O H Society City Hall

Hillsboro Independent.

Vol. XXX. HILLSBORO, WASHINGTON COUNTY, OREGON, FRIDAY, JUNE 6, 1902. No. 3

PROFESSIONAL CARDS.

THOS. H. TONGUE. E. B. TONGUE Notary Public.

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.

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

S. T. LINKLATER, M. D. 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. TAMIESIE, M. D.
S. P. R. R. SURGEON,
HILLSBORO, REG N.
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 & Sels' Drugstore at all hours. All calls promptly attended, night or day.

F. A. BAILEY, M. D.
PHYSICIAN AND SURGEON
HILLSBORO, OREGON.
Office Morgan-Bailey Block, up stairs, rooms 12, 13 and 15. Residence, S. W. Cor. Base Line and Second streets
Both 'Phones.

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

R. NIXON,
DENTIST,
FOREST GROVE, OREGON
Best artificial teeth $5.50 per set. Cement and 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.

Easiest of access among all the Canons of Colorado, being situated on the main line of the Denver & Rio Grande between Canon City and Salida in the front range of the Rockies, is the most specular, awe-inspiring and magnificent. Down this mighty cleft in the heart of the granite rock-barrier rush the raging waters of the Arkansas River, lashed into foaming fury and dashed into spunning spray by its swift descent through the tortuous defile. So narrow is the passage at one point that there was no room for both the road and river, and therefore a curiously constructed bridge of steel had to be thrown lengthwise of the stream, suspended from iron supports mortised into the canon walls on each side to the right and left. And right here can be seen the climax of all the canon's grandeur, that which has been aptly called "The Royal Gorge." For two thousand six hundred feet the solid monoliths soar upward—five times as lofty as the Washington Monument, the highest permanent structure reared by the hand of man. No words can adequately describe the magnificence of the scene. Only those who have beheld its glories can appreciate them.

This is but one of the many wonders of nature revealed to the traveler on the Denver & Rio Grande Railroad, "The Scenic Line of the World."

For detailed information about this most delightful trip to the East, Address L. D. Mansfield, gen'l Agt, Rio Grande System, Portland, Oregon.

Neglect Means Danger.

Don't neglect billiousness and constipation. Your health will suffer permanently if you do. De Witt's Little Early Risers cure such cases. M. B. Smith, Butternut, Mich., says "De Witt's Little Early Risers are the most satisfactory pills I ever took. Never gripe or cause nausea." Delta drug store.

Timber Land, Act June 3, 1878

NOTICE FOR PUBLICATION

UNITED STATES LAND OFFICE
OREGON CITY, OREGON, May 22, 1902.

NOTICE IS HEREBY GIVEN THAT in compliance with the provisions of the act of Congress of June, 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington territory," as extended to all the Public Land States by act of August 4, 1892, Lizzie Voss, of Astoria, county of Clatsop, State of Oregon, has this day filed in this office his statement No. 5767, for the purchase of the S W ¼ of Section No. 9 in T 3 N R 6 W, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 8th day of August, 1902. He names as witnesses:

John Glaser, of Olney, Oregon.
Julius Garbe, of " "
Clara E. Larson, of Astoria, "
Clara Weiman, of " "

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 8th day of August, 1902.

CHAS. B. MOORES, Register.

Timber Land, Act June 3, 1878

NOTICE FOR PUBLICATION

UNITED STATES LAND OFFICE,
OREGON CITY OREGON, May 22, 1902.

NOTICE IS HEREBY GIVEN, THAT in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Clara E. Larson, of Astoria county of Clatsop, State of Oregon, has this day filed in this office his sworn statement No. 5763, for the purchase of the N W ¼ S W ¼ Sec 3, E ½ S E ¼, N W ¼ S E ¼ of Sec. No. 4 in T 3 N R 6 W, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 8th day of August, 1902.

He names as witnesses:

John Deneck, of Olney, Oregon.
John Glaser, of " "
Julius Garbe, of " "
George Voss, of Astoria, "

And and all persons claiming adversely the above described lands are requested to file their claims in this office on or before said 8th day of August, 1902.

CHAS. B. MOORES, Register.

Timber Land, Act June 3, 1878—

NOTICE FOR PUBLICATION

UNITED STATES LAND OFFICE,
OREGON CITY, OREGON, May 22, 1902.

