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PROPOSED STREET RAILWAY FRANCHISE

FINAL READING JUNE 25.

Asking a Right-of-Way Over Certain Streets in the City of Hillsboro—Read It.

Following is an ordinance asked for by the United Railways Co. It has had its second reading before the city council and will come up for third and final reading on Tuesday evening, June 25th:

An ordinance granting a franchise to the United Railways Company, a Corporation, its successors and assigns, and authorizing said Railway Company, its successors and assigns, to lay, construct and maintain a single or double track standard gauge railroad, and to be, and to be, authorized and empowered to operate cars thereon, and to be, and to be, authorized to transport passengers, freight and express matter thereover, and granting the right to erect and maintain poles, wires and fixtures necessary for the operation of said railroad, and providing for the repair and improvement of certain designated portions of said streets used by said Company, and regulating the fare to be charged by said Company within the corporate limits for the transportation of passengers, and regulating the operation of cars of said Company on said tracks within the corporate limits of said City of Hillsboro.

THE CITY OF HILLSBORO DOES ORDAIN AS FOLLOWS:

SECTION 1. That the United Railways Company, a Corporation, its successors and assigns, be, and to be, authorized and empowered to lay, construct and maintain a single or double track standard gauge railroad, and to be, and to be, authorized and empowered to operate cars thereon, and to be, and to be, authorized to transport passengers, freight and express matter thereover, and granting the right to erect and maintain poles, wires and fixtures necessary for the operation of said railroad along the sites of said designated portions of said streets, all subject to the terms and conditions hereinafter set forth.

SECTION 2. That the said United Railways Company, its successors and assigns, shall within six months from the date of the passage of this Ordinance, select either First, Second or Third Streets for the purpose of construction of its lines of railway from Main Street to Maple Street, and upon such selection the franchise herein granted upon either of said First, Second or Third Streets shall terminate, and the franchise shall terminate upon the date of the selection of the street or streets so selected, shall also lapse.

SECTION 3. Said United Railways Company, its successors and assigns, shall lay, construct and maintain said railway tracks so as to conform to the grade of the streets, and in such manner as not to unnecessarily interfere with public travel thereon; provided, that if the grade of such streets shall not have been properly established by the City of Hillsboro prior to the commencement of the construction of said tracks thereon, that the city council of the City of Hillsboro shall, upon request of the said United Railways Company, immediately establish the grades of such streets. It shall become necessary in the laying and constructing of said tracks to remove any plankings or the paving or any other character of paving upon said streets, and said Railway Company shall relay the same and put the same in as good condition as the same was in at the time of removal. The said Railway Company, its successors and assigns, shall, during the life of the franchise, keep the portions of said streets occupied by its tracks for the full width between the rails and tracks and for the distance of one foot on each side of the rails thereof in as good condition and repair as the remainder of said streets, and if at any time the said streets upon which said tracks are laid are permanently improved with broken stone or other material, said Railway Company, its successors and assigns, shall pay a proportion of the cost of said improvements upon the basis hereinbefore provided for repairs; provided, however, that in case a single track shall be laid upon said streets or portion thereof, then the said Railway Company shall keep in repair or repave or permanently improve with broken stone or other material, the full width between the rails and for a distance of one foot on the outside of each of said rails.

SECTION 4. Said poles, wires and fixtures shall be placed and maintained, so as not to unnecessarily interfere with travel on said streets, and are to be placed, erected and maintained under the direction and control of the City Council of said City.

SECTION 5. The fare or charge for transportation on said railroad within the City limits of the City of Hillsboro shall not exceed the sum of (2) cents for each passenger for a continuous trip in one general direction.

SECTION 6. Said Railway Company, its successors and assigns, shall have the right to construct and maintain a side track into any property abutting on or contiguous to its lines of railway upon said streets; provided, that where such track or tracks shall cross any sidewalk the same shall be plankings or otherwise laid or maintained so as not to interfere with or damage said sidewalk.

SECTION 7. The speed of cars operated upon said tracks within the city limits of the City of Hillsboro shall not exceed the rate of twelve (12) miles per hour, and cars stopping at crossings shall not obstruct the cross streets of said City.

