odd Fellows' Hall, on second and fourth Wednesday evenings of each month.

W. M. S. S.
W. M. S. S. meets at 7:30 p. m.

GEN. RANSOM. T. W. R. C.
MEETS IN ODD FELLOWS HALL, Hillsboro, on the 1st and 3rd Fridays in each month at 7:30 p. m.

GEN. RANSOM 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 3, 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.

Office: Bailey-Morgan Block, Rooms 1 & 2.

S. T. LINKLATER, M. B. C. M.,
PHYSICIAN AND SURGEON,
HILLSBORO, OREGON.

Office: at residence, east of court house, where he will be found at all hours when 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 B. & N. 5-3-5. Druggists at all hours. All calls promptly attended, night or day.

F. A. BAILEY, M. D.,
PHYSICIAN, SURGEON AND
ACCOCHEUR,
HILLSBORO, OREGON.

Office: in Pharmacy, Union Block. Calls attended to, night or day. Residence, S. W. Cor. Rose Lane and Second streets.

R. NIXON,
DENTIST,
FOREST GROVE, OREGON.

Best art. dental teeth \$3.50 per set. Cement and amalgam fillings 25 cents each. Gold fillings from \$1.00 up. Vitalized air for pulmonary 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 a 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 old established manufacturing wholesale house. \$200 a year, sure pay. Honest more than experience required. Our reference, any bank in any city. Know close self-addressed stamped envelope. Manufacturers, Third Floor, 334 Dearborn St., Chicago. 18-34

SUMMER RESORTS.

"To the mountains our people in increasing numbers yearly look for those days of relaxation and recreation necessary to maintain the human machine in far working condition. The languorous sloth of the seashore 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 flopping 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, Colettin, 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."

Sent 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, A BALANCE FOR.

What the actual cost due to bad roads is, and what saving could be made by a general improvement of the common roads is, we believe, beyond the power of any statistician to determine.

The truth is that a great part of the "good roads" literature which has been circulated in such prodigious quantities has fallen flat because of its manifest absurdities and exaggerations. Advocates of good roads have talked as if every common road from suburban streets to the little-traveled roads in sparsely-settled farming regions ought to be converted into a macadamized highway. They have run counter to common sense, as well as political economy, and the farmers of the country are much too shrewd and intelligent to be deceived by arguments of this sort.

It seems to us that the fact of greatest importance which the "good roads" boomers have most conspicuously failed to grasp is that the character of every road should depend first of all upon the amount of traffic upon it. The pioneer, driving his train of immigrant wagons across the prairie, does not make any road. He drives wherever his team can find the easiest course. Later on, a few settlers take up land; and their wagons continue to follow the pioneer's trail which is now used enough to make it worth while to clear away some stones at one place, corduroy a swamp at another, and level up a stretch of hillside. As settlement increases the travel grows and more radical improvements are demanded.

The road is relocated to avoid some hill; bridges are built; grading is done; ditches are provided for drainage. Later still the country becomes covered with valuable and productive farms; the road becomes, perhaps a connection between populous villages, and it then becomes worth while to avoid the mud of the winter and spring season by covering the road surface with broken stones. Finally, on one part of its course a city grows up and the macadam will be replaced by a cleaner and more durable covering.

So far as the cost of hauling alone is concerned, each improvement in the character of the road has doubtless effected a reduction; yet each improvement has also necessitated a heavy expenditure, and has increased the annual cost of maintenance; and this cost will not be shouldered by those who have to pay the bills until the traffic upon the road is great enough to warrant it. It would be absurd for the first settlers to have built a macadam road, yet no more absurd than the plan of wholesale road improvement which many of the writers on "good roads" apparently advocate.

Another conspicuous claim of the "good roads" advocates is that because the annual expenditure on highways produces no stone-covered roads, it is, therefore, wasted. It is true that a large amount of unintelligent and ill-directed work is done in the repair and maintenance of ordinary highways; but the same thing may be said of almost any class of public works. On the other hand, it is a fact that the expenditure for highway improvement is controlled by the local users of the road who are most interested in its results.