NOTICE IS HERERY GIVEN THAT in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, Clara Weiman, of Astoria, county of Clatsop, State of Oregon, has this day filed in this office his sworn statement No. 5761 for the purchase of the S W ¼ N W ¼, W ½ S W ¼ Sec. 4, S E ¼ S E ¼ of Sec No. 5 in T 3 N R 6 W, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver at this office at Oregon City, Oregon, on Friday the 8th day of August, 1902.

He names as witnesses:

John Deneck, of Olney, Oregon.
John Glaser, of " "
George Voss, of Astoria, "
Lizzie Voss, of " "

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 8th day of August, 1902.

CHAS. B. MOORES, Register.

Timber Land, Act June 3, 1878

NOTICE FOR PUBLICATION

UNITED STATES LAND OFFICE,
OREGON CITY, OREGON, May 22, 1902.

NOTICE IS HERERY GIVEN THAT in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory" as extended to all the Public Land States by act of August 4, 1892, Julius Garbe, of Olney, county of Clatsop, State of Oregon, has this day filed in this office his sworn statement No. 5769 for the purchase of the N ½ N E ¼, N E ¼ N W ¼, Sec. 10, S E ¼ S W ¼ of Sec. No. 3 in T 3 N R 6 W, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 8th day of August, 1902.

He names as witnesses:

John Deneck, of Olney, Oregon.
John Glaser, of " "
George Voss, of Astoria, "
Clara Weiman, of " "

Any and all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 8th day of August, 1902.

CHAS. B. MOORES, Register.

Timber Land, Act June 3, 1878
NOTICE for PUBLICATION.

UNITED STATES LAND OFFICE,
OREGON CITY, ORE., May 22, 1902.

NOTICE IS HEREBY GIVEN THAT in compliance with the provisions of the act of Congress of June 3, 1878, entitled "An act for the sale of timber lands in the States of California, Oregon, Nevada and Washington Territory," as extended to all the Public Land States by act of August 4, 1892, George Voss, of Astoria, County of Clatsop, State of Oregon, has this day filed in this office his sworn statement No. 5768, for the purchase of the S E ¼ of N W ¼, E ½ S W ¼, S W ¼ S E ¼ of Section No. 4 in Township No. 3 North, Range No. 6 West, and will offer proof to show that the land sought is more valuable for its timber or stone than for agricultural purposes, and to establish his claim to said land before the Register and Receiver of this office at Oregon City, Oregon, on Friday, the 8th day of August, 1902. He names as witnesses:

John Deneck, of Olney, Oregon.
Julius Garbe, of " "
John Glaser, of " "
Clara Weiman, of Astoria, "

And all persons claiming adversely the above-described lands are requested to file their claims in this office on or before said 8th day of August, 1902.

CHAS. B. MOORES, Register.

34-43

Stops the Cough and Works Off the Cold.

Laxative Bromo Quinine Tablets cure a cold in one day. No cure, no pay. Price 25 cents.

The Story of a Soldier's Struggle

Ten Years' Trial

By Brig. General Charles King

He was leaping along the railway, waving and cheering them on.

Now into the dark mouth of half a mile of snowsheds darts the engine, and the earth an instant later has swallowed up the train. Easy would it have been for savage skill to strip a few rails from the ties and hurl the human load to death, but not a Brule dreamed of such a thing as "store soldiers" coming to dare them, with the regulars a full week's march away. Wide open now, the throttle releases every pound of steam, and all the strength of the mammoth tugs at the lagging load, for the long grade begins at last to tell, and despite all that man and steam and fire can do the dead weight trailing sternward overcomes the impetus of the initial dash, slows down to less than half speed, but still panting furiously the engine struggles on. One mile more, and the crest is gained, and then a new leap. One minute more, and from the bowels of the earth the Baldwin bursts forth into glad sunshine, and, peering instantly about him, sweeping the open slopes with eager eyes, Eric catches sight of a swift, streaming feather skimming the crest to the south and shooting out of sight in the flash of a second. A war bonnet capping the painted head of a savage scout! The Brules had got the alarm! "Back to the cab!" shouts the conductor. But Langdon motions, "Stay."

