

Entered at the Postoffice at Hillsboro, Oregon, for transmission through the mails as second-class mail matter.

Official Paper of Washington County.

BY D. W. BATH.

The first watermelons of the season have arrived at Corvallis and the editor of the Gazette says they are fine. Some one must have left the Gazette man a legacy.

Judge George granted thirteen divorces in Portland last Friday. Infidelity, desertion, drunkenness and cruelty are the reasons given. South Dakota seems to be losing its grip as a divorce center.

The Tillamook Herald says that one party in that town received on the boat the other morning twenty gallons of "red-eye" put up in pint and half-pint flasks. Well, what else can Tillamook expect. The people voted out high license and now the "blind-piggers" are doing business. It's the same old story.

During a \$2,000 fire which occurred in Portland last Friday, in broad daylight, in the Belmont home, thieves entered the rooms and ransacked everything in sight, and carried away all valuables they could lay hands on. The generous and ever accommodating telephone company got in its work, as usual, and the Belmonts are sufferers thereby. Discovering the flames, Mrs. Belmont rushed to a telephone and tried to turn in an alarm. "Central" demanded that a nickel be dropped in the slot before she would connect with fire headquarters. A man finally ran to deliver the alarm. A spark from the chimney of a Chinese laundry is said to have caused the fire.

Mention was made last week of lice doing great damage in the Oregon hop fields. This week prominent hop growers of the Willamette valley emphatically deny the report that Oregon's 1905 hop crop is threatened with ruin. They say there are many lice on the hops and some mold, but if the weather conditions are good for a few weeks, these will all disappear, and the expectations in regard to the yield will be fully realized, which means one of the largest crops Oregon has ever produced. The lice on the hops are due to the rainy weather of a week or so ago, and are always the result of climatic conditions, coming with rain and disappearing with warm weather. The lice are most in evidence in the edges of the yards, the interior of most of the yards not being seriously affected. Hops now are in splendid condition, the foliage is heavy, the vines are well armed out; and have begun to blossom.

Salem Capital Journal: Foreman Steiner, of this city, is authority for the statement that the report that the Mitchell jury stood eleven to one for conviction, and took seven ballots before agreeing, is not correct. He says the jury agreed to give out no statement as to how they did stand on the subject of conviction on the first ballot, but they did not stand as published. Of course, if they gave out no statement, the whole matter is conjecture, but if they did not stand eleven to one, and did take seven ballots to one against conviction. However, as to this Mr. Steiner will not say. In fact, no juror will say, nor has any juror said. The truth of the matter will probably never be made public, nor indeed should it be published. It is published as a fact that only two of the jurors were republicans, and senator Mitchell's friends are entitled to this grain of comfort. Finding Mitchell guilty, but recommending him to the mercy of the court was plainly a political sarcasm.

Spurred on by the applause of Indian maidens and a number of visiting white girls, Kaotic Dorsoe, a Flathead Indian, at the Missoula reservation in Montana, danced for twenty consecutive hours and lying down on the river bank, died in a few minutes. The white people present told the Indian to desist dancing when they observed him staggering, but, waving them aside, he continued in a frantic manner as the Indian girls yelled their admiration of his prowess.

Sunday Train.

Commencing Sunday, June 4, 1905, and continuing until after the Lewis and Clark fair, the Southern Pacific will run regular trains, as on week days, as follows:
No. 3 going South, 8:44 a. m., and 6:04 p. m.
No. 1 going North 4:31 p. m. and 7:14 a. m.

How Incubators Save Lives of Babies.

Have you seen the Incubator Babies at the Lewis and Clark fair? They are the feature par excellence. Every other attraction pales in significance before this life saving, humanitarian, scientific curio, the infant incubators. If you miss seeing them, miss seeing the tiny mites of humanity in their castles, you miss one of the most instructive and interesting sights.

