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## Hillsboro Independent.

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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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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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## PRES. LYTLE IN TILLAMOOK

### ASKS RIGHT-OF-WAY

From Tillamook to Buxton--People There Enthusiastic--Committee Put to Work at Once.

The Tillamook Headlight says of the meeting held at Tillamook City last week Wednesday evening to consider the matter of extending the Pacific Railway & Navigation Co.'s line, which is now completed from Hillsboro to Buxton. Accompanying President Lytle were C. E. Lytle and Dr. J. P. Tamiesie of this city and Mr. Moore, of the Oregon Savings and Trust Co., of Portland. The gentlemen returned last Saturday and report that the citizens of Tillamook are thoroughly in earnest and decided at a public meeting held Thursday night to secure the right-of-way asked for. They are tired of being "bottled up," and believe the proposition made by President Lytle to be the best offered. The sense of the meeting was that the people preferred Mr. Lytle's road as more direct to Portland and a shorter route than by Astoria. The Headlight says:

Mr. E. E. Lytle, president of the Pacific Railway & Navigation Co., who is building the railroad from Hillsboro, came in on Wednesday to see how the surveying parties were getting along and to go over a part of the route, and also to make a proposition to the people of Tillamook county. A meeting for that purpose was held at the rooms of the Tillamook Development League, a good number of business men being present. Mr. Lytle stated his proposition, which was to the effect that if the people would guarantee him free rights of way, 100 ft. wide, between Tillamook City, going north, to Buxton, in Washington county, with free terminal grounds at Tillamook City and Bay City, he would commence the construction of the road at Tillamook City next year and would build 15 miles in 1907 and by December 31, 1908, he would have the entire road constructed and in operation.

The sense of the meeting was decidedly in favor of Mr. Lytle's road on account of the shorter distance to Portland, and although those present promised to do everything possible to procure the rights of way, it was not thought advisable for a limited number to guarantee the rights of way that evening, so it was decided to send out numerous committees on Friday for the purpose of getting everybody interested with a promise that they would do their part, for if Mr. Lytle does not get a free right of way he may not build into this county for some time. Another meeting is called for Friday evening and it depends upon what amount of success the committees meet with whether Mr. Lytle will be guaranteed a free right of way, for that is something which everybody ought to help in some way or other to secure. It was stated at the meeting that Mr. W. S. Cone had promised terminal grounds at Bay City. Following is the agreement which was drawn up and which the committees are circulating today:

Tillamook, Oregon, Sept. 14th, 1906. Mr. E. E. Lytle.—Dear Sir:—In order to secure the immediate construction of a railroad from Hillsboro in Washington county, Oregon, via Buxton, Barbary, Nehalem, Bay City and Tillamook City, we hereby assure you of our warmest support and assistance, and in consideration that you will construct or cause to be constructed such a railroad with all reasonable diligence, and will construct fifteen miles of grade from Tillamook City north on or before December 31, 1907, and if possible for you to get rails and fastenings into Tillamook at a reasonable cost, will also lay the track within said time, and will complete the road ready for operation on or before December 31st, 1908, we agree that we will furnish you with free right of way for said road 100 feet wide and terminal facilities at Bay City and Tillamook City. The right of way to be secured from Buxton to Tillamook City. We are to proceed with all reasonable dispatch to secure said right of way. If condemnation proceedings become necessary you

or your Company, assignee, are to bring or carry on said proceedings, we are to be at the expense and to employ our own lawyers. If Mr. Lytle is delayed by strikes or unavoidable causes a short time will be no breach of his understanding.

The terminal facilities to be not less than 3500 feet in length by 350 in width at both Bay City and Tillamook City.

### The Law Needs Changing.

The following dispatch from Albany sentiments the opinion held by every county clerk in Oregon. As the law now stands it makes extra and useless work for the clerks and any amount of inconvenience for farmers who have slashing to do, and the amount of swearing done by applicants, if registered, would fill a book: "Believing that the present fire permit law is one of the most cumbersome of the Oregon statutes, Linn county will make an effort at the forthcoming session of the Oregon Legislature to have it amended. The changes to be requested will be designed to place the law in practical form. As it now stands, permits to burn brush in the closed season must be secured from the county clerk of the county in which the land is situated, and fires cannot be set out until 10 days after the date of the permit. The fires must also be set on three consecutive days.