The grounds break away in a little swale or hollow to the right front, where the prairie begins its slope toward the far concave bend of the river, and over this rift there bursts upon their straining gaze a sight never to be forgotten. Away to the front there rises a billowy butte perhaps two miles distant, about one half probably of its southward slope just visible, and that slope is thickly sprinkled with darting, dashing red riders in wild commotion. There are the Sioux in all their savage glory. There, close at hand, must be the beleaguered train. Here, closer at hand, just behind the low curtain in front, must lurk the Brule scouts. Look! A flash, a puff at the very crest, not 400 yards away now, so determined has been the Baldwin's onward rush. Look! Another! And now there is not a second to lose. The Sioux have seen and opened fire. A shriek goes up from the brazen throat. The airbrakes grip the wheels. The long train slows so suddenly that men are hurled forward in every car.

"Lie low, you in cab and tender!" yells Langdon as the conductor, ducking, scrambles to the shelter of the cab. Flash after flash, puff after puff, the ridge line blazes. Spat comes a bullet on the iron breast behind him as Langdon leaps from the pilot to the sloping ground and sprints back along the side of the train just coming to a standstill. "This way! This side, Company C!" he yells, waving his cap on high, his eyes flashing, his voice thrilling through the rare, exhilarating atmosphere. "Spread out! Open out—five yards apart! Forward—fast as you can! We've got to have that ridge before they can line on it. Come on! Come on!"

It is only a rush of a few hundred feet now. The eastward scouts of the hostiles are but a handful. The braves are closing in on every side about the weary defenders on the farther slope. The glut for blood and rapine has blinded the eyes of old Stabber, their fiery chief. The frantic signals of his scouts have been ignored in the fury of their assault, in the faith that all re-

Continued on Fourth Page.

99 MILES AN HOUR

Burlington Does a Little More Speedy Running Out West.

WORLD'S RECORD FOR DISTANCE

Fifteen Miles on Curved Track in Colorado Covered at Astonishing Rate of Speed by Chicago Special.

All previous records for fast running over distances greater than ten miles went glimmering down among the things that were when the Denver Chicago Special of the Burlington Route covered 14.8 miles at the rate of 98.6 miles an hour.

This burst of speed was made with a heavy train of nine cars form Eckley to Wray, Colo., on March 24, the train being in charge of Conductor J. H. Burns and Engineer O'Connell.

The report of the former on this occurrence follows:

"Train No. 6 left Denver about ten minutes late, owing to a wait for the through California car. A heavy wind prevailed to Akron, which put us out of the latter place exactly thirty minutes late. Engineer O'Connell was handed the usual documents to proceed, and nothing exceptional as regards speed was mentioned, as it has been customary to go to Wray, first stop, in 43 to 46 minutes, 70 to 73 miles an hour average, when late.

"We passed Otis at an average of abou 69 miles an hour. Hyde and Yuma the train passed at about 65 miles an hour, and when the train passed Eckley it was running 74 to 75 miles an hour.

"I was in the observation car, Eckley to Wray. On my left were several gentlemen who had been talking about the run: Mr. Arthur Johnson of Denver, Mr. Wells Atley of Los Angeles, Mr. Bush, Traffic Manager of the Colorado Midland, Mr. Foley of Omaha, two men from Salt Lake City, a lumber dealer from Leadville and an electrician from Honolulu.

"We passed Eckley at 7:56 p. m., all hands holding watches corroborating. It seemed so short when the whistle was blown that the comment was made by Mr. Johnson, 'Oh, well, he is not doing so much as we thought he might.' Mr. Johnson believed that we had but reached Robb, a distance of six and one-tenth miles from Eckley.

"I remained silent a few seconds, disappointed. The wind had gone down, and on account of the heavy smoke falling over the train I was not positive where I was, but with a second thought, the train having dashed over a bridge, between whistling posts and the depot, and knowing the location extremely well, I arose and said, 'Gentlemen, we are at Wray. We passed Robb some time ago, and you have been able to ride fourteen and eight-tenth miles faster than it has ever been covered before.

"They looked at me and never spoke. I went at once to the rear platform and observed at time of departure my watch, which was showing five minutes strong after 8:00 p. m. Train was not at a dead stand still, but the nose of the engine had passed far enough under the wire to constitute the distance finished and create a record.