The principle of "home rule" is carried out to its fullest extent. The time and labor and money might be more intelligently expended in many cases, but only where the local circumstances warrant would it be wise to devote any considerable part of it to stone road construction.

Of course, if a stone road once built were good for all time with less annual expense for repairs than a dirt road, the situation would be very different. If that were true, it would be proper to devote as large a portion as possible of the annual expenditure on highways to hard road construction, thus aiming to eventually convert all highways into macadamized roads. Unfortunately, this is not the case. A good macadam road costs much more to keep in repair than a dirt road, and if it is not kept in repair it rapidly deteriorates and becomes for a good part on the year less pleasant to ride over and more destructive to horses and vehicles than a dirt road.

It ought to be entirely clear, therefore, that no road should be macadamized unless the traffic it will accommodate is sufficient in amount to justify the interest on the cost of the work and the annual charge for maintenance.

We are well aware that the "good roads" boomers have a whole arsenal of arguments as to the increase of population and traffic and the appreciation in land values which has taken place in districts in New Jersey and Massachusetts where a large extent of hard roads has been built; but these figures represent merely the change of a farming region into suburban towns and villages and market gardens. In such localities traffic has rapidly developed coincident with the growth in population but it is absurd to ascribe any considerable part of either the increase in population or of land values to the good roads. It was really these changes that made the road improvement work possible.

So much for the fallacies. Now for the facts. It is true that the common roads of the country, taken as a whole, are by no means what they should be. It is true that with the rapid increase in wealth of the farming districts during the past four or five years—an increase which there is good reason to believe may continue—the way has been opened to secure a general improvement in the condition of highways in these portions of the country. It is true that the bicycle and the motor-vehicle have enormously increased the use of the highways for pleasure by residents of towns and cities, and have thus justified a greater expenditure on road improvement than was warranted a decade ago. It is true also that taxpayers in cities and towns, for these and other reasons, are willing to assist in the improvement of country highways, as they were not ten years ago.

But with these facts in mind, what policy should be pursued in carrying out road improvements? What roads should be improved, and how should the work be done?

At present the plan most in favor, where "state aid" to local road construction has been inaugurated is to build isolated samples of good road construction of the most expensive class with the expectation that these "sample roads" will induce the farming community to undertake similar works at their own expense. We believe that this expectation will seldom be realized. If these "sample roads" are located in a community where the first cost and the cost of maintenance of first-class stone roads can be afforded, they will doubtless be imitated; but in an ordinary farming community, the expensive stone road which the state builds would be regarded about as a present of a costly article of luxury would be by a man in moderate circumstances. He will use and enjoy it, but he will not buy more like it if it is really beyond his means.

At the root of this policy of building "sample roads" lies the idea that the farmers do not know what is for their own financial interests, and that "good roads" (by which is usually meant expensive stone roads), will result in sufficient financial gain to the farmers to more than counter-balance the first cost and the additional cost of maintenance. We believe this idea to be founded on just such misleading and fallacious statements as that put forth by the Road Inquiry Bureau. To the general policy of state aid to road improvement, objection can hardly be made. The wealth concentrated in the cities ought to bear a part of the burden of maintaining and improving the public highways. But such state aid should be so bestowed as to effect the largest results.

It is doubtful whether the policy of constructing isolated sections of roadway, scattered here and there, and all of the most expensive class of construction, is the wisest one. If a roadway of the highest class is to be built, then a location should be selected where the traffic justifies it. The attempt should be made, moreover, to form continuous stretches of roadway connecting populous centers. A network of such state highways may thus in time be formed which will justify the state's expenditure upon them by their service as general arteries of traffic, apart from their use to the immediate locality in which they lie.