SECTION 8. The motive power employed for operating cars upon said railroad track or tracks, shall be electricity or other power than steam; provided, however, that the said United Railways Company, its successors and assigns, are hereby empowered to use steam locomotives during the construction, but not for regular traffic.

SECTION 9. This franchise shall be null and void at the option of the Council of the City of Hillsboro if said Railway Company, its successors or assigns, shall fail to construct and have in operation said railroad between Hillsboro, Oregon, and Portland, Oregon, within two (2) years from the date of approval of this Ordinance; provided, however, if the United Railways Company, its successors or assigns, shall fail to construct its railway lines on Main Street, Base Line Street and one line from Main Street South on either First, Second or Third Streets prior to the expiration of one (1) year from the date of the passage of this Ordinance, then this franchise shall, at the option of the City Council of Hillsboro, be forfeited as to all those streets or portions of streets, upon which said railway line shall not have been constructed.

SECTION 10. The cars to be used upon said railway for the carriage of passengers shall be of approved construction for the comfort and convenience of passengers, and at least one car in each direction shall be operated every two (2) hours of each day throughout the length of said railway from Hillsboro, Oregon, to Portland, Oregon, between the hours of six (6) o'clock A. M. and ten (10) o'clock P. M. of each day; provided, however, that wrecks, strikes and other causes not under the control of said Railway Company shall prevent the operation of cars as herein provided, shall abrogate the said Railway Company, its successors and assigns, from operating cars as provided in this section.

SECTION 11. This franchise shall continue in force for a period of twenty five (25) years from the date of its approval by the Mayor of the City of Hillsboro, provided the same shall be accepted by the United Railways Company in writing filed with the Recorder within sixty (60) days after its approval by the Mayor; and provided further, that said Railway Company, its successors and assigns, shall comply with all of the provisions of this Ordinance, and a failure to comply with any or all of said provisions shall render this Ordinance, at the option of the Council of the City of Hillsboro, void, and all rights therein conferred shall be forfeited; provided, however, that if any of the terms or conditions of this Ordinance shall be violated by the said United Railways Company, its successors and assigns, by reason of causes not under its control such as strikes and wrecks, then such breach of the terms and conditions thereof shall not constitute the forfeiture of the franchise herein granted; and provided also that this Ordinance and the franchises herein granted shall be revoked and forfeited only by Ordinance of the City Council of the City of Hillsboro.

A Female Devil.

When Emma Goldman, the anarchist, endeavors to incite men to deeds of violence against the representatives of this Government, and is permitted to do so in public, without let or hindrance, she demonstrates the falsity of her own utterances and a possible weakness in our laws. Lincoln, the most merciful of men, did not hesitate to send copperheads like Vallandigham to prison for preaching treason and yet what Vallandigham taught was not nearly so mischievous as the teachings of Emma Goldman. He gave aid and encouragement to the Union's open enemies, who could be and were combated and defeated; but the doctrine of opposition by assassination is secret and insidious and much harder to suppress. Unfortunately for ourselves we have sanctioned it when applied to other Governments and have thrown open our doors for the admission of its adherents. Many of them now claim that the United States is no better governed than Russia, and, in fact, they are opposed, as Miss Goldman states, to any form of lawful authority. Free America is just as odious to them as Autocratic Russia, and the assassin of McKinley stands on the same plane as the assassin of Van Plehve. They are not use to the ballot as a remedy for existing evils, and they teach that labor and capital are irreconcilable enemies, and that one must ultimately destroy the other. They are, in fact, dangerous lunatics, who aim at chaos, and do not hesitate to commit murder in their effort to tear down the structure of Government. They should be exterminated as ruthlessly as wild beasts are killed for the protection of human kind. Every teacher of anarchy is an accessory after the fact to the murders of Garfield and McKinley.—Rainer Review.

Good Wool Crop.