"I went to the head end, where Mr. Lindsay of Pittsburg, manager for Andrew Carnegie, and party were occupying special car Grassmere. Mr. Lindsay was on the platform, when I approached, and exclaimed, 'Conductor, that was a terrific burst of speed; how fast were we going?' I told him the speed was more than ninety miles per hour for the distance of fourteen and eight-tenth miles. 'I came to the conclusion we were flying,' said he, 'and told my party it was the fastest time we had ever made.'

"The train consisted of engine No. 41, mail car, baggage car, two reclining chair cars, special car Grassmere, three sleepers and dining car Prescott.

"From Eckley to Wray the track is full of curves, and the train of nine cars was running on two of them at one time, owing to the length of train and shortness of curves, except in two cases where they are longer.

J. H. BURNS, Conductor."

GLOVES AND THE FRENCH TREATY

The existing duties on leather gloves are all specific, and range from $1.75 to $4.75 per dozen pairs, with additions of from 40 cents to $1.00 for lining and peculiarities of stich and ornamentation. These rates are not experimental, nor of doubtful necessity. They are the result of experience ripened to maturity under preceeding tariff laws, coupled with thorough study and exhaustive discussion of all the conditions of glove manufacture here and abroad. Their avowed purpose is to afford protection to American glove manufacture, but that the protection given is not excessive nor prohibitory is abundantly shown by the flourishing condition of the trade in foreign gloves in this market. The principal European manufacturers have long maintained branch houses here, and their business grows in spite of the tariff.

Such being the case, it is "up to" those who want the French treaty confirmed to give an adequate reason for the reduction of the duty on leather gloves. No such reason has been given, and we believe that none can be given. The plea that one manufacturer ought to be willing to lose a part of his business in order to help another manufacturer to get more business—which was voiced in anvil chorus by ultra reciprocators and free traders previous to the reciprocity convention—has gone the proper way of the sophistical rubbish that it was. The only plea likely now to be used is that the proposed reduction of duty is "such a little one."

Yes, it is only one-tenth, say, from 25 to 50 cents per dozen. Furthermore, it only applies to one country, France. But if such a concession be made to France will not England and Germany demand similar treatment? We import many gloves from both countries. Plainly, the great advantage given to French gloves would cause a demand for its extension, and we could not consistently refuse it.

One-tenth is not much, but in this case it is a very important integer of the whole. One-tenth the height of a levee or embankment against a flood may not be much, but a far smaller opening has caused a ruinous inundation. American glove manufacturers would feel the reduction most acutely on fine kid gloves. It is this class of the business that has been most difficult to establish here on a paying basis. The prejudice in favor of foreign goods was general and almost immovable. Most of the leather had to be imported. The highest skill was necessary in all parts of the work, and in cutting, particularly, those engaged in the art have been able to maintain wages at a high figure. We doubt if any industry can be named in which the contrast between American and European—particularly continental—wages is greater than in kid gloves.

Under the present duties American gloves have demonstrated their ability to make the finest grades of goods and they have shown exquisite taste as well as the first order of mechanical skill. This has been achieved because the tariff made it worth while. Obviously if the cost entailed was such that the goods thus produced could not be sold in competition with imported gloves the manufacture could not continue. It is to the advantage of the country to encourage the highest classes of work here in order that the rewards to our artisans may be as large as possible.

Again, kid gloves are a luxury, and as such fall naturally into the category of goods that should bear the highest rates of duty. To sum up, then, there is no reason for cutting down the glove duties, while there is sound reason on all hands for maintaining them as they now are.

THE STATE FAIR THIS FALL.

What will Washington county do at the state fair? This will depend on the interest each individual will take in furnishing products of the soil and by carefully cultivating that which may appear particularly promising. No one need fear that our county cannot carry off the first prize for agricultural products over every other county of the state provided proper efforts be made, for none can compare with the quality of our soil.

