

THE INDEPENDENT, HILLSBORO, Official Paper of Washington County.

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BY D. W. BATH

I. J. Hill at the Banquet.

No man was ever given a greater ovation than President James J. Hill, of the Great Northern Railway at the big banquet in Portland last Monday night. Mr. Hill has promised to build his line along the North Bank into Portland, and it can be depended on that he will do so. Mr. Hill never makes a promise and breaks it. We wish we had the space to print in full his speech of Monday night, but that is impossible. The following is a few of his closing remarks:

You know the early history of some of the railways; you know that at one time with lots of hope the big end of the Northern Pacific was nailed down here in Portland. It did you a great deal of good. Possibly it might have been too ambitious, maybe it was a little ahead of time, but time even a great many things, and the growth of every city that contains enterprising people, doing something, depends upon the growth of the country, and as your governor said, the resources of the field, the forest and the mines. He might have added the sea, for you have a great sea coast bordering your state; but the field, forest and mine will give you all the wealth you will ever see. The development of your natural resources will build your city, will maintain all of your population, your schools, your churches, your banks, your lawyers and doctors; and we come here simply to help you to develop those natural resources of the country. If there was anything in the world that we needed to give us the encouragement, surely today, in your exhibition of the products of your own state, there is shown abundant reason why we should come to Oregon. Point out to me, if you can, anywhere in the world such fruit and flowers, everything that grows out of the soil.

When we want money we go to the same people who have mortgaged with us for the last twenty-five years. Sometimes I have thought I got near the bottom of their bags, but the lamp holds out to burn and we are coming down to Portland, coming with a railroad that neither you nor ourselves will be ashamed of or ever have any cause to be ashamed of. If that railroad can serve you it will simply be helping the man who goes on to the land, gets his roots in the soil, in the forest or in the mine, helping him to find a market somewhere for what he produces or else our investment will not be worth a cent. And while we have pursued that policy in the past, and with a great deal of success, all things considered, it would be very hard to make us reverse it. It is a selfish policy, we plead to that, because no railroad can ever prosper unless the people served by its lines have the first prosperity. Your people must earn the dollar before we can get it. And depend upon it, if the people along our line are not prosperous, our road will be poor. The individual man may sell his land, or he may give it away; he may pull up his stakes and go West—if he does not get drowned—or he may go back where Brother Wilcox came from; I saw the place a few weeks ago, and I think if I was near the end of my days and wanted to live in peace and quiet, I would go back to the Berkshire Hills of Massachusetts; but the strenuous life has hold of us to such an extent that we do not seem quite ready to let go. At least, we want to hold a directing hand until we get down here to the west coast, below the Sound.

If you are going to build a greater city, where now you have a great city, and I have seen marked evidence of your greatness during this trip, far beyond what I expected, you have something yet to do. The improvements in Portland are to me almost entirely of a character which indicate that the man is at home, and that he means to use the place he has built. We are going to turn the north bank so that it will come to the south bank. We will try to build a railroad for you that will do you some good, and if it does not do you some good it will be a bad investment for us.

We are talking out in meeting tonight. There are some questions I have not been able to solve, and I do not know how deep His Worship, the Mayor, is going to make the river. I wish I did. If he can get it down to 32 or 33 feet—When you get it to 40 feet, we will turn a big fleet up here. When you get it to 40 feet, depend upon it, all the cities on the Pacific Coast will have to take off their hats to you because you have one advantage: Nature made the pass; water follows the line of least resistance, and so does commerce.

With water it is some physical obstruction, but with commerce it is dollars and cents. A thousand tons of freight can roll down the bank of your river cheaper than we can make it go over the tops of the mountains. But let me second the mayor's motion: you must get to work and dig. Take the steamers, the Dakota or the Minnesota, and they come pretty near getting the ground coming up the river with less than a load. From the top of the hill to the keel is just 57 feet. They take a lot of water.

