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BY D. W. BATH.

OFFICIAL COUNTY PAPER.

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PROFESSIONAL CARDS.

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ATTORNEY-AT-LAW
Hillsboro, Oregon.
Office: Rooms 3, 4 and 5, Morgan Bldg.

W. N. BARRETT
ATTORNEY-AT-LAW
Hillsboro, Oregon.
Office: Central Block, Rooms 6 and 7.

BENTON BOWMAN
ATTORNEY-AT-LAW
Hillsboro, Oregon.
Office, in Union Bldg., with S. B. Huston

THOS. H. TONGUE JR.
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S. T. LINKLATER, M. B. C. M.
PHYSICIAN AND SURGEON.
Hillsboro, Oregon.
Office, upstairs, over The Delta Drug Store. Office hours—8 to 12; 1 to 6, and in the evening from 7 to 9 o'clock.

J. P. TAMIESIE, M. D.
S. P. R. R. SURGEON
Hillsboro, Oregon.
Residence corner Third and Main; office upstairs over Delta drug store, hours, 8.30 to 12 m., 1 to 5 and 7 to 9 p. Telephone to residence from Delta drug store. All calls promptly answered day or night.

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PHYSICIAN AND SURGEON,
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Office over Bailey's Drug Store. Office hours from 8.30 to 12, 1 to 5, and 7 to 9. Residence third house north of city electric light plant. Calls promptly attended day or night. Both phones. sept-04

C. H. ATWOOD, M. D.
BEAVERTON, ORE.
Confinements given special attention. Calls attended to day or night. No drug store bills. Office and residence in Hobart property, opposite lively stable. Both phones

MARK B. BUMP,
ATTORNEY-AT-LAW.
Notary Public and Collections.
HILLSBORO, ORE.

Free Delivery

Of the best Fish, Game and Meats. Our delivery is prompt and in all parts of Hillsboro. We have inaugurated a

New Schedule in Prices

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

Housley & Corwin.

Announcement.

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.

EMMOTT BROS.

DR. A. A. BURRIS,

Magnetic Osteopath,

HILLSBORO, OREGON
Diseases cured without drugs or surgery by magnetic osteopathy, the new science of drugless healing. Consultation free. Office over the bakery.

For Sale.—A 2-horse-power Eli gasoline engine in good running order; from the shop less than two years; cost \$135 at the factory; will sell for \$80. Only reason for selling is because we need a larger engine. Terms, half down, balance to suit. Engine can be seen running any day at this office.

HILLSBORO TO MISSOURI

LETTER FROM MRS. WRIGHT.

She Tells of Her Trip to California—Colorado, Utah, and Other Points Along the Way.

Phillipsburg, Mo., Jan., 1906
Dear Editor Independent.—Will try and send a few straggling notes of our trip across the country from Portland via San Francisco to my brother's home. I had a very pleasant day at the home of my cousin Mr. Simpson. Took the train at 8:45 p. m.; could not see very well till the morning when we were slowly winding our way in, around, over and through the mountains, both steep, rough and high. Now here we are at Grant's Pass, quite a large place on the Rouge river with two large mountains all around us. Now on we go again, very slowly to be sure; we pass a long stretch of the sage brush land very thinly settled and the soil doesn't look so very good. Now we are in a better country still on Rouge river, just nearing Gold Hill. Next station is Gold Ray and we see beautiful waterfalls. Now we come to Medford, where the delegation of our eastern editors, 600 in number, at the luscious and beautiful Royal Ann cherries and the editor of our town Coshocton, Ohio, wrote to the Age what he thought of the canneries in California buying the cherries of Oregon and selling them as California grown fruit.

A finer country you never saw. Orchards, orchards and such beautiful homes. Phoenix and Allen are both pretty places. Just as we pass between a range of mountains that were white with snow, while a few miles back were men plowing in the fields; 12 o'clock noon, the train stops twenty-five minutes for dinner at Ashland, a lovely town in the valley with snow on either side. We passed through tunnels, some long, some short. As we began to go up the mountains, before we reached Grant's Pass, the train had three engines, and our train looped the loop.

January 10th, 1906—All day in the mountains. We had a poor view of Mt. Shasta, because of the fog; but a little farther on we see a beautiful sight—"Mt. Shasta Springs." The train stops twenty minutes and all get off and take a drink and sample books of what grows in Southern California. When the train reached Oakland we were told that if we wished we could take the ferry over to San Francisco and spend the day and one night. The morning was warm, bright and beautiful, and many took a look at the city on the broad, blue Pacific. Sacramento is a large, beautiful city on the Sac river.