John Harms last week removed the wool from his flock of Cotswold sheep, and had fleeces that weighed from 8½ to 20 pounds each. He showed a sample from the back of a yearling ewe that measured 20 inches in length. The fleece from this animal weighed 20 pounds and was sold for 21 cents per pound, bringing \$4.20. That money is the interest on \$60 at 7 per cent, counting the care and feeding for a year at \$10 Mr. Harms claims that his ewe is well worth \$50. Her sire shared 15½ at his four year old stage.—Western Oregon.

Olympic Flour is the best you can get

H. H. Greer's.

DON'T MISS THE LEAGUE MEETING

PORTLAND, JUNE 20, AT 7:30

Also the Meeting at the Marquam Grand on Friday, June 21—Big Crowd Expected.

Portland, June 10.

The officers of the Oregon Development League will meet at the Portland Commercial Club Thursday evening, June 20th, at 7:30, and every active worker, as well as the presidents and secretaries of the different commercial bodies are urged to be present. The league proper will open Friday morning at 9 o'clock at the Marquam Grand Theatre, and this session will close at 12:30. Afternoon recess for flower parade and general recreation. Friday evening exactly at 8 o'clock there will be a special pipe organ recital at the First Presbyterian church by Professor Edgar E. Coursen, one of the best organists in America, free of charge to all visitors residing outside the city. This is a rare and unusual treat. There will be a morning session of the league Saturday from 9 to 12:30, and the program includes some of the most effective and thoroughly practical ad-men in the country. The Oregon girls taken East by the "Telegram" reached home Saturday night. Those in charge of Philip S. Bates are expected to arrive home tomorrow. They have given the state a vast amount of advertising. The address of John H. Whyte, manager of the Astoria Chamber of Commerce, before the Ad Men's Club of Portland Wednesday night, made a great hit. The Rural Letter Carrier's Association of Oregon held a most interesting and successful convention in the Oregon room of the Portland Commercial Club Saturday. The Grand Lodge, A. F. & A. M., of Oregon, will lay the cornerstone of the new eight story steel building now under construction for the commercial club Wednesday afternoon, D. W. T. Williamson, grand master, officiating. The reception given the Omaha business men at Portland was unique in the extreme. The governor, the mayor, and 100 representative business men met the party Sunday morning at 9 o'clock at the union depot. There was a street car ride, reception and luncheon today. Roses were distributed by the ladies on the East Side, on the West Side, and the train was decorated with roses; in fact there were roses everywhere. The Portland Rose Show & Fiesta will certainly be the most charming event of the year 1907.

Health Hints.

Never get cold feet, especially in politics.

For palpitation of the heart quit reading market quotations.

A good way to treat appendicitis is to cut out the surgeon.

Avoid late hours; when the clock strikes 23 it is time to go to bed.

Maladies which fail to respond to any other treatment should be treated with silent contempt.

Remember that care killed a cat, and the man who has no more than nine lives can't afford to worry.

Nose-bleed is often caused by not minding your own business. It may be cured by calling the police and diving into the nearest drug store.

If you are fat, get thin, if thin, get fat. Nature never meant you to be satisfied with your weight.

A bee sting is good for rheumatism, and therefore those who have hives are seldom troubled with sciatica at the same time.—Ex.

It is said of the late Dean Hufcutt, Governor Hughes' legal advisor, who committed suicide as a result of a nervous breakdown from overwork, that he was one of the most brilliant men ever graduated from Cornell University. And in his comparatively brief career since his graduation he has fulfilled the bright promise of his youth. He seems to have had one conspicuous failing, however, and that was his inability to appreciate the importance of occasional rest and recreation from exacting intellectual pursuits. It is said of him that he never took a vacation. They reckon on ill who count on Mother Nature's carelessness as a bookkeeper.

Typewriters Attention!

I have just put in a stock of carbon paper and ribbons for typewriters, and when in need call and see us.

E. I. McCORMICK, Hillsboro, Ore.

Money to loan on real estate security. H. T. Bagley.

1776 ——— 1907



Come and Help Us
Make the Eagle Scream

The Glorious Fourth

WILL BE

Celebrated at HILLSBORO, Oregon

Best and Biggest Celebration ever held in Washington county. The attractions will be numerous and the best that can be procured, while the Fireworks will excel anything ever seen in this section.

