

Current Comment---Timely Topics

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FRIDAY, FEBRUARY 5, 1904

REPUBLICAN STATE CENTRAL COMMITTEE

Official Call, Feb. 12, 1904.

The Republican State Central Committee is hereby called to meet in the City of Portland on Friday, the 12th day of February, 1904, (Abraham Lincoln's birthday), at 10:30 o'clock a. m., for the purpose of selecting the time and place for holding the next state convention, apportioning delegates to said convention, recommending a date for holding primaries, and for the transaction of such other business as may properly come before the committee.

FRANK BAKER, Chairman.

HARRISON ALLEN, Secretary.
Portland, Ore., Jan. 28, 1904.

THE FALSE MAGIC OF A NAME

Some editorial essayist in the Sunday Oregonian, taking as a text Geo. H. Himes' notion that Oregon Grape ought to be called "the holly-leaved berberry", excepts to the Scriptural doctrine of what-so-ever man called anything that is its name. A primrose by a river's brim a marsh marigold is to him and it shall be nothing more to anybody else. Though the government geological survey is content to note among the smaller trees and shrubs in the central portion of the Cascade Forest Reserve the presence of Oregon Grape (*Berberis Aquifolium*) such inexactness and carelessness in the use of terms while permissible in a scientist will not do for some newspaper men.

The fascination of a name shall never hoodwink their judgment and compel their surrender, a rose by no other name will smell as sweet to their nostrils, nor a bulbous plant be allowed to perfume the atmosphere as a tuberose.

The Adam's apple shall no more recall to the anatomist man's greediness and woman's generosity in that first Fall but larnyx only be named, for it is meat and not fruit. The tuber dear to the Irishman's heart (the road to which among the Hibernians as with all other sons of Adam is through his digestive apparatus) may not be called a bog orange nor even an Irish lemon, still less, French fried, in a menu figure as an earth apple, nor a tomato be a love apple, nor oak balls apples of Sodom, nor any other pretty illusion of speech be tolerated, but everything must be fact and fancy never lighten the printed page nor allusion relieve discourse.

Mr. Gradgrind then would be self-satisfied, for that is the nearest approach by such monsters to happiness, over his facts, and would keep the tedious company of the merchant who deals in "bananas and tropical fruits," the physician

whose course of treatment is "almost absolutely safe," the observer who finds one sphere more nearly round than another, and all the rest of the impractical crowd who sacrifice clearness and pride themselves on their precision of speech while their hearers and readers rattle dictionary and encyclopedia to find out about what they are talking and writing.

So it is not likely that the product of a holly-leaved berberry will go forth into the market with a label changed to "Holly-leaved berberry brand," nor even in the Oregonian the decorations characteristic of Webfoot be called other than Oregon-Grape. Tallyrand to the contrary, language is not meant to conceal, but to reveal, thought and that is the best which tells the most.

THE ELECTRIC RAILWAY PROPOSITION

The electric railway promoters are asking the aid of Washington county tax-payers to raise a third of the estimated cost of construction on bonds. The main points of their proposition and a sketch of the enterprise is here given:

In August, 1901, the West Side & Suburban Railway Co. was incorporated by Andrew Graydon, a railroad man of twenty-five years' experience, for the purpose of constructing a standard gauge electric railroad from Portland, westward to Forest Grove.

The company immediately put a force of engineers in the field and made numerous surveys to discover the most feasible route across the hills lying west of Portland. While the engineers were at work, a mass meeting was held in the county court house in June, 1902, to explain what the West Side & Suburban Railway Co. proposed to do and to ascertain the opinion of the tax-payers and citizens of Washington county regarding the proposed electric road, and it was found that they were unanimously in favor of its construction.

Prior to placing engineers in the field, an application was made to the common council of the city of Portland for a franchise granting the company the right to use certain streets and crossings in the city of Portland. After much delay this franchise was finally granted, but there was some question raised as to its legality and it was thought advisable to apply to the incoming council for a new franchise, which was done at the time the public meeting was held in Hillsboro, and also at Cedar Mill, arrangements had been made for financing the road with Eastern capitalists, and the road could at that time have been built entirely with Eastern money secured from the sale of bonds. The delay, however, caused by the Council in granting suitable franchises caused the Eastern investors to become impatient, and it was impossible to hold them in waiting any longer.