We passed many large, fine fruit farms and a good deal of wild brushy land. At Marysville we first saw the Feather river and I thought of the time long ago when my brother John Simpson used to write us from there; and of the gold ring which I still wear that he had made and sent me from there. Soon we come to the Sierras and our train went very slowly and still more slowly till we reached the snow sheds when every window was closed and our train just seemed to crawl as it were. At last we are over and we begin to go down, down, down to Truxey, the last station in California. Now we leave the land of gold with all its grandeur and beauty, health and invigorating breezes, and come to Reno in Nevada. We know we are going north-east because the air is colder and more like winter. Sparks, the next station, has an electric car line three miles long. To me Nevada is the most bleak, desert looking state I ever saw. We ride many, many miles without seeing the least signs of civilization—hardly a living thing. The farms are few and far between, with never a tree or flower; nothing but desert plain and snow. Even the mountains are bleak, bare rocks. Once

in a while we saw a few herds of cattle standing knee deep in snow. The porter comes through the cars and lights the lamps, we know that means tunnels ahead and although we have passed through several we know we have more to go through. The snow is deeper as we go toward Salt Lake and for many miles the ground is covered with salt water and nothing can grow. Now we cross Salt Lake very slowly, only twelve miles per hour. Now we reach Ogden, Utah.

Sunday, January 14—Changed cars in Ogden, took the Union Pacific for Kansas City via Denver. We are nearing Cheyenne and the train is making better time. Soon we will be looking for Sherman's monument, four miles from Sherman station. Granite Canon is a grand sight. We are going south now and making better time than we did. We are beyond the snow line and are on a beautiful prairie with its many fine homes and large droves of cattle, horses and sheep that makes you feel as though you were in a white man's country once more. LaSalle, 46 miles from Denver, is a very pretty town; has pleasant homes and seems to be quite a railroad center. I like the looks of Colorado and Kansas very much. The day was warm and lovely. As we neared Topeka we saw a great deal of the flood. Many places the ground was washed away in great wide gullies. The damage must have been great indeed. We reached Kansas City at 5:30 p. m. at the close of a beautiful, warm, sunny day. Changed cars for Springfield, Mo., which we reached 11:30 p. m. Had to stay all night because the fast train on which we came did not stop at Phillipsburg, near which my brother lives. At 9:45 a. m. I go on again and hope soon to be at my journey's end as I am getting very tired, having been en train for over eight days. I found the folks all very well but living farther from the town than I thought, four miles instead of two, and over very muddy roads. I don't think I ever can like Missouri as I do Oregon. We are now just passing through a very cold stormy time, the ground is covered with snow, nearly a foot in depth and the air is very cold. When I came it was very pleasant. I am afraid I should have seen Missouri before I did Oregon—perhaps I would have liked it better.

P. S. WRIGHT.

A Missouri editor who grew tired of wielding the whitewash brush in the matter of obituaries, decided to reform and tell the truth just once. He commented as follows upon the death of a well known citizen: Died—, aged 35 years, 9 months and 13 days. Deceased was a mild-mannered pirate with a mouth for whiskey and an eye for boodle. He came here in the night with another man's wife and joined the church at the first chance. He owed us several dollars for the paper, a meat bill and you could hear him pray six blocks. He died singing "Jesus paid it all," and we think he is right, as he never paid anything himself. He was buried in an asbestos casket, and his many friends threw palm leaf fans in his grave, as he may need them. His tombstone will be a favorite resting place for hoot owls.

Gez whiz! What are we coming to? Even the kids are onto the adulteration, remarks an exchange. A farmer residing near Usk, who patronizes the mail order houses, allows his children to play with the big catalogues. One morning the nurse came out and announced that there was a new baby in the house. "Who brought it?" asked the children. The nurse replied that it had just come. "Oh I know," said one little tot, "it's a Sears & Roebuck baby, and I bet its adulterated just like the pepper and strawberry jam was, and papa will have to keep it because the money was paid in advance."—Milton Eagle.

Valentines.
A big assortment of valentines at McCormick's. All styles, sizes and prices. Call and see them.
E. L. McCormick.

TO EXTEND RURAL ROUTES

APPROPRIATION WILL BE ASKED

For at this Session to Extend the System Over a Much Larger Area Than Heretofore.

Washington, D. C., Jan., 31.—A determined effort will be made during the present session of congress to obtain a sufficient increase in the postal appropriation to make it possible to extend the rural free delivery system over a much larger area than heretofore. The friends of the system point to the remarkable growth of the system, its popularity and immense value to the rural communities. On the last day of June of last year the service was in operation in 32,121 rural routes, from 13,599 distributing offices. From the reports of rural carriers which have been compiled in the division of rural delivery it is shown that more than 1,000,000,000 pieces of mail were handled by the carriers in the fiscal year ended June 30, 1905, or, to be more exact, 1,387,957,711.

