

THE INDEPENDENT, HILLSBORO,
Official Paper of Washington County.

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BY D. W. BATH.

There are far worse men than Senator Mitchell in the senate.—Portland Journal.

The operation performed on Miss Elsie Larsen for cleft palate, at the Good Samaritan hospital in Portland last week, was pronounced as highly successful. At any rate the patient is dead.

IN SPITE of numerous protests from ministers and others, the trail at the Lewis and Clark fair was opened to the public last Sunday and the attendance was 13,277, the largest of any Sunday since the fair opened.

DR. WETHYCOMBE is the farmer's candidate for governor. The politicians will butt in and endeavor to defeat his nomination, but we do not think they can beat him. We have had too many politicians at the head of the state, so a change for a practical and experienced farmer is desired, says the Tillamook Headlight.

IT is stated that Bingor Hermann, present congressman from the First district, and under indictment for land frauds, will attempt a renomination, and his friends predict possible victory on the ground that the opposition will be split up and he will be able to win out. At the present writing, Mr. Hermann's prospects of receiving many votes in this immediate section is not very encouraging.

THERE are numerous rumors about more railroads in the Pacific northwest and it is to be hoped that these much-needed improvements will be a reality. Railroads are great developers of a country and there are numerous sections of Oregon, Washington and Idaho in need of better transportation facilities. Let us have them and then watch the country grow to be the very best on the face of the earth. The iron horse is one kind of stock that cannot become too plentiful.—Pacific Homestead.

HON. JAMES WETHYCOMBE, president of the Agricultural Experimental station at Corvallis, was in the city last Friday, renewing old acquaintances, and from here went to Scholls to attend the Grange picnic. Mr. Wethycombe regards coming to Hillsboro very much like "going home," for ten years or so ago he was numbered as one of our best citizens, and today is a large land holder in this vicinity. He is spoken of as the "next governor of Oregon," and when the time comes Mr. Wethycombe will find that his friends in Washington county are "too numerous to mention," and the man pitted against him in the race for governor will know from the very start that he has a run for his life, with James Wethycombe two laps ahead, and gaining at every jump. Washington county is proud of him and would like to see him made governor.

A PORTLAND bound train from Seaside, one evening last week, running at the rate of about forty miles an hour and loaded to the guards with tourists from the East, struck a good, healthy polecat, shooting the body far up among the tall firs, but the animal left a dense perfume, a kind that would not rub off. In an instant every car was fairly saturated with the aroma, and the car windows were pulled down in wrath, while handkerchiefs and smelling-bottles were put to instant use. Just as the odor was in full bloom, and so dense that it could be cut up in blocks, someone in a head car shouted at the top of his voice, "Watch Tacoma Grow!" The laugh that followed soon purified the air, but it had not been settled when the train reached Portland whether the man with the good lungs was from Tacoma or a rival town.

DR. HERBERT JOHNSON, a Baptist minister of Boston, but formerly of Portland and Eugene, is visiting the fair and renewing old acquaintances. Dr. Johnson states, in referring to Rockefeller's gifts to the church, that there is no disagreement that the principal source of the Standard Oil magnate's fortune has been secret rebates of the railroads in violation of law, and that gifts from such a source cannot possibly be invited and should be refused if offered. And Dr. Johnson further holds that "apart from the rebate feature of Mr. Rockefeller's fortune it has been added during a long series of years and a longer sequence of business transactions by methods of oppression, harshness and trickery deserving to be denounced by all lovers of their country." Churches can do good and thrive without Rockefeller's ill-gotten gold.