The clerk knows nothing about the location or situation of the slash to be burned, and the time specified often falls on days when weather conditions make it impossible to burn. It is suggested that this difficulty can be remedied by placing the issuance of the permits in the hands of the road supervisors or fire wardens throughout the counties and give them power to issue permits to burn whenever practicable. Under the present law a good many permits are apt to be issued for the same locality on the same days, and this nullifies its purpose.

No law is perhaps more thoroughly misunderstood than this one is, because of its queer provisions, and county clerks experience more difficulty with it during the closed season than with everything else combined. A change in the law as suggested will be heartily welcomed throughout this part of the state."

The following sounds "fishy," but it is sent out as a dispatch from Denver, Colo., under recent date: "On January 12 last, Frederick J. Harvey was declared dead by Kansas City physicians. The papers published death notices, his funeral held and his body placed in the family vault. About the middle of May the body was removed to the home of his parents. On September 4 Harvey came to life and the next day married Miss Lilly Godfrey, of Denver. They left at once on a wedding tour.

Pants are made for men and not for women. Women were made for man and not for pants. When a man pants for a woman and a woman pants for a man—these, my friend are a pair of pants, but these pants do not last. To make pants last, make the coat first. Pants are like molasses, because they are thinner in hot weather and thicker in cold weather. A fat man cannot keep up his pants in hot weather without suspenders, but a dog can. Men sometimes make mistakes in pants, and these mistakes are called breeches of promise. There has been much discussion, my friends, as to whether pants is singular or plural. In my mind, when a man wears pants it is plural, but when he does not, it is singular.—Ex.

The reason Polk county did not get first prize at the Fair this year is she had no exhibit.—Independence Enterprise.

Very same thing in Washington county.

John C. Barnes, who was hung at the penitentiary at Salem last Tuesday for the killing of a miner in Douglas county, said as he stood on the drop: "This is not going to be an execution; this is murder." Still he was guilty of one of the most revolting crimes in the history of this county.

For strictly fresh high grade hand made chocolates  
Den of Sweets

## THE LOSS ROAD BOBS UP AGAIN

### SURVEYOR IN THE FIELD.

"We Will Show You in About Three or Four Months," Says Mr. Loss, and We Hope He Will.

From the reports received from the three parties of surveyors and engineers in the field for the United Railways company the officials of that company expect to reduce the trackage of the suburban routes from Hillsboro and Forest Grove to Portland by five miles. This reduction is expected to be obtained by the lowering of grades, straightening of curves and cutting superfluous track projected by the surveys made before the purchase by the Loss interests.

C. E. Loss arrived in Portland last week and stated that the work of financing the road was meeting with great success and that the engineer's reports would be complete to be shown to the investors in about three or four months.

"We have three surveying parties out," he said, "and from each one we have received reports stating that a great saving in trackage can be secured by the changes. These men are making exact profiles and when they have finished we will have a detailed report of the conditions existing along the lines. One of the parties is working along the Tillamook extension. The others are out Forest Grove and Hillsboro way.

"There will be no shortening of tracks in Portland, but the cutting down of the distance between Portland and Forest Grove and Hillsboro will prove a great benefit to residents at there.

"Vice-President and Chief Engineer Koppert of San Francisco closing up affairs with the Ocean Shore company. When he returns he will be able to devote his entire time and attention to the work on the Portland lines. We are meeting with great success in financing the line and it will be controlled by foreign and Pacific coast capital. We expect to be able to show these investors thoroughly just what kind of a line they are investing in, something that was impossible without the surveys that are being conducted at present."—Portland Journal.

### Oregon Annual M. E. Conference.

Rev. T. B. Ford and the ministerial committee have completed arrangements for the sessions of the Oregon annual conference, which meets in the Sunnyside Methodist Episcopal Church, East Yamhill and Thirty-fifth streets, Portland, September 25, and closes October 1. The local church is completing preparations for entertaining the ministers and lay delegates to the conference, and Dr. Ford has already opened a bureau of information regarding rooms and other matters.

