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FRIDAY, MARCH 13th, 1903.

CONGRESSIONAL CONVENTION.

The Republican Central Committee for the First District met in Portland yesterday and fixed the time and place for holding the Republican District Convention that will nominate a candidate for Congress to fill the vacancy caused by the death of Congressman Tongue. The Convention will be held on Thursday, April 9, at 2:30 o'clock p. m. in the city of Eugene. The announcement for a county convention to send delegates to this District Convention will be made next week.

The Great Northern R. R. Co. is to put a line of fast ocean steamers on the route between Puget Sound ports and San Francisco. The boats are to make 18 miles per hour so that the ocean route will be more speedy than the all rail.

There is no dearth of candidates for the congressional race in this district in either of the old parties. With 7000 majority it takes a good degree of democratic hope to induce a candidate of that party to spend much time and energy to show the people that this state does not want a democrat in congress.—Albany Herald.

The Dallas Mountaineer states that a petition for a referendum on the Lewis and Clark fair appropriation is circulating in Wasco county. The paper approves the move, but will probably support the appropriation when it is submitted to the people. Will that paper ask for a referendum on the Celilo portage railroad bill?

"The democratic members to a man voted throughout the senatorial contest for the man whom their party had designated at the polls as its choice." Thus the Journal takes glory for its "consistent" party and lashes the republicans for failure to "do likewise." In truth the republican party did not see fit to nominate a candidate for U. S. senator. The party was evidently willing to trust its representatives in the legislature. And the trust was not abused.

The Legislature was certainly extravagant, but to a great extent this was the fault of the people of the different sections, who demanded in no uncertain tones. Portland insisted in \$500,000 for the Lewis and Clark Fair; Eastern Oregon must have \$165,000 for a portage railway; the Indian War veterans called for \$300,000 were voted \$100,000 with a promise of more in the future; normal schools wanted, and got, and while it all amounts to \$2,500,000 the people are mainly responsible for the condition.—Woodburn Independent.

The Corvallis Gazette is out for Binger Herman, for congress, because when Herman was in congress before he had a steamship running from Yaquina Bay to San Francisco, carrying wheat and merchandise. When Mr. Herman retired the ship went off the route. The Gazette now states that if Mr. Herman is returned to congress, the ship will again visit Yaquina Bay and draw freight from the Upper Willamette valley. The INDEPENDENT does not believe it, and the Gazette is doing Mr. Herman a positive injury, for should he be returned to congress he could no more make of Yaquina a shipping point than could Mr. Brownell, Mr. Davy or Mr. Carter. Hot air may dry damp linen but it is a bad element in politics.

Ex-Mayor Ames of Minneapolis now under arrest in Manchester, N. H., charged with bribery is fighting extradition proceedings. He does not admit that he is guilty or deny. Only he does not want to return to Minneapolis to stand trial. Ames is wellknown in Oregon only here we know him as "Doc" Ames. Here he did not practice medicine, but was a newspaper writer and democratic politician. Not very firmly grounded in the accepted tenets of the party, but using the organization to further his fortunes. "Fortunes" is used to convey the thought that he had more than one string to his bow. One was money, one position, one social prestige and perhaps fame held a taper in the distance. He studied in the Ben Holiday school, worked on the Daily Herald of that day and perhaps on the Bulletin with H. W. Scott and James O'Mera. Ben Holiday's ways of using money were raw and "Doc" Ames seems to have become familiar with them. At any rate his Oregon acquaintances suspicion that where there is so much smoke there is some fire. Ames has ability, though it is feared that his balance wheel is topsided.

TWO VIEWS OF THE MONROE DOCTRINE.

A German political Economist named Adolph Wagner was asked by a correspondent touching the Monroe doctrine. "Is it as binding as international law?" Wagner answers: "The Monroe Doctrine is an empty pretension, behind which is neither energetic will nor actual power. Scarcely could such a doctrine be forced upon a conquered people after extraordinary victories. No people and no great ruler ever proclaimed such a doctrine. Neither England nor Russia, nor Napoleon at the height of his power, ever made a similar pretension. But not even the United States' predominant interests are behind this unheard of assumption; South America is neither geographically or historically so well connected with North America and the United States as to justify such a pretension, even from a North American standpoint." Another authority, Baron Udkerke, writes to this effect: "The Monroe Doctrine is, from the standpoint of international law a non-binding monologue whose enforcement is purely a question of force."