They are in buildings especially constructed for the incubators and everything pertaining thereto is admirably and scientifically arranged under the supervision of Drs. Conney and Schenk. These are the same physicians who had charge of the world-celebrated Victorian Era Exhibition in Earl's court, London; the Trans-Mississippi Exposition in Omaha; and the Pan-American Exposition in Buffalo. There is nothing of the "fake," catchpenny idea about the infant incubators. On the contrary, they are founded on a purely scientific basis and are endorsed by the entire medical fraternity and are models. The babies there, are all of premature birth. In other words, they have come into this cold, bustling world, one, two or even three months before their time.

"How did they come to be in incubators?" Where do the doctors get them? "Are they really alive, the same as other babies not reared in incubators?" are questions invariably asked of the lecturers whose duty it is to deliver from time to time brief and comprehensive lectures on the apparatus itself and the institution in general.

The answers are as simple, as the questions by the inquiring visitors are natural, albeit often very humorous. In the first place it should be said that the public has peculiar notions concerning this institution. The word, "Incubators," to the uninformed, is apt to suggest something more than the mere rearing or preserving of life, and consequently is more or less confusing. Once you satisfy the average individual that the babies in the incubators are really alive, that they are weaklings, tiny, premature born infants and the next thing he will want to know if they are orphans or foundlings. The fact is that they are neither and they may be of a high or low degree. For example, many of one of our prominent families, gives birth to a baby girl so weak and fragile that it chances of life under ordinary conditions and the best conditions that medical science can supply in the aristocratic household, would be infinitesimal. What is to be done? Milady's physician suggests the incubators, and if she is wise, she promptly submits to his judgment. This implies of course the immediate transfer of the infant aristocrat from the mansion to the incubator institution. The same thing applies to babies born in every other station of life, high or low; rich or poor; black or white; the doctors who conduct this institution for the preservation of infant life make no distinction, have no preference. All they ask is that the physicians and public in general shall co-operate with them in this truly noble and laudable work. They ask no charge whatsoever for the care of the infants and the only tax involved is a slight admission fee, which, while it bars the disinterested, undesirable class of visitors, is essential to the proper conduct and maintenance of the institution itself. The number of prematurely born infants, your physicians will tell you, is much larger than you would think, from 15 to 30 in 100 births, according to the best authorities. The profession regards, scientifically speaking, all infants to be prematurely born who do not weigh over five pounds, nine ounces at birth. The number of deaths until the introduction of this system was steadily increasing in a progressive ratio that may be connected with the markedly increased employment of women in industrial occupation. In any case the time would appear to have now come to seriously consider any proposition that offers to save these little lives to the world, especially one that claims to save three-fourths of all that are placed in its care.

To quote from the prospectus of this institution:
Nearly all infants weighing less than 2 pounds three ounces die on the day of their birth.
If the weight is from 2 pounds 2 ounces to 3 pounds 5 ounces, nearly half of them are saved by the aid of this apparatus.
If the weight is from 3 pounds 5 ounces to 4 pounds 7 ounces, 72 per cent are saved.
If the weight is from 4 pounds 7 ounces to 5 pounds 9 ounces, 90 per cent are saved.
With children weighing more than 5 pounds, 9 ounces, the percentage of mortality is so infinitesimal that practically all are saved.

The incubators and the ventilating tubes are silvered, giving them a bright and cheerful appearance. Inside, through glass doors, may be seen the baby resting on a fine wire hammock, looking clean and comfortable, wrapped in a tiny spread and tied around with a pretty pink or blue ribbon, for all the world like a bonbon at the holidays. The temperature, which is usually set at 85 to 100 degrees, is regulated by a delicate thermostat.

The apparatus is not the all important feature by any means. Apart from the trained nurses and wet nurses, the babies have the constant service of three physicians, and at night, as in the day time, they are fed from the breast every two hours. In the nursery there is a small pharmacy, contrivances for sterilizing milk, ingenious feedings bottles, and scales so delicately constructed that the infants may be weighed before and after feeding and their progress daily observed.

