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Hillsboro Independent.

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This paper is not forced upon anyone. It is not our practice to stop papers until ordered to do so. Anyone not wishing the paper must notify the publisher or they will be held liable for the subscription price.

OFFICIAL COUNTY PAPER.

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Republican in Politics.

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Hillsboro, Oregon.

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Hillsboro, Oregon.

Office: Central Block, Rooms 6 and 7.

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At his rooms over City Bakery every Tuesday, Thursday and Saturday.

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The Oregonian and Independent, one year, \$2.

DON'T DESTROY THE FORESTS

FUTURE DEPENDS ON TREES.

The Government is Doing the Right Thing—People Should Study the Subject Carefully.

The southern states have nearly seven-tenths of the forested area of the United States, the remaining three-tenths being on the western coast. The vast area of this land (265,000,000 acres), makes it of vital importance that present destructive methods shall not continue, for if they do, the land will soon be reduced to a waste. More than one-fourth of this Southern forest area has already been stripped. The destruction of the remainder is being rapidly accomplished. A conservative estimate indicates that within twenty years, at the present rate of destruction, the southern pine will be practically exterminated. For the welfare of the South as well as for the benefit of the entire country, the forests of the Appalachian region should become permanent. The soil will bear no other crop than trees, and with these removed the mountains become a menace, their washable soil being quickly carried into the streams by the heavy rains, causing floods and falling water-power, while the soil, silt, boulders, and debris fill up and choke the dams, rivers and harbors.

Within the past ten years an era of manufacturing activity has been established in the South. For many years the Southern states were satisfied with agricultural supremacy; and cotton, rice, sugar and tobacco, sold to outside manufacturing interests, supplied the revenues which supported her population. Suddenly the South awakened to the fact that, with her facilities for the generation of cheap electric power from her many streams, the cotton crop could be manufactured at home and the profits of manufacturing would remain in the community. To-day, in the Carolinas and Georgia over \$40,000,000 are invested in cotton mills, run by waterpower, generating over 100,000 horsepower, turning nearly 3,000,000 spindles, consuming 900,000 bales of cotton each year, with a manufactured output exceeding \$70,000,000. Over 60,000 people are employed in these mills, and more than 240,000 persons are supported by their earnings.

The continued regularity of the flow of a stream depends absolutely upon the preservation of the forest covering of the mountain slopes upon which it has its source. A forest floor is covered with a thick deposit of leaves, branches, and decaying vegetable matter, and usually a heavy growth of ferns and plant life, which act as a sponge to catch and hold the rainfall, and allow it to run off gradually, the forest covering shields and protects it from the direct rays of the sun and the force of the wind, and thus evaporation is reduced to a minimum. With the forest removed, the falling rains soon wash away the covering of vegetable matter as well as the soil which underlies it, and nothing now checks the torrents in their downward rush to the sea; streams and rivers are quickly filled to overflowing, only to subside to extreme low water after the floods have ceased.

If you want a good Talcum Powder, call for the "Velvet Talcum Powder," at the Hillsboro Pharmacy.

The parcels post advocates, we understand, will try to convince one and all that the passage of such a measure by congress will benefit and assist the country merchant, instead of hurting him. If they will now show us how the parcels post will injure and demoralize the catalogue houses, a great light will break in on every country village, hamlet and town.—Oregon Tradesman.

Try one of those 1907 New Morrow Coasters at R. Lee Sears' Bicycle Shop. Guaranteed to give satisfaction.

Well Written Advertisement.

One of the most attractive and best written announcements that has appeared in The Independent for a long time is that of the Portland Business College, printed elsewhere in this issue. The heading is strong and artistic, the wording clear and impressive. Send for the catalogue mentioned in the advertisement. It is a beautiful production that tells all about the school and its splendid work.

No educational institution in the Northwest is better known than the Portland Business College. Its principal, Prof. A. P. Armstrong, has been engaged in school work all his life, and has an enviable reputation as an educator. He knows the requirements of employers of office help, and can prepare any willing student to meet them.

In this commercial age, King Business is monarch of all he surveys. Opportunities are not wanting for those who are properly qualified. A course in the Portland Business College will prepare any young man or woman for work in the commercial world, and result in a position that will render the investment of time and money in a business education the most profitable that can be made.

Mr. Armstrong received twenty-seven applications for office help the first week in July, thirty-two the second week, and they are still "pouring in" at the rate of from five to eight each day.