ACCORDING to Assessor Wilcox, the population of Washington county is 16,673, divided as follows: Beavercam, 790; Beaverton and precincts, 1,030; Buxton, 450; Columbia, 716; Cornelius and precincts, 1,223; Dairy, 968; Dilley, 400; East Cedar, 530; East Butte, 565; Gales Creek, 383; Gaston and precincts, 715; Mountain, 145; North Forest Grove, 1,140; South Forest Grove, 1,276; North Hillsboro, 905; South Hillsboro, 1,096; Reedville, 701; South Tuslatin, 855; Washington, 854; West Butte, 724; West Cedar, including Sherwood, 905. The number of cultivated acres in the county are 77,918; acres of orchards and gardens, 7,082; bushels of wheat, 147,715; oats, 463,850; corn, 1,366; onions, 99,747; potatoes, 283,144; apples, 112,048; tons of hay, 43,346; pounds of tobacco, 213; wool, 82,371; butter and cheese, 390,458; number of horses, 5,363; mules, 65; cattle, 15,974.

sheep, 15,338; hogs, 9,802; pounds of hope, 865,215; milk delivered to condensers, 8,319,830; lumber, feet, 11,536,847; asparagus, pounds, 17,560; dried prunes, 216,250; grapes, 225,000; pears, bushels, 25,000; peaches, 2,000; cherries, pounds, 500,000; brick, 1,000,000; tile, 800,000.

THE construction of the high bridge and four trestles on the line of the Portland, Nehalem & Tillamook railroad, the contracts for which have been let to Wakefield & Jacobson, of Portland, will commence at once and finished as speedily as possible, so that when the grading is well under way tracklaying can proceed without loss of time. The entire right-of-way from this city to Banks has been secured and turned over to the railroad company, so there now remains nothing in the way of preventing rapid work on the line. With the completion of the Portland, Nehalem & Tillamook line from Hillsboro to Tillamook and Nehalem, and the completion of the road of the Oregon Traction company through this city to Portland, the latter city will have two rail connections with one of the richest and most productive valleys in Oregon, and though the franchise of the Oregon Traction company does not permit that corporation to haul freight on Stark street, in Portland, it can do so with the Northern Pacific Terminal company, and a spur will be built from the line on Pottysgrove street to the yards, and it is asserted that an agreement between the two companies would forever shut out E. H. Harriman from interfering with the traffic of either.

THE Portland Journal says: The question, why can't men be honest in public as well as in private life, is being thrashed out—with some expense, trouble and pain. A few men of quite high degree, politically and officially, have been convicted of crimes or misdemeanors, and are paying the penalty. Everybody knows that these are not the only or the most guilty ones; that such men as Dewey and Platt of New York, Scott and Elkins of West Virginia, Alger of Michigan, and some from New England, not to mention old Cullom of Illinois and "Gumshoe Bill" Stone of Missouri—are utterly insincere, utterly selfish, utterly unfit to represent an honest constituency. And there are many such fellows in the house, too. The grafters are getting a shaking up, all along the line. They are properly getting afraid—of one another and even of themselves. They will still graft if they can and what they can, because it is in their blood; it is an ineradicable disease; they have been brought up to it, taught it, supposed it to be all right, legitimate, or at least allowable. It has been so. It would not have been so under Cleveland or Harrison, who were rightly honest men, but they did not have the initiative force to attack the grafting army and make wide breaches in its ranks, as Roosevelt has done. Roosevelt, Hitchcock, Bonaparte—these really are great figures of the time. There is war in the far east; there is also a war in the United States. And ours is the most important of the two. Our government, national, state and municipal, had simply become rotten. It takes acid to cleanse it.

CHAS. MOORES, a Marion county man writes a terse and pointed letter to the Morning Oregonian, as follows:

"The following appears in the Oregon City Courier of July 21:
"Mr. Tooze has visiting cards printed that are American flags in miniature, only in the corner where the stars should be is the picture of the sage of Woodburn. 'I'll be the only Marion county candidate,'" said Mr. Tooze, when the primary election rolls around; all the rest of the Salem fellows have gone into innocuous desuetude. I know the situation better than any other man, and I'll be left standing when all the others are down."