15c can Corn now 10c at Messinger's.

COUNTY COMMISSIONERS.

(Continued from First Page.)

The Argus, printing.....	7 50
W J Benson, r and h.....	1 75
H T Buxton, assess and cot.....	27 00
A B Todd, sal sup.....	21 25
City W & Light.....	18 50
J B Matthews Post, G. A. R., re- lief soldier.....	50 00
T G Meachem, bridges.....	18 50
Thompson Bros., bridges.....	8 35
Connelman Bros., bridges.....	21 20
C C Hallock, bridges.....	50 38
Bishop Bros., bridges.....	79 60
Carleton B & H, r and h.....	95 90
J W Connell, prisoners.....	9 25
D W Bath, printing.....	16 10
O Baldwin, bridges.....	15 75
Fred Parsons, bridges.....	10 50
OTTO Henak, r and h.....	5 25
J G Boos, r and h.....	6 10
W F Livermore, r and h.....	12 48
W W Lewis, sup sal.....	68 75
C B Buchanan, sal, etc.....	40 10
W J Butner, sal, etc.....	39 40
Henry Van Dyke, r and h.....	623 80
A S Hatch, bolts.....	7 65
L A Root, sal, etc.....	65 21
J J Barrett, ex. C. O. D.....	14 40
H C Todd, 8th grade ex.....	9 00
Josephine S Case, 8th grade ex.....	9 00
Lawrence Dixon, 8th grade ex.....	9 00
W H Bear, 8th grade ex.....	9 00
J B McPherson, r and h.....	8 50
Geo Strong, insane.....	7 50

Court adjourned.

L. A. Root, Judge.

Rooms at the Lewis & Clark Fair.

S. A. Madge, J. O. B. Scobey and F. W. Stocking, of Olympia, Wash., and M. G. Royal, of Salem, Oregon, have secured the Hotel Palmer, of Portland, and put it under competent management for the fair trade. It is a 65 room hotel situated on Alder street between Seventh and Eighth, just one block west of the Oregonian building, only one block from car line running directly to the fair grounds. For one dollar a day the very best accommodations can be secured. The above gentlemen are well known all over the state of Washington and to a large extent in Oregon and their names give assurance that the guests of the hotel will be properly cared for. Take the Morrison street car at the Union Depot and ask the conductor to let you off at Park Street, then walk one block north to the hotel. Write at once for particulars and for reservation of a room. Address Hotel Palmer, 350 Alder street, Portland, Oregon.—From the Morning Olympian, Olympia, Washington.

REDUCED EXCURSION RATES.

To the Seaside and Mountain Resorts for the Summer Vacation.

On and after June 1, 1905, the Southern Pacific, in connection with the Corvallis & Eastern railroad will have on sale round trip tickets from points on their lines to Newport, Yaquina and Detroit at very low rates, good for return until October 10, 1905.

Three day tickets to Newport and Yaquina, good going Saturdays and returning Mondays are also on sale from all east side points Portland to Eugene inclusive, and from all west side points also on sale to Detroit at very low rates with stop over privileges at Mill City or any point east enabling tourists to visit the Santiam and Breitenbach Hot Springs in the Cascade mountains, which can be reached in one day.

Season tickets will be good for return from all points until October 10th. Three day tickets will be good going Saturdays and returning Mondays only. Tickets from Portland and vicinity will be good for return via the Lebanon-Springfield branch, if desired. Baggage on Newport tickets checked through to Newport; on Yaquina tickets to Yaquina only.

S. P. trains connect with the C. & E. at Albany and Corvallis for Yaquina and Newport. Trains on the C. & E. for Detroit will leave Albany at 7:30 a. m. enabling tourists to the Hot Springs to reach there the same day. Trains from Albany to Corvallis connect with all east side trains on the S. P.