Sunday, September 23, will be the last day of the present conference year and the opening day of the ensuing year, and special services will be held in the Sunnyside Church, when Dr. Ford will give a talk on "Entertaining Strangers," Tuesday, September 25, at 9 a. m., the board of examiners will meet and will be in session in the afternoon. Following is the full programme for the conference:

Wednesday, September 26—8:30 a. m., opening of the conference; devotional exercises and business session; 9:30 a. m., organization of the conference and business session; 2 p. m., organization of the standing committee; 2:30 p. m., anniversary of the Sunday School Union and Tract Societies, T. L. Jones presiding; addresses, L. E. Rockwell, B. D., and D. A. Watters, D. D.; 4 p. m., sermon by I. D. Driver, D. D., subject "God Manifest in the Flesh"; 7:30 p. m. vesper service conducted by E. B. Short, D. D.; 8 p. m., church extension anniversary, W. T. Kerr, presiding; address, Charles M. Boswell, D. D., assistant corresponding secretary of the board of church extension.

Thursday, September 27—8:30 a. m., devotional exercises; address, C. E. Cline, D. D., subject "The Immanent God"; 9:30 a. m., conference business; Bishop Warren presiding; 2:30 p. m., anniversary of the Woman's Home Mis-

sionary Society, Mrs. F. W. Brooke, presiding; address, E. R. Willis, D. D., superintendent Deaconess Home, San Francisco; 4 p. m., sermon by C. O. Beckman; 7:30 p. m., vesper service conducted by W. H. Scheck; 8 p. m., anniversary of the Missionary Society, J. W. McDougall, presiding; address, H. K. Carroll, D. D., assistant corresponding secretary. Friday, September 28—8:30 a. m., devotional exercises; address, S. H. DeWart, D. D., subject "The Preaching He Bids Us Preach"; 8:30 a. m., conference business; 11 a. m., address by Bishop Warren to the class to be received into full connection, and ordination service; 2:30 p. m., anniversary of the Woman's Foreign Missionary Society, Mrs. J. T. Abbot presiding; 3 p. m., Laymen's Association; 4 p. m., missionary sermon by Alfred Thompson; 7:30 p. m., vesper service conducted by W. C. Reuter; 8 p. m., educational anniversary and Willamette University rally; addresses, J. H. Coleman, D. D., president Willamette University; Dean Kimball, D. D., of the College of Theology.

Saturday, September 29—8:30 a. m., devotional exercises; address, S. S. Sulzger, D. D.; 9:30, conference business; 10:30, joint meeting of the Laymen's Association and Oregon Conference; addresses by Bishop Warren and a representative of the Laymen's Association; the holy communion; 2 p. m., anniversary of the Freedmen's Aid Society, Sanford Snyder presiding; addresses by W. S. Gordon and A. S. Sleeth; 4 p. m., sermon by Edward Gittins; 6:30 p. m., campfire under the auspices of the Oregon Conference Veterans' Association, the Butler Post and others of the G. A. R. joining; 8 p. m., rally of the temperance forces, B. Lee Paget presiding; addresses by Hiram Gould and C. T. Wilson.

Sunday, September 30—7 a. m., morning prayer, conducted by C. L. Hamilton; 9 a. m., love feast, conducted by J. T. Abbot; 10:30 a. m., sermon by Bishop Henry W. Warren, D. D.; 3 p. m., children's rally, Charles A. Gatzka presiding; music in charge of A. D. Wagner and A. B. Clarke; addresses by W. R. F. Brown, E. W. Elaver and T. L. Jones; 6 p. m., grand rally of Epworthians under the auspices of the Portland City Union, Burgess F. Ford presiding; music in charge of Professor W. P. Drew; address by George H. Feece; 9 p. m., sermon by W. H. Heppie, D. D.

Monday, October 1—8:30 a. m., devotional exercises; business session; farewell address by Bishop Warren; reading the appointments; a farewell service.

The railroad meeting on last Friday night brought prominently to the front one question of vital importance. What will the timbermen do toward granting rights-of-way for the railroad? There is this much attached to the question: Mr. Wheeler, who was present stated that he thought the holders of large timber interests on the line of the road would do the square thing and that as far as he was concerned he wanted to see the railroad constructed as did several other who have timber along the line. Anyhow, we think it will reflect to the timber owners credit to do everything they can to encourage the railroads building into Tillamook. We will wait and see.—Tillamook Herald.

First class line of Boys' and Men's heavy work shoes. Will stand all kinds of wear and tear.  
J. C. Greer.