Other German authorities are more circumspect and avoid answering the question. The doctrine has been so fondly cherished by Americans for the past eighty years, since its announcement by Pres. Monroe in 1823, that it is as dear to us as our constitution. The Baron may declare that its enforcement is a question of force and we reply that our continued national existence is a question of force. For that, we will not for a moment, hesitate to take up arms and the people would compel any administration to enforce the Monroe Doctrine. The Europeans above quoted can hardly point to a section of international law that has been formulated by a peaceful agreement of two or more world powers. Almost every provision has been the result of a struggle. And this Monroe Doctrine, if not now in the international code will be put there whenever an European Nation attempts to gain dominion in the New World. President Monroe's word is the key to our adhering to the doctrine. "An attempt on the part of European Nations to extend their system to any portion of this hemisphere is dangerous to our peace and safety." Before any of our coasts can be attacked by a foreign fleet, the battle-ships must be recalled at New World stations. We are safe as long as Germany can get no coast. It is our province to prevent this and if it takes force to carry out our purpose we are prepared to use it. In 1823 when war-ships were propelled by sail the necessity for keeping Europeans away from American waters was not as urgent as now when a coal station is an absolute necessity. No power however strong can successfully attack us after steam. ing three thousand miles from its coal supply. We maintain the Monroe Doctrine for the same reason we keep a navy, an army, for self-protection. We will, by force make it as effective as the German school men imagine it would be if written in the statutes of international law.

CELIO PORTAGE A DISAPPOINTMENT. The INDEPENDENT has said that the Celilo portage road will be disappointing. This has been answered by the promoters by compiling statistics showing how much freight there is to be marketed from the inland empire. They do not point out how the rate for bringing each ton out of that country is to be lowered. The INDEPENDENT does not believe that the rate will or can be lowered by the portage railway. The distance from The Dalles to Portland is 89 miles. Between those points there is sharp water composition. It is not only between river and rail, but up to a few weeks ago it was also between boat and boat, and the rate under such conditions is assumed to be at a minimum. The rate is \$1.50 per ton on wheat and flour, Eastern Oregon's staple, and the product sought to be carried at a less price, not from The Dalles but from points further inland. It is believed therefore that \$1.50 per ton for 89 miles may be assumed as the basis rate for comparisons. From LaGrande to Umatilla is the first point on the Columbia touched by the railroad that comes from Union county. The rail road comes over the Blue mountains and is certainly entitled to charge \$1.50 per ton. Add this to \$1.50 from The Dalles down, makes \$3.00. The all rail route from LaGrande to Portland is \$3.85. This leaves 85 cents per ton to transport from Umatilla to The Dalles over the portage, a distance of 97 miles. But the basis rate above assumed is \$1.50 for that distance. But the 85 cents left is to pay for taking off the railroad and putting on the boat at Umatilla, transporting on the boat 86 miles to Celilo, taking off the boat and putting on

the portage railroad, transporting on rail road nine miles to The Dalles, and taking off the portage road and putting on the boat again. The portage road at Cascades some years ago charged 40 cents per ton for a portage of only one mile and lost money. The Celilo portage of nine miles would certainly be allowed a toll of 50 cents per ton, wherefore there is left only 35 cents per ton for the steambot carriage from Umatilla to Celilo, a distance of 86 miles. The boat will never carry a sack of wheat for any such money. When a car is once loaded at LaGrande it will not again be emptied until it reaches Portland; and the people of Union county need not look for cheaper rates by way of the portage, because if they do they will be disappointed.

ANALYZE THE WHIMS.