Grand R. R. Excursion from BUXTON and BANKS

The G. A. R. Veterans

will hold their encampment on the grounds—the new Shute Park—from June 29 to July 3, at 11 p. m., when the park will be turned over to the Fourth of July Committee for the BEST CELEBRATION ever held in this county. Tell your neighbors and come yourself. BIG BILLS SOON.

Four boys left their homes suddenly and clandestinely, with the avowed purpose of seeking their fortunes in Nevada. They did not let their parents know their destination until two days after their disappearance, for fear they would be recalled. It is presumed that by this time they are tasting their first fruits of liberty. We wish them well. It is highly proper for older and wiser heads to wag dolefully and predict all sorts of "bad ends" for boys who run away from home, but what man is there of full stature who can blame them? We all know what the boyish wanderlust is and how it gets into the blood at the springtime of year. Many staid old codgers even to-day look about at the trees and the meadows and feel the call of the wild, and long for the exultation of the open places. And many and many more staid old codgers remember in a mist of sweet memories times when they themselves started to "run away" and seek their fortunes in the big wide world. A little more misty and a little more sweet is the memory of those futile enterprises which left the dirty and penitent boy on his knees with his head in his mother's lap sobbing for the very joy of being home again. We all know the wanderlust of boyhood. It is a very natural and a very commendable emotion, for it indicates spirit and enterprise and ambition to do great things alone and unafraid. We have all felt the wanderlust in maturer years that called us out into life, sometimes alone and sometimes in the companionship of a loyal friend who shared our timorous adventures. And how many are there of gray-haired old men in the world today who would not feel that the price of the long struggle was not too dear if they could only return again along the weary years to sob for joy at being in the old home and penitent at a mother's knee. Those boys are all right. They do not now realize the aching hearts they have left behind, but the heritage of liberty is theirs and they are off to the fishing pools, the swim-

ming holes, seeking whatever adventures may lie in their paths. Mark Twain understood the wanderlust when he told us about Tom Sawyer and Huck Finn. It is boyish nature. If all goes well, those boys will be back again not a bit worse for their premature contact with the world of selfishness and hunger. But under whatever skies they wander we sigh for their opportunities. We, older grown, still know the fascinations of the wanderlust.

A soldier of fortune who had fought under eighteen different flags died a few days ago from over-indulgence in dumplings. Peace hath her dangers no less terrible than war.

Every man hopes some day to run across doughnuts as good as the ones he used to steal from the pantry shelf when he was a boy.

Perhaps it will please you to hear that England has erected a statue to the memory of your old friend and neighbor, John Smith.

Wanted.

Twenty-two cords oak and 12 cords ash, 4 ft. lengths. Oak to be no larger than 7 nor smaller than 4 inches in diameter. This wood wanted on board cars at any station on this division of S. P. R. R., which takes the Hillsboro route. Only good, sound wood wanted; will pay prompt cash on delivery of wood on cars. Please quote prices.

ALBERT N. STANTON, R. No. 4, Hillsboro, Ore.

Remarkable Rescue.

That truth is stranger than fiction, has once more been demonstrated in the little town of Fedora, Tenn., the residence of C. V. Pepper. He writes: "I was in bed, entirely disabled with hemorrhages of the lungs and throat. Doctors failed to help me, and all hope had fled when I began taking Dr. King's New Discovery. Then instant relief came. The coughing soon ceased; the bleeding diminished rapidly, and in three weeks I was able to go to work." Guaranteed cure for coughs and colds, 50c and \$1.00 at all drug stores. Trial bottle free.

Eggs for Hatching.

Full Blood Brown Leghorns, Black Minorcas and Barred Plymouth Rock eggs for hatching. Setting of 13, \$1.00. A reduction will be made in 100 egg lots.

R. H. GREER.

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 us

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.

The old Reliable Corner Grocery and Shoe Store



Money to loan on real estate security. H. T. Bagley.