Full information as to rates, time tables, etc., can be obtained on application to J. C. Mayo, Gen. Pass. Agt., C. & E. R. R., Albany; W. E. Conman, G. P. A., S. P. Co., Portland or to any S. P. or C. & E. agent.

Rate from Hillsboro to Newport \$6.; rate from Hillsboro to Yaquina \$6.; rate from Hillsboro to Detroit \$5.

Three-day rate from Hillsboro to Yaquina or Newport \$3.

Corvallis & Eastern Railroad.

TIME CARD NO. 29.

NO. 2 FOR YACUINA—	
Leaves Albany.....	12:45 p. m.
Leaves Corvallis.....	1:15 p. m.
Arrives Yaquina.....	6:45 a. m.
NO. 1 RETURNING—	
Leaves Yaquina.....	7:15 a. m.
Leaves Corvallis.....	11:30 a. m.
Arrives Albany.....	12:15 p. m.
NO. 3 FOR ALBANY—	
Leaves Albany for Detroit.....	7:30 a. m.
Arrives Detroit.....	12:30 p. m.
NO. 4 FROM DETROIT—	
Leaves Detroit.....	1:30 p. m.
Arrives Albany.....	6:30 p. m.
NO. 5 FOR YACUINA—	
Leaves Albany.....	6:30 a. m.
Arrives Albany.....	7:10 a. m.
NO. 6 FOR CORVALLIS—	
Leaves Albany.....	6:30 a. m.
Arrives Corvallis.....	8:30 p. m.
NO. 7 FOR ALBANY—	
Leaves Corvallis.....	6:30 p. m.
Arrives Albany.....	6:40 p. m.
NO. 8 FOR CORVALLIS—	
Leaves Albany.....	9:15 p. m.
Arrives Corvallis.....	9:20 p. m.
Train No. 1 arrives in Albany in time to connect with S. P. northbound train.	
Train No. 2 connects with S. P. trains at Corvallis and Albany, giving direct service to Newport and adjacent beaches.	
Train No. 3 leaves Albany for Detroit at 7:30 a. m., arriving there in ample time to reach the Breitenbach hot springs the same day.	
Train No. 4 between Albany and Detroit connects with the Eugene local at Albany, also with local from Corvallis.	
Train No. 5 leaves Corvallis at 6:30 a. m., arrives at Albany 7:10 a. m., in time to catch Eugene local to Portland and train to Detroit.	
Train No. 6 leaves Albany for Corvallis at 2:40 p. m., after the arrival of S. P. northbound overland.	
Train No. 7 leaves Corvallis at 6:30 p. m., arrives in Albany at 6:40 p. m., in time to connect with the local for Eugene and way points.	
Train No. 8 leaves Albany for Corvallis at 9:15 p. m., after the arrival of the S. P. local from Portland.	
For further information apply to J. C. MAYO, Gen. Pass. Agt., T. COCKRELL, Agent, Albany. H. B. CROOKER, Agent Corvallis.	

Half Price.

The Exposition Company is certainly fortunate in securing this great attraction. A company composed of Portland's prominent men with a desire to elevate the character of the amusement features, has brought from St. Louis one of the four largest and most expensive productions, something new, novel and original.

The immense building, double the size of any on the trail is most conspicuous and contains a high class refined attraction that will no doubt be the feature of the trail and be visited by every one attending the Portland exposition. It was pronounced by prominent Portland residents who visited St. Louis as the best thing at the World's Fair.

FROM THE ST. LOUIS PRESS:

The Visitor to the Siberian Railway enters from the Pike an accurate reproduction of the Railroad station at Moscow and passes on into a luxuriously appointed train of real railway cars. The train starts amid the usual sounds sensations and surroundings and there rush past ones wondering eyes the beautiful City of Moscow and many other thriving, bustling cities and towns of Siberia each perfect in representation. The Ural mountains are climbed amidst grandly beautiful mountain views and scenes. Out and over the lofty "Steppes" as the great Siberian plateau plains are called. And here is experienced a most marvellous realistic snow storm, a modern triumph of electric science and art.

