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BY D. W. BATH.

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

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

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I am prepared to furnish plans and specifications and estimate on all kinds of buildings. Now is the time to get your plans ready for the building season. Thirty years' experience; satisfaction guaranteed.

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HE IS GUILTY SAYS THE JURY

HEMBREE CONVICTED

Of Manslaughter—Accused of Killing Wife and Daughter and Burning Their Bodies.

Tillamook, Or., July 30.—Retiring Saturday afternoon, wrangling all night and most of yesterday, its deliberations consuming more than twenty-four hours, the jury in the case of A. J. Hembree returned a verdict of manslaughter against the defendant yesterday afternoon. The outcome is what is known as a compromise verdict. It is said that when the deliberations first began, it looked as though a hung jury would be the result, and that when the first ballot was taken it stood nine for a verdict of murder in the first degree, and three for acquittal. Hembree was finally given the benefit of the doubt by several of the jurymen who were reluctant to sentence him to death, notwithstanding the revolting crime and the strong circumstantial evidence produced against him.

The crime for which Hembree was found guilty is alleged to have occurred at the Hembree home at Sand Lake, December 28 last. The defendant was accused of killing and burning the bodies of his wife and 16-year-old daughter. The supposition is that the daughter's death was the result of an unnatural operation performed by the father, and that in order to prevent his wife telling of the crime Hembree murdered her. The bodies were then incinerated in a stove, afterwards the cabin being set on fire to hide all evidence of the crime. Before the tragedy, however, Hembree had sent his two young sons to a relative's home for the night. He appeared at a neighbor's early next morning dressed only in his underclothing, and in a rambling manner told of the fire at his home, and that his wife and daughter were unable to escape and met accidental death.

While the testimony was all circumstantial it was of so strong a nature that many who were present at the trial believed that if the highest penalty was not meted out an acquittal would follow.

The defendant stoutly maintained his innocence, and the testimony of the two small sons of Hembree was the principal evidence introduced. The boys testified that after the fire they found some bones which they threw in the direction of the stove, and the defense laid stress upon the fact that these bones found lodgment in the stove.

The prosecution attempted to show that the bodies and bones could not have been so badly charred by the burning of the house, and contended that an effort had been made to burn them in the stove before the house was set on fire.

Hembree exhibited much nervousness during the entire trial.

They Were Cooing and Billing.

"Love was smeared all over the car on the return trip of the Newport excursion Sunday evening. About half a dozen couples of 16 to 18 summers forgot all about the presence of other passengers and yearned for each other with a yearning that was positively pathetic. One maiden and her beau of not more than 19 summers each took turns about sitting on the other's lap and leaning on each other, passing a swift kiss back and forth when they thought the rest of the car was not looking. Another fair-haired damsel made the journey of sixty odd miles to Corvallis on the lap and bosom of her youthful beau of not more than 17. Still another with the sympathy of a sick kitty, and in utter abandon as to appearances, sat with her arms around the neck of her beau, while he, with an air of complacency, sat through the ordeal wholly undisturbed and apparently unaware of the vulgar gaze of passengers unaccustomed to such affectionate exhibi-

tions. In one seat he and she got to talking baby talk to each other which seemed to be a sort of mixture of the humming bird courtship and the wail of two dying calves. An old codger stuck his head in the rear of the car and, after catching a glimpse of the situation remarked, "Everybody sleeps but father." Just then the train ploughed into a tunnel and after giving vent to a sound like a cow drawing her foot out of the mud, he shut the door and disappeared, much to the disgust of those in love and the amusement of those out of love.—Corvallis Times.

Dowie Ousted.

After months of struggle the fight between John Alexander Dowie, founder of Zion City and first apostle of the Christian Catholic church, and Wilbur Voliva, who usurped his authority, and Overseer Granger has come to an end, all three being ousted by Judge Landis of the federal court, the people of Zion being given self-government.

The fight for the control of Zion City has been waged long and bitterly and it is with a sigh of relief that the people who have invested their savings welcome the decision of Judge Landis, made at Chicago.

The court deposed Dowie, Voliva and Granger from control of the affairs of Zion and ordered the election under the Illinois laws, each Zionite over twenty-one voting, for a spiritual head. The temporal and financial affairs are to be administered by John C. Hatley, who is appointed receiver.

The church publication, "Leaves of Healing," is ordered to print the court's decision and then cease publication. The election will be held in December. The court provides for Dowie's maintenance.

Prior to the election the rival leaders are to use the tabernacle alternately. Judge Landis exercises personal supervision over the affairs and will protect the interests of the members of the church.