"The foregoing statements affords the best evidence in the world that our friend Mr. Tooze does not know anything about the situation. In his zeal to make an impressive statement he has been led into an extravagance that seems to call for a rejoinder. It was because of the conviction of leading republicans all over the country that he could not carry Marion county under any circumstances that other candidates were suggested, but there has been a desire among those who do not favor him to give him fair and respectful treatment. It will not conduce to pleasant relations, nor in any way affect the chances of the other "fellows" to say at this time that anything is settled, for there is a long and stubborn contest ahead. Flashy methods and foolish boasts will not bring votes. Under the direct primary law the people are not likely to be stampeded, and they are not likely to allow any candidate to trap them into a cast-iron pledge of support a year before all the candidates are named, and before all the issues are explained or understood. In all kindness, since Mr. Tooze has been so free with the rest of us, permit us to suggest that he is making a mistake in advertising his candidacy on the American flag, and that he is hardly playing fair with the rest of the candidates in using, as he has, the chairmanship of the congressional committee which was given him, not for private use, but to further the interests of the whole party, without reference to individual interests. Before the campaign is over all of the candidates will know a good deal more of 'the situation' than any of them does now, and any one of them who is inclined to boast that he already has a "cinch" should consider the advice of Oliver Cromwell: 'I beseech you, brethren, by the mercies of God, to think it possible that you may be mistaken.'"

Candidates for congress in this district seem to be running this trip on the principle of "go early and get a good seat."—Salem Journal.

CARDINAL GIBBONS, head of the Roman Catholic church in the United States, is very plain and pointed in his language when discussing "tainted money" and the divorce question. To a reporter for an Eastern paper, Cardinal Gibbons said: "You refer to 'tainted money' that has been so commonly discussed? I have never had occasion to reject 'tainted money.' For this reason it may be said that I am not qualified to speak on the matter. Should I ever be confronted by this embarrassing necessity for official decision, I should not long hesitate in giving it. Commercial corruption, political corruption, the corruption that exists in the government itself, cannot survive exposure. For this reason we must all look to the press, the argus-eyed agent for good that is always vigilant, and that is daily becoming more powerful in seeking out evil in high places. In nothing has this been so clearly shown as in the recent life insurance scandals. From the developments of the last few years it is impossible to draw any other deduction than that the moral sentiment of a great mass of the people has been weakened or entirely broken down. Certain phases are shown in what is called commercial corruption. The same thing in a different form is shown in political corruption. The desire to secure the unearned dollar has wrecked the finer instincts that should have been depended upon to hold in check the impulse toward actual dishonesty. Clear and palpable dishonesty itself is shielded behind barriers cleverly constructed by the brightest legal minds in the country. The dishonesty of the individual is merged into the dishonesty of the many, and its existence is denied even by the guilty. The money craze and the corruption which it has developed in this country is to me a lesser evil than the great increase of divorces. This law regard for the marriage tie is the greatest menace to our country at this time.

"It is a matter not so easily remedied as the other evils which exist or threaten. It is essential, fundamental. It reaches into the heart of our social fabric, and unless there is some great change within a short time society must suffer an irremediable injury. Divorce is wrong, radically wrong. There can be no excuse for it. It is not a thing to be approached with anything of sentimental consideration. It must be dealt with seriously, harshly, if need be. The Catholic church permits a separation, a divorce from bed and board, but the idea of a remarriage is inseparable from the idea of a legalized wrong so great that there can be no justification for it. There are married divorces with two, sometimes three, former husbands living, with whom they come frequently in contact. Many sisters or brothers are separated, two new families frequently being formed. That such a condition can be permitted to exist bears more of menace, in my opinion, than any other evil of the present day. There is nothing more shameful than the exhibition, now so common, of a colony of men and women clustered in the towns of South Dakota, waiting to comply with the farcical laws of that state, which make divorce so easy. If a single law could be framed, covering the entire United States, the number of divorces granted annually would be materially reduced. This would be a desirable thing if the general law were made drastic enough. Upon the church rests the responsibility for building up a healthy sentiment against divorce. This sentiment must be made to spread throughout the country."

We gather from our exchanges that the wheat crop is ruined by the heat, and that it will be a phenomenal crop, that the hops are nearly gone from honey dew and lice, and will be the best ever picked. Our readers are requested to choose either, any or all of these statements as being the pure, unadulterated truth—and more, too.—Salem Capital.

An exchange wants to know, "What has become of the boy with the patched trousers?" Probably he's in bed, planning how to be president, while his man diligently sews a new square on the base of his bifurcated toga. You never can tell about these boys with patches. There's much more apt to be good stuff in them than in the cuddled child of a man whose aesthetic nature would receive a shock to see his boy's garments "out at the seat."

