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## Hillsboro Independent.

BY D. W. BATH.

OFFICIAL COUNTY PAPER.

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Republican in Politics.

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and this together with our delivery system makes this Hillsboro's popular market.

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Having purchased the Central Meat Market, we wish to announce to former patrons and the public, that we have established a free delivery and have reduced the prices on all meats. For the best cuts and best service possible we respectfully solicit your patronage.

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**Rocky Mountain Tea Nuggets**  
A Day's Medicine for Busy People.  
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**GOLDEN NUGGETS FOR SALLOW PEOPLE**

## NO COMBINE SAYS REID

**BUT THERE IS ROOM FOR ALL**  
The Ten Miles of the Portland and Tillamook Road Will Be Completed Within Thirty Days.

The following is from Monday evening's Portland Journal and looks good on paper. We hope it is true, and that the road will be finished as stated. There is no doubt about the line being built, but continued delay forces people to loose faith in the people now behind the project:

"E. E. Lytle has no connection with the Portland, Nehalem & Tillamook railway," said William Reid today. "No negotiations have been carried on between the company and Mr. Lytle, excepting that conferences have been held upon the subject of a division of the territory comprehended by the project of our company."  
"Four routes have been surveyed between Portland and Tillamook bay. We have believed that there is room for two railways to that point, and we have been willing to agree with Mr. Lytle to take one of the routes and allow him to take another and both proceed with work, with no antagonism of any character."

**ROOM FOR ALL LINES.**  
"The possible tonnage to be developed in that region is so enormous that there need be no quarrel between roads projected. We are not pursuing a 'dog-in-the-manger' policy; such a policy has already been detrimental to this state. There is room for all and we have not the slightest disposition to obstruct any other company that might be formed to construct a line into the Nehalem country."

Mr. Reid is the projector of the Nehalem road. He built the original Seaside road from Astoria along the coast south from the mouth of the Columbia river, now a part of the Astoria & Columbia river railroad, and also the Sheridan branch, now a part of the Southern Pacific system.

"It has been incorrectly stated," said Mr. Reid, "that our contracts call for completion of the first ten miles from Hillsboro before December 1: the contracts call for completion before December 31, and the chief engineer, Mr. Davis, tells me the work can be done easily within thirty days from today. Much of the bridge work has been done and some of the grading. We can carry out the terms of the contract and the expectations of the London bondholders are to be met."

**SAYS HARRIMAN IS FIGHTING ROAD.**  
Mr. Reid alleges that the Harriman interests have employed obstructive tactics to prevent the consummation of the Nehalem company's plans by cabling inaccurate statements to London.

"But we have received word from our London people," said Mr. Reid, which indicates that they are not deceived, and we are confident that we will be able to carry to completion the plans for our road and that before long we will be hauling freight and passengers into our city over our line."

The Nehalem company claims to have received from the Harriman people a proposal to give them an exclusive tonnage agreement with a connection at Hillsboro.

"We rejected, and shall reject, all such offers," said Mr. Reid. "Our plans call for a connection with both the Southern Pacific and the Northern Pacific for entrance into Portland, and we shall never consider any other arrangement. The idea is to have the two connections to give shippers the option of routing over either the Southern Pacific or the Northern Pacific, so as to prevent the control of the traffic from passing into the hands of either of those roads."

The first ten miles now under construction is from Hillsboro northwest to Roy's Junction. The surveys of the four routes show

that the maximum gradient will be 2 per cent; most of the distance the grade is not more than 1 per cent. The distance from northern route, which is looked on with the most favor by the company, is ninety-seven miles: via the Sheridan route, which there is some talk of building by the Southern Pacific, the distance is 120 miles.

The cost of construction is said to be not more than \$25,000 a mile for the entire line equipped and ready for traffic.

**No Judge Yet.**  
The federal judge question is still unsettled, although Senator Fulton has returned from Washington, where he went a few weeks ago to discuss this and other affairs in which politics in Oregon is concerned. In fact, it now appears certain that the judgeship proposition will remain in cold storage until the latter part of this month, at least, when Senator Fulton will return to the national capital.

"I do not expect an appointment until after I return to Washington," said the senator this morning. "President Roosevelt did not have time to discuss the matter while I was there and said he desired to take the matter up when I returned."