A child subdued is a child crushed, but a child restrained merely has his energy turned into the right channel, and none of his vitality is wasted for his individuality whim. What may seem a foolish whim to us "grown-up" may be something very real and important to a child. Analyze that apparent whim and it will not harm the child by all means gratify it promptly and graciously, but when you have decided quite calmly that it is not for his good do not under any circumstances allow him to have it. Keep ever before you this motto: "Always be firm, but never sever." If a child is properly restrained from infancy, he will seldom if ever require to be forced into doing the right thing.

Hold the baby's little hands away from the forbidden things and require the naughty small daughter to sit in her little chair until she is herself again. Never meet violence with violence. Encourage the little one to talk and listen with respectful attention, never allowing him to be interrupted first, as you would not permit him to interrupt others.

It is a grievous mistake to lock anything away from your child. Put him on his honor; trust him with easy access to every article in the house. He will not disturb the forbidden fruit and will grow in manliness and self-reliance. Above all things else, never allow the child to lose sight of the fact that you love him.

OUR DILEMMA.

Hillsboro is up to a question that demands solution. This is the conditions: The town is built on a soil that is more than three hundred feet deep. No part of this earth is rock and very little of it is sand. The principal shipping station on the Southern Pacific is here, so the roads leading into town and to the station are much traveled. This use makes muddy roads when the rains come, very muddy, deep mud. Planking the streets has been resorted to, and successfully, but it costs money to pave the streets with lumber every six years, and there is a disposition to shift the burden of expense. Some years ago it was thought advisable to plank the streets at the expense of the property fronting thereon, and the city charter was drawn to carry out that idea. In pursuance of the provision a part of Main street and Second street were improved. Of course those streets attracted all the travel, and were soon worn out, and now call for replanking. The property owners along these streets complain that it is unjust to "compel them to keep in repair the road that is used by the whole community. That a more just system is to require the community to improve the streets. This is done by paying for the planking out of the general fund of the city treasury. The other side answers by pointing out the fact that property on an improved street is more valuable than on others and will bring to the owners more revenue. They call attention to the fact that it is unjust to require citizens in a remote part of the city to make valuation Biglow's holdings that are on Main street. If there were but one street to be improved, there would not be much objection, but if Biglow's property is rendered more valuable at the expense of the public, then John Doe's property several blocks away is entitled to the same benefits. Can the general fund stand such drafts? It was sought at a late hour at the recent session of the legislature to amend the charter. The bill was passed through the House but stuck in the Senate for want of time.

The council suggests a very moderate proposition—plank First street whole length, Third street from north boundary of city to Baptist church and Main street from the east boundary of the city to First street. Second street has already been provided for in a separate ordinance. The property owners on First and Third streets almost to a man remonstrate. There are only a few exceptions. Now what is to be done. The charter will not permit the general fund to be used, and even if it did the money is not there. It is the old question. We condemn the property owners in Portland when they remonstrate against allowing the electric line to traverse their streets and do the same thing ourselves when kindred improvements are broached. Shall we add it for a few months longer?

HOW THEY LOOK AT IT.

Noting the opposition made to the entrance of the Hillsboro-Portland trolley car line into Portland, the Oregonian prints this paragraph: The selfishness of residents who wish to shut a car line off a street because it is a street they live on ought not to be considered. Residents and property owners on any particular street are no better than those on another. Every car line in the city passes the doors of numerous residents; some of whom don't like it, perhaps, but their opposition has to give way to the convenience of the public. This condition is inseparable from living in a city. There is not much public patience with the protests of a local "aristocracy" against "annoyances" from those who must get past the houses of a "fine district" in order to reach their own homes. On the same subject the Telegram talks in a like vein: The general public demands of the Council that some street, or streets, for that Hillsboro road be selected, and stuck to, and the building of the road authorized. There is neither need of nor excuse for longer delay. If the "kick" of a few men is to prevail we shall never have the road.

PORTLAND ENTERPRISE.