The title of all investors is recognized and the officers of the church divested of all power, except to expound the scriptures.

The government of Zion City will practically be a republic under the guidance of the federal government. All questions will be submitted to the referendum, the majority to rule, men and women voting.

Oregon Greatest Lumber State.

The forests of the upper Mississippi valley, of the Great Lakes region and of the Southern states have furnished lumber for generations to the treeless prairies of the West and the denuded lands of the East. But the saw is cutting deep into the last of the tall timber of the North and more and more sunlight is being let in upon the Southland. Prices for northern white pine and southern yellow pine have risen in the last few years by leaps and bounds. The lumber dealer of the East has turned his eyes to a new source of supply. As a result, Portland, Oregon, in the center of the Great American Forest, has become the greatest lumber city in the Union, far outstripping Minneapolis and Portland is but at the threshold of its great industry. Oregon is the greatest lumber state in the Union. During the next generation, and so far as one may judge, for all time, Portland is to hold its supremacy as the largest sawmill city. The national hunger for lumber grows year by year, and Portland commands the gate to the forest.—Donald Macdonald in Sunset Magazine for June-July.

In Self Defense

Major Hamm, editor and manager of the Constitutionalist, Eminence, Ky., when he was fiercely attacked four years ago, by Piles, bought a box of Bucklen's Arnica Salve, of which he says: "It cured me in ten days and no trouble since." Quickest healer of Burns, Sores, Cuts and Wounds. 25c at all drug stores.

N. B. Truth, St. Paul, June 31, '08.—"I've lived so long, I remember well when the Mississippi was a brook. My good health and long life came by taking Rocky Mountain Tea. 35 cents." Delta Drug Store.

HALF CENTURY OF PROGRESS

FROM 1849 TO 1904.

Brief History of that Part of the & N. W. R. Y. Extending from Chicago to Omaha.

The completion by the Chicago & Northwestern Railway Company of its double-track railway between Chicago and the Missouri river at Omaha marks an epoch in the history of Western railroads.

The first railroad chartered from Chicago to the West was the Galena & Chicago Union railroad. This road, destined to become the nucleus of the present North-Western system, was incorporated by the State of Illinois, January 16th, 1836, with authority to construct a railroad from Chicago to Galena. Galena was the leading city of the West, and for that reason its name took precedence over that of Chicago in the title of the road. A provision of its charter, which now reads strangely, provided that the road "might, if desired, be made a good turnpike" instead of a railroad; and the incorporators were allowed three years in which to begin work.

The survey was begun in February, 1837, from the foot of North Dearborn, Street, Chicago, and ran due west ten miles to the Des Plaines river. Work on the road ceased in June 1837, was resumed in 1838, and again, in the same year, was discontinued for a period of ten years. The directors of the company at this time seriously considered the policy of turning their attention backward from the wilds of Illinois and building eastward from Chicago.

Upon the suspension of operations on the Galena line, the people of Rock River country made several attempts to participate in Chicago's increasing commercial importance. First a plank road was favored. Next, in 1843, a survey was made for a canal to connect the Fox river with the Illinois and Michigan canal. But these schemes were abandoned, and in 1844 the original Galena & Chicago Union railroad plan was revived at a convention held at Rockford in January, of that year. Delegates attended from all the points on the proposed line between Galena and Chicago. A resolution was adopted showing the necessity of a general subscription to the stock of the company by the people along the proposed route. Interested communities subscribed as liberally as their limited means would permit, and succeeded in raising the amount; payments on subscriptions beyond the first installment had to depend upon future crops. In many places the women vied with the men in their zeal to further the building of the railroad.

Finally, the contract for the first thirty-two miles of road was let March 31, 1848, the first sixteen miles to be completed by August 1st, and the balance by October 1, 1848.

In June, 1848, the first grade-pog was driven near the corner of Kinzie and Halsted streets, then a point outside the city limits of Chicago. The council had refused the entrance of the road into the city, but granted consent to build a temporary track east to the river, so that one of the two engines bought by the company could be brought to the tracks of the road.

On October 10, 1848, the brig "Buffalo" arrived at Chicago with the first locomotive—the "Pioneer"—a machine that now appears very crude and small beside the great engines that pull the North-Western's trains.

The significance of the advent of this locomotive, bearing a name peculiarly suggestive, grows as one considers the important part to be played by it and its successors in the development of the North-Western line, the city of Chicago and the entire Great West. At this time the old locomotive holds an honored place among the exhibits of the Field Columbian Museum at Chicago.