While the franchise was pending, the engineering force found a suitable grade of an average of 4 per cent. across King's Heights and completed their survey to the city of Hillsboro. Complete maps, both contour and profile, were made; estimates prepared showing cost of construction, and with the assistance of a committee of citizens, rights of way were secured through the county seat, Hillsboro.

When the franchise was finally granted on the 3rd day of June, 1903, Mr. Graydon immediately went East to secure capital from another source for the construction of the road. During the time of one year and nine months which intervened between the application and final passage of an ordinance granting a suitable franchise, the conditions of the money market changed considerably, and while at the beginning it was a comparatively easy matter to secure the money for the

construction of the road from the sale of bonds, when the franchise was finally granted it was difficult to interest capital in the purchase of bonds unless at least one-third of the cost of construction of the road could be raised from people directly interested in the road's success.

In the face of all obstacles Mr. Graydon has not only secured the franchise, but has also secured the necessary capital to construct the road. He has found it difficult to keep the people of Washington County fully informed as to his movements. Mr. Graydon has spent his money freely and has put in two years or more of his time for which he received no compensation, and says he will continue to do so until the road is in operation, provided the citizens of Washington county will now come forward and furnish the necessary assistance which the existing financial conditions demand.

Arrangements have been made, he states, to place \$400,000 worth of 5 per cent. first mortgage gold bonds with eastern capitalists and proposes to sell in Portland and Washington county \$100,000 worth of 6 per cent. twenty year gold bonds, interest payable the first day of July and January of each year, subject to issue of bonds to be placed in the east.

The money derived from the sale of these bonds will be paid into the Portland Trust Company of Oregon, as trustee for the bond holders and spent solely in the construction of the road under the supervision of the Chief Engineer and Board of Directors of the Oregon Traction Co., and the Portland Trust Co., of Oregon, as trustees for the bond holders. In the mortgage covering this issue of bonds every precaution has been taken to protect the subscribers.

The following estimate of cost of construction for the entire road, and estimate of earnings for the first year was furnished by H. S. Huson, of Portland, a civil engineer who was appointed by the Merchants' Nat'l Bank at the request of New York capitalists to make report. The estimated net earnings for the first year amounts to \$71,300.00, and does not take into consideration the 1905 Fair which will be held during the first year the road is in operation.

The operation of this road will overcome many difficulties of transportation which now confront the people of the county. An hourly service between the points in the county and the city of Portland will be inaugurated, enabling Washington county residents to come to Portland at any hour in the day, to transact their business, and return without delay to their home. One can attend places of amusement in Portland, leaving home in the evening and returning the same night. It means the best roads in the state for Washington county, as the company is willing to enter into a contract with the county to transport gravel and other materials for the building of good roads at cost, also at all times sufficient cars for the transportation of produce to the market, meaning a threefold increase in the value of property. Within two years after the building of this road the population of the county will be doubled, the promoters' prophecy.

ESTIMATE OF COST OF CONSTRUCTION

Two miles city construction	\$ 40,000
Twenty-two miles suburban construction, clearing right of way	7,050
Grading and bridging	75,000
Track (60 pound steel)	130,000
Overhead and feeders	40,000
Transformers and station	10,000
Carbarns, stations and platforms	10,000
Fencing	15,000

J. W. Baldwin, Plasterer.

G. H. Baldwin, Brick Layer

O. Baldwin, Carpenter

Lime, Sand and Cement always on hand

Forest Grove, Or.

THE BAZAAR

Forest Grove, Oregon

School Books and School Supplies

Wholesale and Retail Dealers in School Books, Stationery, and all kinds of musical instruments for sale on easy payments. Wheeler & Wilson and Domestic sewing machines sold on payments of \$3 per month. Victor and Columbia talking machines; a big stock of records always on hand.

K. N. STAEHR

Dr. Hines' Drug Store

Headquarters for fine Stationery, Cigars, Drugs, Liquors for Medicinal Use. Prescriptions filled with the best drugs only.