The Salem Statesman says: "Portland is getting excited about a new railroad into the undeveloped portion of Eastern and Southeastern Oregon. But there is a country right at the back door of the big city, in the Tillamook and Nehalem regions, offering more business than will come out of any portion of Eastern Oregon with twice the extent of territory; a country that will pour its wealth into the lap of Portland for the construction and development of only 90 miles of railroad. Sill, Eastern and Southeastern Oregon are great and rich fields." It is safe to say that Portland will build the road into Tillamook if Salem or Eastern capitalists will put up the money to do, but not before. If Tillamook was as near to Seattle or Tacoma as it is to Portland, a railroad would have been built years ago. But Portland is fully alive to the fact that this rich region is full of undeveloped resources, but it lacks the energy and enterprise to take in this valuable feeder.—Tillamook Headlight.

But Portland seems to have sufficient enterprise to prevent a road that is headed toward Tillamook from entering the city or traversing its streets.

A MILE OF ROAD.

The county court of Benton county, reports the Corvallis Times, has planned for the construction of a mile of permanent road, and if bids to be received are favorable, the work will probably be done this spring. The plans and specifications are not yet prepared, but it is understood that the work is to be on a basis of permanency, with proper drainage, foundation and other requirements necessary to make it enduring. The plans, specifications and estimates are to be prepared by the county surveyor, and the bids are to be opened at the April term of the commissioners court. Each bidder is to accompany his proposal with five per cent of the amount of his bid. The plan is in the nature of an experiment, and if it works out satisfactorily, it may be adopted in a more extensive way hereafter.

STATE PRESS.

Edward A. McPherson, deputy warden at the state penitentiary, performed a deed of foardliness last Sunday night, that would appear to have been uncalculated, and while he proved the faithfulness of two guards, he showed a decidedly reckless consideration of his own life. He believed the night guards were in the habit of taking a sleep when they were supposed to be awake guarding the institution from outside intrusion. To demonstrate this he scaled the walls, walked about the prison grounds where he could have been seen by the guards had they been awake, and no doubt would have been shot had they awakened and discovered him prowling about. While Mr. McPherson has rendered a good service to the state in showing the utter worthlessness of two guards, he did so at a risk of his own life, taking chances no official should be called upon to take. It is a question if a man so reckless will in all respects prove an efficient official.—Mountaineer.

We are glad to see the gentlemen from Multnomah falling over one another in their efforts to convince people that 'twas I who Jected Fulton U. S. Senator. However, gentlemen, please recollect that Mr. Fulton was not elected by money or by trickery but as the choice of the republican party and of the people. No man in the state is more popular. He came out of the contest with fewer animosities than any of his predecessors, yet he has some recommendations to make, and it will be a

Little Creatures About Our Homes BY LE ROY WELD

Continued from First Page.

them and even injure them, but can just as well pick them up some other way.

It is often remarked that cats in falling always alight upon their feet, even when dropped back downward. How a cat does this is not quite certain. Series of rapid photographs have been taken of cats while falling, but do not succeed in explaining the fact. It is certain, that the cat does not give a push upon its support when dropped, as it will turn over when suspended back downward by threads if the threads are suddenly cut. It is probable that the turning is the reaction of a sudden movement of the paws in the air, just as we can stand on one foot and turn completely around by suddenly swinging both arms to right or left.

If it is not necessary to dwell upon the usefulness of the cat about our homes. As a pet and as a catcher of vermin it is invaluable. It should be kept at home as much as possible, should be fed with wholesome food consisting partly of meat, should be provided with a place to sleep under shelter and should be frequently admitted to the house. Children who abuse cats should be either taught better or deprived of their company. If well provided for and kindly treated, any cat will soon become a most useful and affectionate pet. (Copyright, 1902, by Lewis D. Sarason.)

branch of his work to close all breaches and prepare the party for vote getting.—Sherman Co. Observer.