Gov. T. T. GREER will be a candidate for the republican nomination for governor or United States senator. He is not now a candidate, and has not said that he will be, but friends in every part of the state have been urging him to enter the race for one place or the other, and those who have talked with him say it is certain his name will be on the primary ticket next spring.—Sherman Co. News.

Another Divorce Asked For. Kenyon Crandall on Monday filed an action in the circuit court for divorce against his wife, Lizzie A. Crandall, stating that on December 7th, 1895, the plaintiff and defendant were married in Los Angeles, Cal., and lived together until September 1, 1902; that against his wish and desire the defendant persisted in residing in the city of San Francisco, not withstanding that all the interests of the plaintiff were in this state; that his means were limited, and against his wishes he consented to reside in San Francisco, until all his means were exhausted, and that the defendant well knew this fact. He then left San Francisco and moved to Hillsboro, but the plaintiff refused to follow him here, though requested to do so, and she still refuses to come and live with him. For this reason plaintiff demands that a divorce be granted.

If you have a house to rent, or one to sell, or anything else to sell, rent or trade, list them in this office. If we do not bring you a customer it will not cost you a cent.

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. 2 going South, 8:44 a. m., and 6:04 p. m.
No. 1 going North 4:31 p. m. and 7:14 a. m.

An Elegant Summer Book.
"Restful Recreation Resorts," the 1905 Summer Book issued by the passenger department of the Oregon Railroad & Navigation Company, contains forty-eight pages and covers. 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 a fountain of health. 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 85c.
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 thirty days from Portland to return. The same arrangement applies from Portland, giving all Portland people a chance to visit valley points at greatly reduced rates.

REDUCED EXCURSION RATES.
To the Seaside and Mountain Resorts for the Summer Vacations.
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, Yachina and Detroit at very low rates, good for return until October 10, 1905.

Three day tickets to Newport and Yachina, good going Saturdays and returning Mondays are also on sale from all west side points in Portland, Eugene and Breitenbush 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 Yachina tickets to Yachina only.

S. P. trains connect with the C. & E. at Albany and Corvallis for Yachina 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., 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 \$6.50; rate from Hillsboro to Yachina \$6.50; rate from Hillsboro to Detroit \$5.
Three-day rate from Hillsboro to Yachina or Newport \$3.

Telephone, Main 5881; Residence Phone, Scott 5900.
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Corvallis & Eastern Railroad. TIME CARD NO. 29.

NO. 2 FOR YACHINA—
Leaves Corvallis.....12:45 p. m.
Leaves Yachina.....1:45 p. m.
Arrives Yachina.....5:45 p. m.
NO. 3 FOR ALBANY-DETROIT—
Leaves Yachina.....7:15 a. m.
Leaves Corvallis.....11:30 a. m.
Arrives Albany.....12:15 p. m.
NO. 4 FROM DETROIT—
Leaves Detroit.....1:30 p. m.
Arrives Albany.....6:30 p. m.
NO. 5 FOR YACHINA—
Leaves Corvallis.....6:30 a. m.
Arrives Albany.....7:10 a. m.
NO. 6 FOR CORVALLIS—
Leaves Albany.....2:40 p. m.
Arrives Corvallis.....5:30 p. m.
NO. 7 FROM ALBANY—
Leaves Corvallis.....6:00 p. m.
Arrives Albany.....6:40 p. m.
NO. 8 FROM CORVALLIS—
Leaves Albany.....9:15 p. m.
Arrives Corvallis.....9:55 p. m.
Train No. 1 arrives in Albany in time to connect with S. P. southbound 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 Breitenbush 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. southbound freight.
Train No. 7 leaves Corvallis at 6:00 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, or H. CRONISE, Agent Corvallis.

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No change of cars			
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Chicago	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	5:20 p. m.	
Portland	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:15 a. m.	
Atlantic	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	8:00 a. m.	
Express	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.		
S. Paul	Walla Walla, Lewiston, Spokane, Walla Walla, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.		

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