Main Street, - Forest Grove, Oregon

Equipment	96,000
Organization and offices	20,000
Additional power plant	65,000
Total	\$177,000
ESTIMATE OF REVENUE FOR FIRST YEAR.	
City line	\$45,000
Funerals and cemetery visitors	4,000
Express and light freight	15,000
Heavy freight	3,600
Passenger traffic	75,000
Total	142,600

The average operating expense for such lines is 50 per cent. of the gross revenue which would leave a net revenue of \$71,300. Interest on \$60,000.00, 6 per cent. bonds is \$3,600.00, and on \$400,000.00, 5 per cent. bonds is \$20,000.00, making a fixed charge for interest of \$23,600.

As the estimated net earnings for first year figured conservatively, amount to \$71,300.00, the company believe the security offered for these bonds is ample to guarantee the interest and principal.

Last week appeared a criticism of a clergyman, calling the gentleman by name and declaring that it was because of his position at the head of the Congregational church in this state that his erratic course received attention. His right to his own opinion was not questioned but his vacillation in those opinions was mentioned and his conduct at the recent trial criticised. No harsher language was used than the bare recital of the facts and yet his friends have sought to have the article considered an unwarranted attack. Now if the facts are to Mr. Clapp's credit there was no censure, if they are not, it is the fault of the one who did these discreditable things and not of the one who told of them. And if the recital was not of facts it was a wrong as punishable as the notorious burglary, but with no chance for an alibi.

Free to Employers—Farmers, mill men, loggers and dairy men can get good help on short notice from the Pioneer Employment Co. Write or call 215 Morrison St., Portland, Ore.

CITATION.

In the County Court of the State of Oregon, for Washington County. In the matter of the estate of Asa Williams, deceased: CITATION.
To Sarah E. Crow Malinda Thompson, Bennett Thompson, C. O. Williams, Edith Williams, J. L. Williams, Bertha Rymal, Grace Williams, Frank Shepard, Oren Abel, Abbie Abel, Beanie Malan, Mahan, (husband of Beanie Mahan), Ro-a Purdin and W. G. Purdin, and to all other persons interested in said estate, Greeting.
In the name of the State of Oregon, you are hereby cited and required to appear in the County Court of the State of Oregon, for the County of Washington, at the court room thereof, at Hillsboro, in the County of Washington, State of Oregon, on Monday the 7th day of March, 1904, at 10 o'clock in the forenoon of that day, then and there to show cause, if any you have, why an order of said Court should not be made authorizing and directing the administratrix of said estate to sell the real estate belonging to said estate described as follows, to wit: "The South West quarter of Section 21, Township 3 North, Range 4 West, containing 160 acres, all in Washington County, Oregon," as prayed for in the petition of the administratrix of said estate, filed herein.
Witness the Hon. L. A. Root, Judge of the County Court of the State of Oregon, for the County of Washington, with the seal of said Court affixed, this 26th day of January, A. D. 1904.
J. A. MORGAN, Clerk.

NOTICE FOR PUBLICATION.

Department of the Interior,
Land Office at Oregon City, Oregon.
January 23, 1904

Notice is hereby given that the following named settler has filed his intention to make final proof in support of his claim, and that said proof will be made before the Register and Receiver, at Oregon City, Oregon, on March 10, 1904, viz: Frank G. Barton H. E. No. 15792 for the N. W. 1/4 of sec 12, T. 8 N. R. 6 W.

He names the following witnesses to prove his continuous residence upon and cultivation of said land, viz:

Robert T. Simpson, of Buxton, Oregon,
Fred G. Wenden, "
Rice Montague, of Timber, Oregon,
Moses Middleaugh, "
ALGERNON S. DRESSER,
Receiver.

PORTLAND AND RETURN only 85 cents.

The Southern Pacific Co. is now selling round trip tickets to Portland from Hillsboro for \$.85, good going Saturday or Sunday, returning Sunday and Monday, giving all day Sunday and Monday in Portland.

The same arrangement applies from Portland, giving people a chance to visit Valley points at greatly reduced rates.

Dr. Chas. Brown and son, Hoyt, are in town and expect to start Wednesday for California.