Governor Chamberlain, in his grandstand veto performance, was up a tree when he came to the Port of Portland Commission bill, its purpose being to oust the present commission. As is well known the commission saved Portland many thousands of dollars by having the dry dock built at Vancouver, but the action of the commission antagonized the labor organizations. When the present bill was introduced the democratic daily newspaper of Portland characterized it as a big political graft. So the governor was in a dilemma. If he vetoed the bill he would be antagonizing labor unions, and if he allowed it to become a law he was cognizant of the graft his own political organ undertook to expose. The governor did what most politicians would do, tried to wash his hands of the embarrassing position by allowing the bill to become a law without his signature. This wasn't much of a grandstand play on the part of the governor to allow the Port of Portland Commission to be turned into a political machine because Governor Chamberlain did not want to antagonize the labor unions.—Headlight.

Malheur county rejects that the scalp bounty law is no more. The virtues in the act were nullified by fraud more plainly there than any where else. Warrants ran up into hundreds of dollars to the man from the southern portion of Malheur, especially that section bordering on Nevada, which worked a great hardship on that county.—Sherman Co. Observer.

It cannot be too clearly kept in mind that our isolation is our chief defense. Every mile of ocean voyage for a foreign fleet is worth a battiest ip or so to us. To throw down the bars that now protect South America, would be to deprive us of a very great advantage. It would make for war rather than for peace. With coal stations and naval bases on this side of the ocean the problem of the invasion of this country by a European power would be vastly simplified. All this, it seems to us, is perfectly clear. We are going, if we can, to keep Europe at arm's length.—Indianapolis News.

Notice of Final Settlement.

Notice is hereby given that J. W. Shute, administrator-de-bonis-mors of the estate of Martin Mann ng, deceased, has as such administrator-de-bonis-mors filed his final account and report in the County Court of the State of Oregon, for Washington County, and that Monday, the 15th day of April, A. D. 1903, at the hour of 10 o'clock in the forenoon of said day, at the court room of said County Court in Hillsboro, Washington County, Oregon, has been duly appointed and fixed by the Judge of said Court, as the time and place for the hearing of objections to said final account and report, and to the final settlement of said estate. Dated at Hillsboro, Washington County, Oregon, this 10th day of March, A. D. 1903. J. W. SHUTE, Administrator-de-bonis-mors of the estate of Martin Manning, deceased. S. B. Tongue, Attorney for Administrator.

Treasurer's Notice.

All county warrants of Washington County, State of Oregon, endorsed "not paid for want of funds" prior to January 1st, 1903, will be due and payable on and after March 1st, 1903. Interest will cease at that date. W. M. JACKSON, County Treasurer.

Administrator's Notice.

The undersigned has been by the County Court of Washington County, Oregon, duly appointed administrator of the estate of M. A. Danks, deceased. All persons having claims against said estate are requested to present them to me with proper vouchers at the law office of S. B. Huston in Hillsboro, Oregon, within six months from this date, this Feb. 4th, 1903. F. W. CARY, Administrator of the Estate of M. A. Danks, deceased.

Notice to Contractors.

Sealed bids will be received at the County Court room in Hillsboro, Oregon, on April 9th, 1903, for the construction of approach to Taylor's bridge, also a bridge at R. L. Robinson's place, South's Tualatin Precinct. Specifications at the Clerk's office. By order of Commissioners. March 10, 1903. L. A. ROOD, Judge.

CARPETS CARPETS and more carpet is what we are going to have to show our customers this spring, and a number of patterns have already arrived. We now have in stock An Elegant Line of Matting If You Want Any Kind of Furniture Any Kind of Matting Any Kind of Wall paper and cannot come personally to purchase it, write to us and we will immediately inform you what we can do for you, and will guarantee every article sold as represented. W. O. DONELSON, HILLSBORO, OREGON.

Who Fills Your Prescription? If we fill your prescription or recipe it is filled with the best quality of drugs and full-weight without over charge for honest service. We pay no one to send you to us and therefore, it PAYS YOU to bring your prescription here. A goodly number of people are already aware of this and a trial will convince you. Bailey's Pharmacy.