There is absolutely no question about a position for any young man or woman who is qualified to do bookkeeping, shorthand and typewriting work with accuracy and a moderate degree of rapidity. The college has received not less than 200 calls for such help during the last year, and now has applications from four different points in the Pacific Northwest, and personal and telephone calls are so frequent as to be positively annoying. Write for a catalogue.

Visiting cards owe their origin to the Chinese, who from the earliest times observed the greatest ceremony in the matter of paying calls. The cards which they used for this purpose were large and colored a bright red. When a Chinaman desires to marry his parents communicate the fact to a professional matchmaker, who at once runs over in her mind the eligible young women of her acquaintance and selects the one she thinks will make the most fitting bride. She then makes a call on the young woman's parents, armed with the prospective bridegroom's card, on which are written his ancestral history, name and the date of his birth. If the suit is acceptable the bride's card is sent in return; and if the prophecies for the wedding are good the particulars of the engagement are written on two large red cards and sent to the friends of each family.

Mr. Ferguson, two of whose downtown friends had just dined with him, had taken them into the library for a smoke, according to the New York Sun. "I must tell you a good one on my wife," he said. "She's been roasting me because I look at the headlines in the papers once in a while to see if anything important is happening in the Thaw trial. Well, the other afternoon, while the girl was away, she put a pan of biscuits in the oven to bake, and while she was waiting she picked up a paper and began to read the stuff herself. She got so interested in it that she let the biscuits—" At this moment Mrs. Ferguson came into the library for a book. "And the joke of it was," continued Mr. Ferguson, "without a moment's pause, 'that they found the cow next morning in a forty acre lot.'" "Ha, Ha, Ha!" roared the guests, laughing till the tears ran down their cheeks—but not at the story.

\$1,900 Buys a choice home in Hillsboro; corner, 1 block, large nearly new house; fenced, and will make an ideal home; three-minutes walk to the postoffice, one to the depot; \$1,000 down, balance on time. This place is worth \$2,500; owner non-resident. For particulars inquire at The Independent office.

Hygienic Flour is the best you can get at
S. H. Greer's.

IT LOOKS LIKE HARRIMAN

BUT LYTLE SAYS NAY.

He Says the Southern Pacific Has Absolutely No Connection With the Tillamook R. R. Project.

From the Weekly Morning Oregonian.

Has Edward H. Harriman, because of criticism of his methods of conducting transportation facilities in Oregon, and his desire to overcome the popular prejudice against his system's operations, promulgated a plan of gobbling exclusive territory through trusted representatives?

This question has been asked frequently of late in relation to the launching of new railroad projects, and particularly in connection with the line of the Pacific Railway & Navigation Company, which is being constructed from Hillsboro to Tillamook and Astoria, with other branch lines to tap the rich and yet unexplored territory of the coast. Since the first shovel of earth was turned on the P. R. & N., right of way speculation has been rife in some quarters as to the source from which the financial backing was being derived.

E. E. Lytle, president of the company, who gained a point over older railroad men because of his persistency in constructing the Columbia Southern, appeared as head of the enterprise from its inception, taking over the grade started by the defunct Portland, Nehalem & Tillamook Railroad Company. In a surprisingly short time connection was made with the first steel rail on the right of way with the Southern Pacific, and that move gave rise to the rumor that Harriman was interested in the line.

Soon after, when construction was well along and equipment was needed, several cars were purchased, which bore the white initials of the Oregon Short Line. The letters were obliterated and the initials changed to P. R. & N. At the same time the only locomotive bought for use between Hillsboro and Buxton, to which point the west end of the road has been completed and is in operation, was formerly the property of the Northern Pacific.

By some it has been suggested that the Southern Pacific has displayed a friendliness for the new road from the start, and the fact was taken to indicate local Harriman officials had more than a passing interest in the suggestion. It was pointed out that despite the many years the Harriman interests have held sway over the Oregon territory, no move had been made toward reaching the coast, and particularly the Tillamook country, which is regarded the richest of the stretch from the Columbia river south to Humboldt Bay.

Reports from time to time of the alleged purchase of the Astoria & Columbia River railroad by the Hill interests, which finally culminated in the sale, were other reasons assigned for Harriman's desire to tap Western Oregon in that locality, and since the success of the P. R. & N. undertaking has been assured from the manner in which construction has been carried on, and that no expense was being spared to get the best possible line, the Harriman relationship gained strength in public opinion.