To the past Lake Baikal, on and into Manchuria, through the sea of the present great war in the east to Mukden and still on to Port Arthur at the verge of the Sea of Japan.

This remarkable illusion, the largest ever constructed is created by a series of cycloramas arranged at varying distances one above and behind the other to create the idea of proper perspective and each moving at different speed so that nearby objects seem to rush and whirl past the more distant seem to move less swiftly while distant objects fade away almost imperceptibly, just as more or less distant objects seem to go by the passenger on a swiftly moving train.

A Trip to Siberia is the only attraction brought to Portland in perfect entirety from the St. Louis World's Fair where it was installed at the immense expense of nearly one hundred thousand dollars.

CUT THIS OUT NOW YOU MAY NOT SEE IT AGAIN, it will be of value to you or to your friends who wish to visit the great exposition at Portland.

TO OUR PATRONS: We have arranged with the Great Siberian R. R. Co.'s Agent at Portland, where by you may obtain a free pass or reduced rates to the largest and most costly attraction on the Trail, viz., a Trip to Siberia and the battle field of Mukden and Port Arthur.

Present this and the accompanying article at the Ticket Office of the "Trip to Siberia" on the Trail, and you will be admitted free if accompanied by one other person paying the regular admission fee of twenty-five cents. This will be good during June and July if signed by you below.

Editor or Prop.

Name of Publication.

Place Published.

Signature.

An Elegant Summer Book.

"Restful Recreation Books," the 1905 Summer Book issued by the passenger department of the Oregon Railroad & Navigation Company, contains forty-eight pages and cover. The book is printed on heavy white paper, fifty-eight cuts being used to illustrate the trips up and down the Columbia river, to the mountains, beaches, inland resorts and fountains of healing. The cover is done in three colors, adding materially to the beauty and effectiveness of the publication, which may be had by sending two cents in stamps to A. L. Craig, General Passenger Agent of the Oregon Railroad & Navigation Company, Portland, Ore. It is a good thing to send to your friends in the East who expect to visit the Lewis & Clark exposition.

Portland and Return 5c.

The Southern Pacific is now selling round trip tickets to Portland from Hillsboro for 85 cents, good going Saturday, P. M., or any train of Sunday, returning Sunday and Monday, giving all-day Sunday and Monday in Portland. The same arrangement applies from Portland, giving all Portland people a chance to visit valley points at greatly reduced rates.

Notice of Assessment.

Notice is hereby given that assessments for the improvement of Second street, Hillsboro, Oregon, are now due and payable at the office of the undersigned and all persons paying one-fourth of their assessment on or before July 10, 1905 may have balance remitted by the city council. Hours for collection 9:30 a. m. to 4:30 p. m.

Dated at Hillsboro, Oregon, June 29, 1905.

H. T. BAGLEY, Recorder.

HOLLISTER'S

Rocky Mountain Tea Nuggets

A Day Medicine for Busy People. Brings Golden Health and Renewed Vigor. A specific for Constipation, Indigestion, Liver and Kidney Troubles, Pimples, Eczema, Impure Blood, Bad Breath, Sluggish Bowels, Headache and Sickness. It's Rocky Mountain Tea in tablet form, 8 cents a box. Genuine made by Hollister, Druggists, Portland, Ore.

GOLDEN NUGGETS FOR SALLON PEOPLE

KILL THE COUGH AND CURE THE LUNGS

WITH Dr. King's New Discovery FOR CONSUMPTION COUGHS and COLDS Price 50c & \$1.00 Free Trial. Surest and Quickest Cure for all THROAT and LUNG TROUBLES, or MONEY BACK.



Three Trains to the East Daily

Through Pullman standard and tourist sleeping cars daily to Omaha, Chicago, Spokane, tourist sleeping cars daily to Kansas City, through Pullman tourist sleeping cars (personally conducted) weekly to Chicago, Kansas City, reclining chair cars (seats daily) to East daily.