While on roads with sufficient traffic the old adage holds that "the best is the cheapest in the long run," it is questionable whether the state should confine its work to the construction of high-class roads alone. Should not the remote farming districts which desire to improve their most used roads also receive aid from the state? And if this is done should not the road be suited in cost and in character to the traffic it has to carry? Is it true, as many good roads advocates seem to think, that there is no

thing between the ordinary dirt road and the standard macadam construction?

If this is really the case, then the outlook for a general improvement in American highways is indeed discouraging. Massachusetts, for example, which is doubtless more wealthy in proportion to its area and more thickly populated than any other state in the Union has spent nearly 2½ million dollars to secure only about 250 miles of state highways. At this rate how many years must elapse and how huge an expenditure must be made before such a state as New York or Virginia or Illinois can cover its territory with a complete system of good roads?

It seems to us that to confine the work of road improvement to the construction of high class roads alone, is contrary both to sound engineering and to common sense. The great bulk of our highways must remain dirt roads, for one or two generations at least, if not indefinitely; but a great deal can be done to improve their condition and facilitate travel over them without resorting to macadam construction. The intelligent use of road machines, provision for drainage, removal of soft mud and replacement with more stable material are examples of work which can be done at very moderate outlay, and which will often repay its cost in decreased expenditure for road repairs.

Where a road has a large enough traffic to justify greater expenditure, gravel top dressing can often be applied in glacial regions at a small cost; or a narrow telford foundation may be placed, where the soil makes such a foundation advisable. Local conditions will, of course, determine local requirements. There are sections of the country where the natural soil forms an admirable road for traffic during the greater part of the year. There are others where the roads become quagmires at every heavy rain-fall, and in such districts of course the need for road improvement is far more urgent, and expenditure in this direction is far more justifiable.

If the state is to do the most for the improvement of public highways it ought to aid in the improvement of the ordinary highways as well as in high-class macadam construction. There are thousands of miles of much traveled highways in almost every state on which an expenditure averaging, perhaps \$500 per mile would produce large results, especially if the work were supervised by a competent engineer, as would naturally be required if the state were to bear part of the cost. It may be argued that this expenditure would not be a permanent improvement like the construction of a macadamized road; but the real way to measure permanence is by the necessary expenditure for maintenance. If either road were left to wear out with no expenditure for maintenance for ten years, it is a question whether a larger percentage of the expenditure on the costly road or on the cheap one would remain intact.

It must be clearly understood that we are by no means arguing against the construction of macadam roads. Where the traffic warrants them they are without doubt the road to build. What we protest against is the idea that no other class of road improvement is worth the attention of engineers or deserving of aid by the state.

It cannot escape attention, moreover, that in work of this sort the state can secure local co-operation as it cannot on the more expensive roads. In Massachusetts the state pays three-fourths of the cost of the state roads, which average nearly \$2,000 per mile in cost.

Suppose that in a state where a much larger mileage was to be covered and funds were less readily available, it were determined to spend \$500 to \$1,000 per mile in improving main highways. At such a rate one-half the cost could well be borne by the locality benefited and a given appropriation by the state could be made to cover a large extent of territory. It may perhaps be contended that such an expenditure is more than could be profitably made on ordinary dirt roads. If this is the case, make the expenditure less and cover a larger territory. The only point we contend for is that it is feasible to effect great improvements in ordinary earth roads at a moderate expenditure and that it is worth while for the state to foster such work by financial and other aid.—Engineering News.

JUSTICE IN TWO STATES.

The McKneux murder trial, a fair sample of the spectacular and sensational cases with which New York City has long been familiar, began on November 14, and it was not until November 29, more than two weeks later, that a jury was secured. The Boschieter murder trial at Paterson, N. J., for a crime and in circumstances at least fully as grave and—if we may apply the word—as sensational as the other, began a little after 10 o'clock yesterday, and before 11 o'clock the jury box was satisfactorily filled, the actual time spent in selecting the twelve men being about thirty-six minutes, or three minutes apiece.

In the apt words of the late Laurence Sterne, "They order this matter better in"—New Jersey.

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 Wall street. They are great days also 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 Fension. 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.