"Who will you recommend when you see the president?" was asked. Senator Fulton laughed and declared he didn't know. Furthermore, he said those who ever gave out the information that the tide of prospective appointment had surged first around Judge Bean, then around Judge McBride, and lastly around Judge Wolverson, knew a good deal more than he had ever been able to find out. He also says he does not know the reason for the delay in making the appointment.

"What about the appointment of J. B. Hegardt to the Roseburg land office?" was then asked. "Oh, I think he will be appointed. I think the president will find him a very capable and desirable man, after investigation," replied Senator Fulton.

What's the matter with Secretary Hitchcock? was asked, in view of the Secretary of the Interior's opposition to Senator Fulton's recommendation for a working mate for B. L. Eddy in the land office.

"I have no desire to discuss Mr. Hitchcock," was the terse answer. The senator said he would be at the republican "love feast" next Thursday, but declared he was unprepared to state whether he would make a speech.—Portland Telegram.

## Free in the Fair.

Tomorrow, the closing day of the exposition, will be Multnomah County Public School day, and on that day free admission will be given to all pupils and teachers of the public schools outside of Portland, but this privilege does not extend to the pupils and teachers of the Portland public schools, which have already had a day at the exposition. The Multnomah county teachers and pupils will be admitted to the exposition by special tickets provided for the occasion.

Free special admission will also be given to the teachers and pupils of the public schools of Polk county and Yamhill county, this privilege having been requested by the public school superintendents of those counties. The county teachers and pupils will come to the exposition in a body, and will be admitted through a special gate, without tickets, upon being identified by the school superintendents. In addition to the public school children of the counties named, all children under twelve years of age, regardless of residence and whether in school or not, will be admitted to the exposition free on Saturday, October 14.

## 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.

## NEWSY LETTER FROM SHERWOOD

REGULAR CORRESPONDENT.

Death of P. G. Martin and Green B. Olds—Visited by a Highwayman—Interesting Notes.

Green B. Olds, an early pioneer and well known in this county, having lived for many years on his donation land claim at Middleton and who with his wife removed to Goldendale, Wash., about three years ago and has since made his home there, is reported dead at the age of 81 years. He leaves a wife and grown family, Fred, on the old homestead; Frank, of McMinnville; Mrs. Tyson, Mrs. Dunbar and Mrs. Brooks of Goldendale, Wash.

Licensed hunters in this locality will scarcely receive the value of the dollar expended for the privilege of shooting under the rulings of the game law, unless perchance, more favorable weather intervenes soon.

A runaway couple hailing from Carlton, is supposed to have lodged at the Haynes hotel one night during the week and left for Portland on the morning train. Anxious inquiries in regard to the fugitives from their late home would indicate much dissatisfaction, parently, on the part of the young lady's household.

The Oregon Telephone operator here received the following interesting business communication a few days ago:—Sept. 30, 1905. Dear Sir: Please if anybody else will call me up by telephone, will you call me up by the telephone No.—out-at—near—and if you call me up there I will be there by the phone quick and give answer. Regards to your "Hand-some" wife and family. Respt. Nowitka, nika has cumtux mika cultas wawa, sponse nika manuce pollacky, tyee Boston man, (Co.) potlach tenis chickamen.

The commodious warehouse of J. C. Smock's located alongside of the railroad track is being rapidly filled with the present hop crop raised near this place. No sales have been negotiated so far for the product owing to the unsettled state of the market.

Mrs. Anna Kook, an aged German woman residing with her family on the mountains west of town died suddenly after two day's illness Friday. A husband and three children mourn her untimely departure.

O. H. Buck and nephew, K. D. Reeves, wife and two children departed for their homes in McClane county, Ill., Tuesday after a visit of two weeks here and at the fair, greatly impressed with the Oregon country.

A wandering band of the notorious and undesirable element of humanity known as "Gipsies" have forced their unsavory presence upon the citizens of this town without an invitation, much less permission. The notable propensity of the derelicts, from nowhere and traveling elsewhere, is too well known to dispense with the usual precaution of locking the hen-house, stable and cellar doors. May they homeward fly and in short order too, with the compliments of the whole community here.