The number of pieces of mail delivered and collected, of the various classes, the value of stamps canceled, the value of stamps sold, and the number of money orders sold, by rural carriers, is indicated by the following statement: Registered mail, pieces delivered and collected, 1,357,823; letters and postals delivered and collected, 462,124,284; newspapers and periodicals delivered and collected, 775,639,281; circulars delivered and collected, 121,701,430; packages, 26,334,863. Grand total, 1,387,957,711. Value of stamps canceled, \$3,421,857.01; value of stamps sold, \$3,348,471.27; number of money orders sold, 4,250.

Primary Law Calendar.

Registration books opened by county clerks, January 2nd.
Registration books closed for primary election April 10th at 5 p. m.
Registration books opened after primary election April 25th.
Registration books closed for general election, May 15th, at 5 p. m.
Number of signers required to initiate laws of amendments, 7,480.
Last day for filing initiative petitions February 3rd.
Last day for filing pamphlets advocating measures December 30, 1905.
Last day for filing pamphlets opposing measures February 5th.
County clerks give notice of primary election not later than March 21st.
Last day for filing petitions for placing names on ballots for state, congressional and district offices, March 30th.
Last day for filing petitions for county offices, April 4th.
Date of primary election April 30th.

Canvassing votes of primary election for state offices, May 5th.
Last day for filing certificates of nomination for state offices by assembly of electors April 19th.
Last day for filing nominating petitions for state offices May 4th.
Last day for filing certificates of nomination for county offices by assembly of electors, May 5th.
Last day for filing nominating petitions for county offices May 19th.
General election, June 4th.

Judge Lindsey, of Denver, the highest authority in the country on Juvenile Courts, wrote in "Progress" for July, 1904: "We have in Colorado the most advanced laws of any state in the Union for the care and protection of the home and children, the very foundation of the Republic. These laws, in my opinion, would not exist at this time if it were not for the powerful influence of woman suffrage, which, at all times, has been back of them, and those who have conscientiously and faithfully administered them."

Stumpage for Sale.

This timber is suitable for lumber, railroad ties, piling and cordwood. Only 1 1/2 miles from Hillsboro. Inquire of F. M. Heidel, Hillsboro, Oregon.

Huston Best Fitted.

A veteran republican living in another county, and formerly a member of the Oregon legislature, speaking recently about the prospective candidates for congressman from this district gives his fellow republicans some points worthy of consideration. Of the three active candidates, Walter L. Tooze, of Woodburn, Prof. W. C. Hawley, of Salem, and Hon. S. B. Huston, of Hillsboro, he says that Tooze is by far the least desirable. In fact he has no fitness whatever for the position of congressman, and if sent to Washington would only make this district ridiculous with his endless but shallow talk. Prof. Hawley is a man of recognized ability as an educator, but without experience as a legislator. Ex-Senator Huston is an attorney and business man whose ability is recognized wherever he is known and his fitness for the exacting duties of congressman from this district at this time is undoubtedly far better than either of his rivals. Such an opinion from a man who has had long personal acquaintance with all three of the candidates, having lived near them in Yamhill and Washington counties, and having occasion to visit Salem frequently, should have considerable weight among voters who must of necessity get their information from others regarding the qualifications and fitness of men for whom they are asked to vote.—Roseburg Review.

There is no use denying the fact that the cause of Woman Suffrage is gaining ground in this state and will carry at the next election. The Independent will not place any obstacle in the pathway of progressive woman. Let the news go east that we honor our women, and trust to their high intelligence, by permitting them to vote.—Woodburn Independent.

Half the World Wonders

how the other half lives. Those who use Bucklen's Arnica Salve never wonder if it will cure Cuts, Wounds, Burns, Sores and all Skin eruptions; they know it will. Mrs. Grant Shy, 1130 E. Reynolds St., Springfield, Ill., says: "I regard it one of the absolute necessities of housekeeping." Guaranteed by all druggists. 25c.

Decide upon what is required in the garden and secure the seeds early. Beginners on a farm should set out fruit trees on a farm as soon as it can be done. It is in the cultivation of fruits and vegetables that the younger members of the family delight, and when they become interested in such they will take more interest in general farming. It is the routine of the farm that is disliked. When the farm work becomes more varied it is then less monotonous.