Now, before I close, I want to call your attention in all earnestness to something that you are most deeply interested in, and that is federal regulations of railroad rates. Every lawyer will tell you that there is a clause called the interstate commerce clause of the Constitution of the United States, which provides that the federal government shall not in any regulation of commerce under that clause, discriminate

ate for or against any locality at the expense of others, and so on. You could not live if the railroads did not discriminate in your favor. How can congress pass a law, or any commission on the face of the earth make a law that does not discriminate, unless they make a distance tariff that is equal for the same distance for a hundred miles here or a hundred miles there. Apply that same rule to you, and see what your rates will be. I will undertake to say that your rates in one hour from the time such a law was enacted or such a tariff was published, would be double or twice and a half what they are; and I am more than surprised that a gentleman, can listen to such rotten trash. If there is any place that could stand it, I suppose it would be somewhere between Albany and New York, and they might get as far west as Syracuse, but by the time they get to Buffalo they would want to get off. By the time they would get to the Mississippi river the rate would be prohibitive.

Take a distance tariff, I care not how small you make it for the first hundred miles. Suppose you made it two cents a hundred; what would you do with 3500 miles? You could not live, there isn't a man doing business west of the Missouri river who would not have to stop; your fields would cease to be cultivated. I am not afraid that any federal regulation will ever get down deep enough to touch us where we live, because long before they do, the country will be stricken with railroad corpses. They would bankrupt two thirds of the mileage in the United States. That may seem a little like talking through a megaphone, but I put it right to you as our associates and partners in the business, because you have got to find a market and we have got to transport it for you at a price that will enable you to find the market. Let us ask you in all earnestness to look that question up fairly and see whether I am not right.

LARGE INTEREST CENTERED In the Staging of "Ben-Hur" at the Marquam Grand Theatre, Portland.

Klaw & Erlanger's mammoth mechanical production of General Lew Wallace's mighty play, "Ben-Hur," with its lustrous Star of Bethlehem, its camels, Arabian steeds, Oriental trapery and mimic splendor of the "gorgeous East," is beyond dispute the most elaborate spectacle ever staged in the history of the world. Its series of seventeen scenes present to the eyes a feast of multifarious beauty and variety, all set to a symphonic accompaniment of graceful music. The exciting episodes, such as the galley scene with its horde of chained slaves, the sea-fight, the rescue in mid-sea and the thrilling chariot race with eight horses, combined with the picturesque scenes illustrating the Wise Men in the desert, the moon lit lake in the Orchard of Palms where Ben-Hur and Iris enjoy seclusion and make love in Isis' barge, the palm-waving worshippers on Mount Olivet and the Grove of Daphne, dancing in their skins of beasts to the music of the klesing cymbals, simply captivate the great audience that are nightly in attendance wherever "Ben-Hur" is being enacted. "Ben-Hur" created a sensation in this vicinity two years ago, and now with the announcement that it is to be presented for six nights (exclusive of Sunday) at the Marquam Grand Theatre, starting Thursday October 19th, and with matinee performances on Wednesday and Saturday, new interest is stimulated. All railroad lines entering Portland are to make low excursion rates.

Girls, if you want red lips, laughing eyes, sweet breath and good looks use Hollister's Rocky Mountain Tea. The greatest beautifier known. 35 cents. Tea or Tablets. Delta Drug Store



Alphonse Ethier as Ben Hur, at the Marquam Grand, Portland, October 19.

Now, I want to thank you, not only for myself, but most heartily on behalf of the gentlemen who are with me. Most of them have been with us for many years, and I am glad to say tonight that after a day spent about Portland and in your exposition, they do not want to sell out; they won't go to bed tonight holding their heads on sleepless pillows, wondering whether the investment is good or not; I know they are better than when they came yesterday, and I know that the investment is one that will last and one that I was going to say we would be proud of, but I will go a little farther and say that if I was ten or fifteen years younger I would come here to live with you; because I never come to this country that it does not give me an inspiration. If I was a young man you could not keep me away from here. I thank you in behalf of myself and those who are with me, because you have given us a most hearty welcome, more hearty no one could imagine; but let it be our part to see that your good wishes and confidence are not misplaced.

Crushed to Death.

Last Friday Lester Myer, aged 19, was crushed to death while at work for the Tillamook Logging company. A huge log on which he was standing tumbled over, throwing him directly in its path as it rolled over him. He was killed almost instantly.

Hunt Club.