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.

WANTED.—Capable, reliable person in every county to represent large company of solid financial reputation; \$800 salary per year, payable weekly; \$3 per day absolutely sure and all expenses; straight, bona-fide, definite salary, no commission; salary paid each Saturday and expense money advanced each week. STANDARD HOUSE, 344 DEARBORN ST., CHICAGO. 25-32

American workmen and merchants are receiving more for their goods and getting higher wages than they were under the Wilson bill, a fact they seem to ignore when they began to charge up against the Dingley tariff the crime of increasing the price. The descending scale of the low tariff is cheap prices, cheap labor, cheap men.—Davenport (Iowa) "Republican."

State if patented. THE PATENT RECORD, Baltimore, Md. Subscription price of the Patent Record \$2.50 per annum. Sample free.

NEWS OF THE STATE.

The Dalles has levied a 6-mill tax. The Eugene tax levy will be 8 mills.

The Dalles will purchase 500 feet of fire-hose.

The Southern Pacific is storing ice at Ashland.

Machinery for the new laundry at Eugene has arrived.

Marshfield has voted a tax for a 10 months' school term.

The Grant county tax levy has been fixed at 2½ mills.

The Douglas county tax levy has been fixed at 20 mills.

The Pendleton school district has levied a special tax of 8 mills.

The Victor, Jr., mine in Southern Oregon is employing 100 men.

The roads between Dufur and Tygh are reported in a very bad condition.

The Lucky Boy mine, at Baker river has shut down on account of snow.

The overflow of the Coquille last week was the highest for several years.

William Parker was arrested at Eugene Saturday for theft of an umbrella.

The walls of the first story of Malheur county's new court house are finished.

The coal shaft being sunk by W. A. Maxwell at Coos City, is now down about 300 feet.

The Canyon City council has taken steps to have sidewalks constructed on every street of the town.

Tom Reed is held at Pendleton in the sum of \$150 to answer to the charge of larceny by bail.

A horse belonging to the Eugene-Florence stage line was drowned above Meadow a few days ago.

Several carloads of Weston bricks have been shipped to Mission station. They will be used for government buildings.

J. W. Walters & Son, proprietors of the Elmira mills, have floated their logs into the Long Tom from the Noti river.

An acetylene gas plant belonging to J. P. Williams, of Long Creek, exploded last week, slightly injured Mr. Williams.

Articles of incorporation of the Fortune Mining Company, of Grant's Pass, have been filed. The capital stock is \$1,250,000. The company will work the Goodnow properties in the district of the Greenback mine, in the northern part of the county.

William Moody was arrested on the reservation south of Athens Thursday and taken to Pendleton. About 18 months ago he was arrested for having stolen a horse from Mr. Greaves at Weston and gave bond for his appearance, but forfeited it. He left the county and had not been heard of by the officers until last week when it was learned that he had gone back for a visit.

Some excitement has been created in the Red Hills, eight miles south of Salem and four miles from Turner by the discovery of a large body of free milling ore. It is on the Clark Rogers farm, and its presence has been known for many years, but was deemed of little value. Recently it was assayed, and the results have been so surprising as to cause a mild mining excitement in the neighborhood.

The Black Butte quicksilver mine, sixteen miles south of Cottage Grove, was closed down last Saturday. In conversation with Mr. W. B. Dennis, superintendent of the mine, the Nugget man is informed that the closing down of the mine is for the purpose of making changes and improvements in the plant. An additional string of condensers will be built, and the capacity of the furnace will be increased from 40 to 50 tons per day. The company are also getting plans for the construction of a second and new furnace with a capacity of 100 tons per day, thus increasing the capacity of the present plant from about 40 to 150 tons daily. Pending these improvements the plant will be only temporarily shut down. The Black Butte mine has been operated for almost a year under the superintendence of Mr. Dennis, and in that time 5000 feet of development work has been done in a most systematic manner, and has proven that the mine will justify the expenditure of an additional large sum of money to increase the output.