DEADLY NARCOTICS Any honest, intelligent druggist or physician will tell you that narcotic poisons such as opium, henbane, deadly nightshade or cocaine and mercury are and have been since the Dark Ages used in all File Medicines, and that such medication really perpetuates Piles. Verus Pile cure is not a relic of the Dark Ages, hence contains no narcotics or mercury, 45000 Reward if a trace of any narcotic or mercury can be found in Verus. All other contra's narcotics or mercury. Deny it if you dare most stacks. 450 Reward if Verus fails to cure any case of Piles. Worst cases cured with one box of Verus. Over 100,000 permanent cures in five years. Sold in Hillsboro by the Twentieth Century Store. The Hillsboro Pharmacy. J. F. DAVIES, PRESIDENT. C. T. BELCHER, SECY AND TREAS. St. Charles Hotel INCORPORATED Front and Morrison Streets, Portland Oregon. Electric Lights, Electric Bells and Hydraulic Elevator. 150 Rooms at 25 to 50c, Suites, 75c to \$1. Good Restaurant in Connection. Give us a call. DAVIS & BELCHER, Managers.

Acker's Dyspepsia Tablets are sold on a positive guarantee. Cures heart-burn, raising of the food, distress after eating of any form of dyspepsia. One little tablet gives immediate relief. 25c and 50c at The Delta Drug Store.

HOW'S THIS? We offer One Hundred Dollars Reward for any case of catarrh that cannot be cured by Hall's Catarrh Cure. F. J. CHENEY & Co., Props., Toledo, O. We, the undersigned, have known F. J. Cheney for many years, and believe him perfectly honorable in all business transactions, and financially able to carry out any obligations made by their firm. Hall's Catarrh Cure is taken internally, acting directly upon the blood and mucous surfaces of the system. Testimonial sent free. Price 75c per bottle. Sold by all druggists. Hall's Family Pills are the best. Portland Markets. Wheat—Walla Walla, 70c; bluestem, 80c; valley, 75, 67c. Flour—best grades, \$3.50-3.65 per barrel; Graham, \$3.20-3.30. Oats—No. 1 white, \$1.15-1.17; grey, \$1.12; and 1.15 per cental. Barley—Feed, \$23.50 per ton; brewer, rolled, \$24.50 per ton. Milled—Barley—Bran, \$18.00; middlings, \$23.00; shorts, \$18.00; chop, \$18. Hay—Timothy, \$11.00; clover, 49; clover, 49; wheat, \$9.00 per ton. Butter—Fancy creamery, 27.00; daily, 26.00; store, 10c per pound. Eggs—Fresh, 25-30c. Cheese—Full cream twins, 16.00; Young American, 17.00; 18c per pound. Poultry—Chickens, mixed, \$5.00; hens, \$4.00; dressed, 10c per pound; springs, \$3.00-3.50 per dozen; ducks, \$5.00; per dozen; geese, \$6.50 turkeys live, 15c; dressed, 15c. Mutton—Lamb, 40c; gross; dressed \$6.50 per pound; sheep, 45c; gross; dressed, 7c per pound. Hops—Gross, heavy, \$6.00-6.25; light, \$4.75-5.00; dressed, 7.00-7.50 per pound. Veal—Small, 7.00-8.00; large, 7.00-7.50 per pound. Beef—Gross top steers, \$4.00-4.75; cows and heifers, \$3.00-3.70; dressed beef, at 7c per pound. Hops—25.00-26.00 per pound. Wool—Valley 12.00-15.00; Eastern Oregon, 8 at 14; mohair, 26 at 28c per pound. Potatoes—\$1.50 @ \$1.60 per sack. Onions—\$1.50 cwt. shippers price.

Notice of Final Settlement. Notice is hereby given that I, the undersigned administrator of the estate of Clark Whitchee, deceased, have filed in the County Court of the state of Oregon the County Court of said estate and that said Court has on Monday, April 6th, 1903, at the hour of 10 o'clock a. m. of said day as the time, and the County Court room in Hillsboro, Oregon, as the place for hearing objections to said account and the final settlement of said estate. Dated March 31st, 1903. E. J. WITCHER, Administrator of the estate of Clark Whitchee, deceased.

To Cure a Cold in One Day Take Laxative Bromo Quinine Tablets. Seven Million boxes sold in past 12 months. This signature, E. W. Brown on every box, 25c.