WILL USE OIL FOR FUEL

ALL ENGINES TO BE EQUIPPED

All Southern Pacific Lines in Oregon to Be Fixed for Burning Oil by June 1st.

Within a week says the Portland Oregonian work will be begun at the O. R. & N. Albina shops to change the locomotives now operating on that road over the divisions from Portland to Umatilla to oil burners and by the last of next month every engine hauling trains over those divisions will use oil exclusively for fuel. Huge oil tanks will be built in the Albina yards and at the ends of the divisions between Portland and Umatilla, work upon which will be begun within a short time. All Southern Pacific lines in Oregon will be equipped with oil-burning engines during the coming spring, and by June it is believed every locomotive hauling Southern Pacific rolling stock will use crude petroleum for fuel.

The change is being made by the Harriman officials primarily for economy, but there are other reasons why the new fuel will be used. Among these is the desire of the Harriman people to afford more pleasant traveling conditions and do away with cinders and the evil-smelling coal smoke almost everywhere accompaniments of railroad travel. The new fuel will do away with sparks and reduce fire risks, and it is believed it will be free from the uneven heat afforded by coal fires and will maintain a constant steam pressure.

"It is estimated 25 per cent of the expense for fuel will be saved by burning oil," said J. F. Graham, superintendent of motive power. "Coal is now hauled from Wyoming and in addition to being expensive, lacks much of being a perfect fuel. The twenty-eight engines operated on the divisions of the O. R. & N. between Portland and Umatilla will be made into oil-burners and both freight and passenger trains will be hauled by locomotives using liquid fuel."

Oil tanks will be constructed at Albina, The Dalles, Arlington, Heppner and Umatilla and although the fuel will be brought from California in tank cars for a while, later on barges will probably be used to transport it to Portland.

The change on the Southern Pacific lines will take more time, as every engine in operation in Oregon by this company will be equipped with an oil-burning furnace and both coal and wood will be relegated from the storehouses of the Oregon lines. Storage tanks to contain the fuel will be built at

Grant's Pass, Roseburg, Junction City, Albany, Woodburn, Springfield, St. Joseph and Portland. These receptacles will range in capacity from 10,000 to 50,000 barrels. On the tenders now hauled behind the Southern Pacific engines, piled high with coal or wood, tanks will be built having a capacity of from 3000 to 5000 gallons of oil, enough fuel to steam a passenger engine 200 miles or a freight locomotive 100 miles.

The change in the fuel on the Harriman lines will be hailed with joy by locomotive fireman as well as by the traveling public, for it will mean a change in the duties of the stoker that will make the job a sinecure. By the turning of a valve the fireman can accomplish what now requires a strong arm and considerable endurance. Standing on a swaying, lurching footing, the fireman now has to leave coal or wood as far as he can throw it into the open mouth of the furnace, and the hungry fire is always clamoring for more. By the new arrangement the position of locomotive fireman promises to be one of the most sought for in the service. The crude oil will be pumped from the tank on the tender into the furnace, where it will be fed under the boiler in a spray-like jet from an atomizer and will burn with an intense blue flame. The fireman will have to watch his feed valves closely but the old back-breaking stunt of heaving coal by the shovel as far and as fast as he can throw it will soon become a thing of the past on the Harriman roads in Oregon.

The peanut vine differs in one respect from all other plants in the world, so far as we know. The flower of the plant grows downward, and after it falls the pod that contains the little nut is literally forced into the ground by the rapid growth of the rigid stalk from which it depends. If you would like to see this interesting process, plant a few "raw" peanuts in your yard or garden, and watch the vine as the flowers appear and fall. You will notice that if from any cause the plant is unable to push the pod into the ground the peanut will cease to grow and will remain undeveloped. This explains why the peanut is sometimes called the "ground nut."

Under the auspices of the Carnation league, which was organized to perpetuate the memory of the martyred President McKinley, the anniversary of the birth of the late president was celebrated in Washington, D. C., last Monday in all circles of society. Carnations, the favorite flowers of McKinley, were in evidence everywhere and there were few men in or around the capitol, who did not wear carnations in the buttonhole.

There's a lot of Satisfaction in a shoe which after month's of wear, needs only polish to "Look like new." You'll find comfort, ease and profit in the



Hamilton-Brown Shoes
—your children—
will want something pretty and good. Come and see our

School Shoes

No better made. No b r can be made. Our guarantee goes with every pair.

Our line of **GROCERIES** is the finest in the county.

Everything usually carried by an up-to-date Grocery House. Our immense sales make it possible for us to carry strictly fresh goods. Not a shop-worn article in the establishment.

JOHN DENNIS.
The old Reliable Corner Grocery and Shoe Store