## RAILROAD WRECK IN OKLAHOMA

### TRAIN RUNS OFF A BRIDGE

Into Swollen River--Engine and Car Sinks Out of Sight--Many Lives Reported Lost.

Guthrie, Okla., Sept. 18.—Eight people are dead, twenty more or less injured, and as many more are missing in the most disastrous wreck in the recent history of the Rock Island, which occurred three miles from Dover, Okla., at 8:30 this morning.

The engine, tender, baggage and mail cars, smoker and day coach of passenger train No. 12, northbound, left the high bridge that spans the Cimarron river, and plunged into the current flanked by treacherous quicksands. The locomotive disappeared from sight almost immediately. The mail and baggage clerks escaped from their coaches and swam to the shore.

The accident was due to the defective condition of the bridge, which was swerved out of line by the pressure of driftwood carried down by the swollen stream. The train was an hour late and was running at high speed to make up time. The engineer did not see the condition of the bridge until he was within a few yards, when it was too late to stop. He shouted to his fireman, threw on the brakes and jumped. He landed on the very verge of the riverbank and escaped unhurt. The fireman was less fortunate, sustaining severe injuries.

When the engine struck the bridge the whole structure suddenly collapsed, precipitating the engine and coaches into the water. The chair-car and two heavy Pullmans were not pulled in, but remained on the track.

A later dispatch says: While it is believed that several lives were lost today when two cars of Rock Island train No. 12, northbound, went into the Cimarron river at Dover, Okla., because of the collapse of a bridge, no body has been recovered and the only person on the train positively known to have perished is Hank Littlefield, an employe of the Forepaugh Sells circus, who was drowned.

"To Cure a Felon" says Sam. Kendall, of Phillipsburg, Kan., "just cover it over with Bucklen's Arnica Salve and the salve will do the rest." Quickest cure for Burns, Boils, Sores, Scalds, Wounds, Piles, Eczema, Salt Rheum, Chapped Hands, Sore Feet and Sore Eyes. Only 25c at all drug stores. Guaranteed.

Get your school supplies at the Hillsboro Pharmacy.

The Portland Telegram says that Attorney W. D. Fenton, of the Southern Pacific, has confirmed the news that the Harriman interests are busily engaged in selecting a route from Beaverton or vicinity, to Oswego, or nearby, to bridge the Willamette and afford the West Side and Yamhill divisions entrance to the terminals. His statement was made before the council committee on judiciary.

As previously outlined, the Southern Pacific expects to route all freight over the bridge, but will retain the Fourth-street line and operate it with electricity. The new line will leave the West Side division at a point between Beaverton and Newton, and will follow the Tualatin for some distance. It is hoped to get a better grade on the new route. This will remove the objectionable heavy trains from Fourth street, and the railroad company will escape the necessity of cutting its trains into one, two or three cars each and climbing a 4-per-cent grade. Trains may be run to Forest Grove by way of Fourth street every half hour, and they will carry local freight. The changes will probably cost \$3,000,000.

Most People Thought So. After standing for an entire night the rack and thumb screws of the "sweat box," resorted to in a vain endeavor to extort from him a confession of his own guilt, C. S. Van Auker, cashier of the State Bank of Rainier, yesterday afternoon circumvented his own arrest on a charge of embezzlement by agreeing to make good the amount lost by that institution in an alleged hold-up 17 days ago.

He was given 24 hours to raise the money and was released for that purpose, though remaining in custody of Sheriff Martin White, of Columbia county, and virtually the latter's prisoner. The sweat-box episode occurred in this city and Van Auker is still in Portland.

The steps which resulted, in all but one name, in the arrest of Van Auker for robbing the bank in which he claims two bandits overpowered and robbed him last Labor day, September 3, were taken by the National Surety Company, of New York, which furnished the \$10,000 surety bond under which Van Auker began work in the Rainier Bank when it opened for business nine months ago. Persistent rumors that Van Auker had lost large sums at the gambling table since taking charge of the bank were primarily responsible for the surety company's move.—Portland Oregonian.

P. F. Fouts, J. B. Hunt and Seneca Fouts, prominent men of Hood River, were arrested Wednesday on a charge of perjury at the June election at Hood River.

The Council Crest street car line was opened to the traveling public yesterday.

## 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 better 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.

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