70 PORTLAND TO CHICAGO 70

No change of cars

DEPART	TIME SCHEDULES	ARRIVE
Chicago	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:20 p. m.
Portland	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:10 a. m.
Special	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:30 a. m.
St. Paul	Walla Walla, Lewiston, Spokane, Wallace, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	

Ocean and River Schedule

For San Francisco—Every five days at 8 p. m. For Astoria, way points and North Beach—daily (except Sunday) at 8:00 p. m., Saturdays at 10:00 p. m. Daily service (water permitting) on the Willamette and Yamhill rivers.

For further information ask or write your nearest ticket agent, or

A. L. Craig

General Passenger Agent, The Oregon Railway & Navigation Co., Portland, Oregon.

ASK THE AGENT FOR TICKETS VIA

GREAT NORTHERN RAILWAY

To Spokane, S. Paul, Minneapolis, Duluth, Chicago, St. Louis, and All Points East and South.

2 OVERLAND TRAINS DAILY.

The Flyer and the Fast Mail

SPLENDID SERVICE. UP-TO-DATE EQUIPMENT. COURTEOUS EMPLOYEES.

DAYLIGHT TRIP ACROSS THE CASCADE AND ROCKY MOUNTAINS.

For Tickets, Rates, Folders and Full Particulars, call on or address

H. DICKSON, City Ticket Agt., 122 Third St. Portland.

S. G. YERKES, A. G. P. A., First Ave. and Vesler Way, Seattle, Wash.

We give Expedited Service on Freight. Route your shipments via the Great Northern.

Full information from W. W. HARDER, General Agent, Portland, Ore.



The Most Delightful Way to Cross the Continent. Through Salt Lake City, Glenwood Springs, Leadville, Pueblo, Colorado Springs and Denver.

A Daylight Ride Through Nature's Art Gallery. Passing Castle Gate, Canon of the Grand, Tennessee Pass, Marshall Pass and the Royal Gorge.

3 Trains Daily Between Ogden and Denver 3

EQUIPMENT and SERVICE SECOND TO NONE

SEEK NO FURTHER, BETTER CAN'T BE FOUND

For detailed information, address

W. C. McBRIDE, General Agent.

124 Third Street Portland, Oregon

Study the Map

Thirteen states and territories of the Middle West are traversed by Rock Island lines. There are more cities of 25,000 population and upwards on the Rock Island System than on any other Western road! From Minnesota to Texas, from the Rocky Mountains to the Great Lakes, it is Rock Island country. The Rock Island System occupies a strategic position in the western railway world.

Going somewhere? Get a Rock Island folder and study the map—ten to one your destination is on the Rock Island or reached by way of it. Note our several offices maintained in the Northwest:

Portland, Seattle, Spokane, Butte and Salt Lake City.

The Rock Island is reaching out for business—and solicits yours.

A. H. McDONALD, General Agent, Rock Island System, 140 Third Street, Portland, Ore.

New Bicycle Store

R. L. Bennett, Prop.

Wheels to rent, Repairing of all kinds, New and second hand wheels for sale. Shop on Main Street.

IT'S THE "North Coast Limited."

via Yellowstone Park Line.

PULLMAN STANDARD SLEEPERS. Electric Lights in Every Berth.

PULLMAN TOURIST SLEEPERS. Electric Lights.

Dining Car, Night and Day

Electric Lights

Day Coaches Electric Lights.

Observation Car

Electric Lights, Electric Fans, Barber Shop, Bath, Library, Numerous Other Comforts.

All Travel Comforts are Found on any of our

3--Daily Transcontinental Trains--3

The Ticket Office at Portland is at

255 Morrison Street, Corner of Third

A. D. CHARLTON,

Assistant General Passenger Agent, Portland, Ore.

NORTHERN PACIFIC