On November 29, 1848, upon invitation of the Board of Directors, a party of stockholders and newspaper men from Chicago took a trip over the road, then extending ten miles west. It was a gala event and brought out a great crowd of enthusiastic citizens.

On the return trip a load of wheat was transferred from a farmer's wagon to the train, the first grain shipment by rail Chicago ever received. At this time the road's rolling stock consisted of six freight cars, one passenger coach, and the "Pioneer."

Galena was now busy showing figures to prove the benefits that would accrue when the line should reach that flourishing city.

Before the completion of the road to Fox river, the chief engineer placed on the records of the company a prophetic "estimate," to the effect that when completed to that point, the resources of the country might furnish business sufficient for "two trains each way for two-thirds of the year, and one train each way for one-third of the year."

By January 22, 1850, the road had been extended to Elgin, forty-two miles west of Chicago. The line from Elgin to Rockford was built

during 1852, and from Rockford to Freeport in 1858.

When the line to Freeport, Ill., had been in operation about a year, the company decided to seek a more direct line to the Mississippi river, and acting upon this decision, The Dixon Air Line, from Turner Junction (now West Chicago), thirty miles west of Chicago, to the Mississippi river at Fulton, was completed December 30, 1858.

Traffic to and from points west of the Mississippi river, from 1858 until the completion of the bridge across the Mississippi river in 1855, was ferried between Fulton and Clinton.

The road from Clinton to Cedar Rapids was completed in 1858, from Cedar Rapids to Marshalltown in 1860, from Marshalltown to Boone in 1860, and from Boone to the Missouri river at Council Bluffs, March 15, 1867, at which time it was the first railroad from the East connecting with the Union Pacific railroad at the Missouri river.

The completion of the Pacific railroads marked an achievement of exceeding importance to our country. The demonstration on this occasion took place at Promontory, Utah, where the Great Central Pacific railroads met, on the 10th day of May, 1869, and where, in the presence of many dignitaries, and amid much ceremony, a golden spike was driven.

In 1867, one passenger train each way daily crossed Chicago and Council Bluffs furnished ample accommodation for all transcontinental passenger traffic. Twenty-eight hours were required for the journey of 489 miles between Chicago and Council Bluffs; and in May, 1869, after the completion of the Pacific railroads, 109 hours for the journey of 2,305 miles between Chicago and San Francisco, and the trip from Chicago to San Francisco, on the Overland Limited, is made in 79½ hours.

The traveler of the great Today, passing between Chicago and the Great Lakes, the Far West and the Golden Gate, is not the traveler of yesterday. He who witnessed the opening of the transcontinental through line of the Chicago & North-Western, Union Pacific, and Southern Pacific railroads, met with such conditions of travel as it now seems impossible ever existed. Double track were taken, single tracks were laid wherever engineers determined that courses had been, or were; little or no ballast was used, and grades were laboriously climbed. In many places so rapidly was construction pushed that tracks were laid without turning the proper soil. The entire West was trying for rapid transportation, and mountain and range were ready for the development work of the pioneer. The ox train was too slow, the steam horse was needed. Builders could not wait for, or did not know of, those niceties of comfort that make twentieth century traveling a constant pleasure.

Couches were somewhat improved in style over those of De Witt Clinton's time, which took their shape and space accommodations from the stage coach, but the windows were small, the doors and aisles cramped, the cars short and narrow, with low ceilings, the seats hard, awkward and uncomfortable. Smoking oil lamps or candles afforded some light at night, or being extinguished, saturated the cars with their offensive odors. Horse stoves, supposed to heat the cars in the winter, either roasted or froze the unfortunate tourists. Engines were small-cylindered, possessed small hauling capacity, wheeled and loaded, spread the earth with cinders—and did their best as pioneers to perform their duty.

Fast time, as speed is now calculated, was unknown. Passenger trains averaged from eighteen to twenty-two miles an hour; freight trains of fifteen cars were content with ten and twelve miles an hour. The air brake had not come, nor the mogul engine, nor modern buffers and couplings. The hand brake and the muscle of train employes checked speed. Bridges were of wood; rails of iron; ballast, plain earth; fuel, wood from the forests. Signals, towers, semaphore, bell switches, automatic warnings, and electric safety devices were unheard of. Even the telegraph system was yet undeveloped and the utmost caution was necessary to prevent disasters.

Passengers dined at way stations, the smoker of the train was a rude affair. Buffets, sleeping cars, parlor cars, compartments for privacy, were not even discussed in the press of the day. The then long journey across Illinois and Iowa, over the ranges of Nebraska and Wyoming, the mountain plains to the Great Salt Lake, and the crossing of Nevada and entrance to California was an undertaking that actually required considerable physical endurance. The railroad had annihilated distances, but the comforts and joys of travel were still unknown.