Another highwayman has appeared here, and in this case placed a cocked revolver in the face of Mrs. Meeks, the butcher's wife, a few evenings since and demanded everything in the financial line on the premises. None of the family being within hail, she managed somehow to back out of the rear door without receiving a shot and came up town for aid and during her absence the uninvited guest proceeded to make a search, searching in its character, as the dilapidated condition of the house revealed. Not finding the object sought he "vamoshed the ranch" before his valuable person could be secured for preservation. He was fully

## BUILDING ROADS BY CONVICTS

PORTLAND TO THE SOUTH LINE

Will, it is Said, Take the Work of the Convicts Out of Competition With Free Labor.

The benefits to our state from the possible outcome of the present movement set in motion by the recent appointment of a state road commission are inestimable. This commission was provided for by the passage of the last legislature of Senate Concurrent Resolution No. 31, which provides for a committee of five to examine into the feasibility of constructing a macademized road from Portland to the south line of the state, the work to be performed by convict labor. The commission held its initial meeting September 20, affected its organization, and already has committees at work on the practical progress of its business. It is bound, however to report on the feasibility of the proposition, and will render its findings upon this point as truly and honestly as upon any other. This is a work that should receive the encouragement and assistance of every citizen of Oregon. Nothing so greatly improves a state or a country as good roads, and no state has half enough of them. The very nature of the question at once places it beyond the contests of partisan politics, and nothing can constitute a reason for opposition to the movement save a possible objection to the location. On this point it should be remembered that above and far beyond the technical premises of the resolution, which has brought this first commission into existence, and which provides for a certain stretch of road, is the question of practicability of employing the convicts on the roads. If it is practical to build one good piece of sufficient extent to demonstrate the success of the venture, it will be practical to keep the convicts employed in road-building for all time. The principal argument in favor of the scheme is that it takes the work of the convicts out of competition with the free labor of the state by creating an entirely new field for their services which, except for the question of the best possible employment of the convicts themselves would not be created for many years at least. The question of good roads is a paramount one all over this nation, but nowhere more than in Oregon. Pause and make a hurried estimate of the amount of time utterly lost in traveling over poor roads as compared to good ones, and how long would it take the energy so

## WASTED TO MAKE EVERY LEGAL ROAD AN EVERLASTING PAVEMENT.

A few years in any populated region, and in no conceivable public improvement could the money be better spent. The Labor Press takes this opportunity to urge every one of its readers to help make this a live issue henceforth. Talk it up on all occasions. As soon as you find a budding candidate for office ask him how he stands on this road question and specifically upon the matter of so employing the convicts. We would respectfully call the attention of the press of the city and state to this matter and urge that they give the subject thought and then discuss it in their columns as they conscientiously think it should be discussed.

Let us all constitute ourselves a joint commission in this matter. If you think the venture unsound, say so and give your reasons. If every dissenting argument can be thoroughly offset, and a unanimity of public support secured such as a work of so generally beneficial a nature as this should have, it is quite conceivable that the result will be a permanent character of internal improvement for the state such as no similar outlay has ever accomplished. It is of paramount moment that this road commission shall report favorably upon the feasibility of this plan, and it is up to the citizens of this state to help show the commissioners that it is feasible.—Portland Labor Press.

## "Ben-Hur"

Klaw & Erlanger's colossal production of General Lew Wallace's impressive Biblical romance "Ben-Hur"—startling in its immensity—can be considered as second in comparison to the Lewis and Clark Centennial exposition as a feast for the eyes. This great play, which has commanded the attention of the Pope of Rome, King Edward of England, President Roosevelt, Archbishop Ireland and other prelates, rules and important personages of the world, aroused the interests of the entire states of Oregon and Washington, when staged in the city of Portland two years ago. And now the announcement that it is again to be enacted in that city at the Marquam Grand Theatre for six night performances (exclusive of Sunday) starting Thursday, October 19th, will no doubt cause many to journey there to witness it the same as before.

In order to accommodate the out-of-town public Calvin Heilig, manager of the Marquam Grand Theatre, will give his personal attention to all orders for seats sent through the mail, if accompanied with remittance. The scale of prices governing the engagement will be \$2.00 and \$2.50 on the lower floor and \$1.00, \$1.50 and \$2.00 in the balcony. All railroad lines entering Portland are to make low excursion rates, so by inquiring of the railroad representatives, full information concerning the same can be ascertained.

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

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