The Portland Hunt club will resume its riding tomorrow, opening the fall season with a paper chase. The Hunt club has done considerable riding since the field meet on June 17, and both riders and horses are in fine condition for the fall sport. About thirty riders will go through the first chase and an exciting chase is looked for.

Keep Everlastingly at It.

A good heating stove is a piece of furniture but it can't be expected to heat the entire week with a fire on Sunday any more than one good ady. In January will get very much October business.

Girls, if you want red lips, laughing eyes, sweet breath and good looks use Hollister's Rocky Mountain Tea. The greatest beautifier known. 35 cents. Tea or Tablets. Delta Drug Store

For the sake of reducing the cost of transportation, vineyardists in this country are contemplating a rather novel kind of experiment. They purpose to evaporate grape-juice to a solid substance as possible and to ship it in this form from California across the continent, or to Europe. After reaching its destination, the condensed must be reduced to the requisite thinness by the addition of pure water, and will be converted into wine.

Another project entertained is the manufacture of grape syrup, which it is thought might be built up into a large and profitable industry. The process involved demand close care and attention, but are exceedingly simple, and the machinery employed is not at all expensive.

There are a number of by-products of the wine-making industry which are valuable, though hitherto they have been ignored and thrown away by grape growers in this country. In Europe, after the squeezed pulp from the wine-press has been dried it is separated into stems, shells and seeds. From the stems paper is made, and from the shells which may be separated from the seeds on a sieve, tartaric acid is extracted. The seeds are said to be horses, cattle and poultry, just like grain, and are said to be preferable to oats.

A ton of grapes will yield from twenty to one hundred pounds of seeds, and from the latter quantity may be obtained three quarts of oil, which, in addition to its merits for the table, makes a superior soap and can be used as a substitute for linseed oil. After the oil has been extracted there remains a meal which is an excellent feed for cattle. The manufacture of oil from grape-seeds is said to be an Italian invention, and the province of Verona alone makes annually about 600,000 pounds of the product.

Fresh grapes are utilized nowadays in many ways that were unheard of a few years ago. They are put up in cans, made into pickles, employed as a material for marmalade, and, either in the green or ripe state, are prepared in a form known as "grape butter" which is served as a relish with meats.

The largest grapevine in the world is in California, and was planted in 1842 by a Spanish woman. Beneath its spreading branches, which cover nearly half an acre, eight hundred persons could find protection from the heat of the sun. The first election under American rule in Santa Barbara county was held under its wide-reaching shade. In 1803 it bore eight tons of grapes, and in 1805 over ten tons. Its trunk is seven feet in circumference.—Saturday Evening Post.

Residence For Sale.

In North Hillsboro, due north from Tuatlin Hotel; 6 rooms, good house, two lots, 100x190 feet, good garden, good fence, new sidewalk, good well on back porch, small barn and chicken house. This is a bargain at \$650; terms, cash. Address P. O. Box 64, or this office.

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 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.

Corvallis & Eastern Railroad.

TIME CARD NO. 29.	
NO. 2 FOR YAGINA—	12:45 p. m.
Leaves Albany—	1:45 p. m.
Leaves Corvallis—	3:45 p. m.
NO. 1 RETURNING—	
Leaves Yagina—	7:15 a. m.
Leaves Corvallis—	11:20 a. m.
Arrives Albany—	12:15 p. m.
NO. 3 FOR ALBANY—DETROIT—	
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 YAGINA—	
Leaves Corvallis—	6:30 a. m.
Arrives Albany—	7:15 a. m.
NO. 6 FOR CORVALLIS—	
Leaves Albany—	2:40 p. m.
Arrives Corvallis—	3:30 p. m.
NO. 7 FOR ALBANY—	
Leaves Corvallis—	5:00 p. m.
Arrives Albany—	5:40 p. m.
NO. 8 FOR 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. northbound train.	
Train No. 2 connects with S. P. trains at Corvallis and Albany, giving direct service to Newport and adjacent localities.	
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., arriving at Albany 7:15 a. m. in time to catch Eugene local to Eugene and way points.	
Train No. 6 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., F. COCKRELL, Agent, Albany, H. R. CROSSLAND, Agent Corvallis.

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Atlantic Express	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:15 a. m.
St. Paul	Walla Walla, Lewiston, Spokane, Walla Walla, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	8:00 a. m.

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