Heretofore the county exhibit has been collected by one or two men, who for want of time, and without the slightest pretense to special cultivation, took that which was nearest at hand and at random, and not knowing where to look for specimens frequently passed by better than was taken. While in this haphazard way of collecting the exhibit we have always taken a prize, but not the first, it can readily be seen what we could do, and the object of this article is to forcibly suggest to each and every individual of this county to appoint himself a committee of one to plant, cultivate and produce something for the state fair this fall, give it good, rich soil and extra cultivation and you can be assured that Washington county's soil and Oregon's rain and sunshine will do the rest and produce such as cannot be duplicated elsewhere. When this has been done you certainly will have something of interest to report to the committee having the exhibit in charge to whom you can simply drop a card stating that you have something for the state fair and some member of the committee will call for same and label them as your product. If you should not be fortunate enough to have something of your own and see something of merit belonging to your neighbor, induce him to present the same to the committee. Don't make the mistake that has been responsible for our only partial success, which is "someone will have something better." In this way abundance of beautiful specimens are lost. Let the committee judge as to their worth by comparison, since this is the only method by which we can secure the best. Take the time and care to save any good specimens you may have produced and you will be surprised at its apppearance when properly arranged for exhibit along with others of its class, and it will be

Continued on third page.

HON. THOS. H. TONGUE.

Reelected for the fourth time by increased majority.

NEWS OF THE STATE.

The Harriman railroads have united on a colonization scheme by which it is proposed to place several thousand immigrants in Oregon during the next year and a half.

The Sugar Pine and Lumber Co.'s factory at Grants Pass was burned last week. Loss $100,000, insured for $30,000. The fire was started from a pile of burning sawdust.

A musician named John N. Crebberly aged 45, who played the cornet in Portland orchestra, was found sitting in a chair dead last Monday evening about 8 o'clock. The man had been drinking during the day.

The pioneers of Yamhill county held a reunion at North Yamhill last Wednesday. An address was made by Hon. John F. Caples and the reunion was attended by Judge Burnett of the 3rd judicial district.

A valueble corundum mine has been found in Josephine county. Corundum is a crystal noted for its hardness, being next to the diamond. It is used for polishing steel and iron. This is the first mine to be opened in the state.

The case of the State v August Schieve, indicted in Columbia county for murdering Schulkowski, was tried last week. The jury after being out from Saturday to Wednesday, four days, returned a verdict of murder in the first degree.

An evangelist named Marshall has been holding revival meetings at Astoria. From paragraphs published in local papers it is gathered that he is not popular. Perhaps that is because he picks up his hearers and shakes them over the bottomless pit.

A Sumpter, Oregon, prospector put down an 8-inch drill hole on a claim. At a depth of 109 feet he struck a quartz vein exceedingly rich in gold. A shaft is to be sunk along the drill hole and when the vein is encountered a drift will be run to discover how large is the ore body.

A Marion county farmer on Friday night last lost a valuable Altamont mare from his paddock near the fair ground, Salem. The animal was stolen and ridden toward Portland. The mate was not taken perhaps because he could not be caught. A saddle in the fence corner tends to that theory.

The Supreme Lodge, A. O. U. W. of the world, meets in Portland next Tuesday, June 10, and will remain in session 10 days till June 20. Every state in the union will be represented. During the session there will be several excursions into the interior of the state, one being up the Willamette valley going up one side of the river and returning by the other.

Rev. M. P. Smith, one of the ablest Catholic priests of San Francisco, passed through the city yesterday on his way to Portland. He is to do missionary work down the Willamette valley and will return to Astoria in a short time, where he will open a mission at St. Marys church in conjunction with Father Hopper, who is also of San Francisco. They are members of the Paulist order, which is an American institution, owing its origin to several Catholic converts of New York City. The object of the order is to give missions both to Catholic and non-Catholics, and among its members are some of the ablest pulpit orators of America.—Astoria News.

Orders are coming in quite freely for the shipment of butter and cheese in considerable quantities to Japan. Several small shipments of butter and cheese were made to English houses in Yokohama last season, and proved so satisfactory that orders for much larger shipments are being received, and the prospect is that quite a trade in butter and cheese will eventually be built up with Japan. Shipments of butter are also made weekly from Portland into Mexico to a section where a number of Americans and English are operating mines. The butter which goes to Japan is packed in tins, holding a roll each, and in firkins. That for Mexico is packed in tins. The demand for Oregon butter and cheese will soon far exceed the supply, and dairymen may as well prepare to increase their output. When some one starts a condensed milk factory here, there will be a demand for a large quantity more of milk than is now produced in this region.—Oregonian.