Today, the traveler over the same route of the Chicago & North-Western, Union Pacific, and Southern Pacific railroads, finds his train lighted by electricity; Pullman standard drawing-room sleeping cars with electric reading lamps, a library and buffet at his command, dining car, observation room and vestibuled platforms with plate-glass doors.

Double steel tracks, perfect ballast, steel bridges, every safety appliance known to railway experts, magnificent engines, greyhounds of

[Continued on Last Page.]

MUCH BETTER THAN IOWA

IS OREGON FOR DAIRYING.

Prof. McKay Tells Why Farmers Should Pay Greater Attention to the Dairy.

Only a small audience greeted Prof. G. F. McKay, of the Iowa State Agricultural College at the court house last Friday night. The meeting was well advertised, but at this time of the year farmers are very busy, and it is almost impossible for them to spare the time to attend to anything but their farm work. The professor was accompanied by J. W. Bailey, state food commissioner; Professor F. L. Kent, of Corvallis, and H. E. Lounsbury, of the Southern Pacific Railway Company and his address, "Dairying and the care of Milk," was listened to with marked attention. Briefly the professor said, among other things:

"You have the advantage of Iowa in climate conditions, not having the extremes here either in summer or winter, and this is quite important in handling cream, butter and the other products of the dairy. My investigations of the dairy conditions here have convinced me that Oregon, with proper development, can become the greatest milk-producing country in the world, even surpassing the output of the west coast of England. The agriculturist adds something like \$8,000,000,000 annually to the wealth of the United States, and no other industry is so important, nor is any branch of agriculture more important than dairying. The annual dairy products of our state of Iowa alone are greater than the entire gold and silver output of the whole United States, including Alaska. The market for the products of the dairy from the farms of Oregon is unlimited. You can ship your butter to New York for 2 cents a pound, and to Liverpool for 2½ cents. But you need not worry about the market question—Alaska will take the surplus of butter from this state at good prices for years to come.

"You are selling hay in the Willamette Valley for \$2 and \$2.50 a ton, when this hay from a dairy standpoint should be worth from \$12 to \$14 a ton to the farmer, if he will only invest in cows and put other products on the market. The hay crop on the land doesn't materially injure the productiveness of the soil, but this is not true of wheat. The big farms of the Willamette Valley should be cut up and divided and dairying should be the chief industry of the entire state. Already we are sending

your products of the creameries east of the Missouri river, but they should be going still farther east. The conditions in Oregon have greatly improved since my visit here three years ago. Your commercial organizations should gather the facts relative to dairying and the opportunities presented by this state and scatter them broadcast throughout the United States, for the reason that hundreds of people are leaving Iowa annually for the extreme north of Canada. Still the conditions of that part of this continent are in no way comparable to those offered the dairyman in the Willamette Valley."

Will Apply to Hillsboro.

A great deal has been said and written about the destruction of burdocks, thistles and other noxious weeds in Portland—and not too much has been said and written. There are acres of them, in the aggregate. They are ripening and flourishing now. There are lots of them, blocks of them, millions of them. Do you think they are pretty?

"The thing to do, and it ought to be done now, is to destroy these noxious, noisome weeds, all over town. Cut them down! Burn them up! Plant potatoes and sweet peas or sow lawn grass—anything decent and clean and sweet, but kill the weeds.

We said this is an "important duty." It is. Every good citizen should help perform it.

Let us have a holocaust of burdocks, a hallelujah of consumed thistles, a resurrection of roses, sweet peas and green grass, a wonder of clean vacant lots!

Clean up! Portland is a splendid city. It ought to be proud of itself. It owes it to itself, and every person within its wide gates owes it to himself—to Clean up!

Get rid of the weeds. Let's do it this summer—
Now!—Portland Journal.

The End of The World

of troubles that robbed E. H. Wolfe, of Bear Grove, Ia., of all usefulness, came when he began taking Electric Bitters. He writes: "Two years ago Kidney trouble caused me great suffering, which I would never have survived had I not taken Electric Bitters. They also cured me of General Debility." Sure cure for all Stomach, Liver and Kidney complaints, Blood diseases, Headache, Dizziness and Weakness or bodily decline. Price 50c. Guaranteed by all druggists.

Wanted—Gentleman or lady with good references, to travel by rail or with a rig, for a firm of \$250,000.00 capital. Salary \$1,072.00 per year and expenses; salary paid weekly and expenses advanced. Address, with stamp, Jos. A. Alexander, Hillsboro, Ore. no. 5

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