In rebuttal of the popular assumption is the denial of Mr. Lytle, who asserts emphatically that Harriman has not one penny invested in the company, either as a first holder of the bonds or any of the stock. When asked for an explanation of the presence of O. R. & N. equipment on the road and the building of a connection at Hillsboro by the Southern Pacific, Mr. Lytle made the following statement:

"MR. LYTLE EXPLAINS IT.
"Flat cars purchased for the P. R. & N. bore the name of the O. R. & N. They were purchased through A. J. McCabe, a local railway equipment dealer, and when the order was placed with him, I understood the cars were soon sold to him by the Oregon Short Line. But it is any reason why Mr. Harriman is interested in the road, why is it not equally true that Mr. Hill has a share, when it is known that the first locomotive secured was purchased from the Northern Pacific?"

"Regarding the connection between the Southern Pacific and the Pacific Railway & Navigation Company at Hillsboro, it is a well known fact that arrangements for a connection were started by the officials of the Portland, Nehalem & Tillamook, which corporation later disorganized and I purchased the right of way for a distance of ten miles from Hillsboro. The Southern Pacific was forced to provide a connection, because a state law covers that point. No inducement was necessary to get it. Therefore, it has no significance as relating to Mr. Harriman having holdings in the P. R. & N."

"As to the money that is furnished by the Union Trust Company, of San Francisco. In support of that statement, I can refer anyone who is interested to the records of Multnomah, Washington, Tillamook and Columbia counties, wherein is shown the filing of

a mortgage in the sum of \$5,000,000, to which the Pacific Railway & Navigation Company and the Union Trust Company are parties. The mortgage was filed after construction had been started on the line, and the first work, 20 miles, was pushed with money from my personal account.

"Now, as to who has the bond sat present, is a matter in which I am not concerning myself, nor do I care. The bonds are on the open market to be bought by anyone having the price. Perhaps Harriman, Hill, Morgan, Rockefeller or Gould have them. I do not know."

"If Mr. Harriman has taken the bonds from the Union Trust Company it would make no difference. The Union Trust Company has obligated itself to furnish the money, and it is the business of its officials where they sell the bonds to reimburse themselves. The stock is in my name, and no one else has an interest in it further than those who are members of the board of directors, from which the executive officers are also elected."

"The fact that the Southern Pacific has a connection with our line means that road will get the business of hauling products of the Tillamook country and intermediate territory until such time as other roads are built from Portland to Hillsboro, when it is probable the business will be divided. The Southern Pacific would naturally be pleased to shoulder the expense of building the connection in order to secure the haul on that stuff."

"At the same time it was possible for the P. R. & N. to connect with the Northern Pacific at Scappoose, and when the entire system is completed such a relationship will undoubtedly exist, for we will have deliveries to make to both lines and if they can be expedited by way of Scappoose, it is to our interest to form a connection.

"The coast country is not any richer today than it was when the Portland, Nehalem & Tillamook interests attempted to tap it, and yet it is not said Mr. Harriman has the bonds and it is his money that is building the road. He does not own it and will not operate it. That is certain. I cannot fathom the resentment against Mr. Harriman."

"For the past few years a hue and cry has been carried on that Mr. Harriman would do nothing for the development of the state. He has been accused of drawing millions from Oregon traffic and putting some back in the shape of new work. Now, if he sees fit to build new lines under the direction of others, for example, the Pacific Railway & Navigation Company, why should the residents of Oregon object? His money will do as far as any other's, and I don't understand the antagonism. What we want in Oregon is more railroads. It is immaterial who builds them, so long as the isolated regions are given proper transportation facilities.

"One reason why it is assumed I am acting for Mr. Harriman is because he purchased the bonds of the Columbia Southern after it had been demonstrated the line was bound to prove profitable. The first 27 miles of that undertaking were built with money furnished by a number of persons. Subscriptions ranged as high as \$1000, and it was only by the hardest efforts that enough was secured to complete it to the 27-mile point. Some experienced railroaders declared the road would never pay, and they tried to show the Central Oregon country could not furnish sufficient traffic to bring dividends.

"Mr. Harriman purchased the bonds after the 27 miles were in operation,

[Continued on Last Page.]

SUPT. CASE'S ANNUAL REPORT

SHOWS AN INCREASE OVER 1906

Teachers' Wages Have Increased -- Total Number of School Children in the County, 6,097.

The Superintendent's Annual School Report for the year ending June 17, 1907, shows an increase over the preceding year of 130 pupils in the school population of the county and of \$1027.50 in the amount of county school funds appropriated. Teachers' wages have increased from an average of \$49.75 to \$55.69 for male teachers, and from \$41.14 to \$44.14 for female teachers. The amount of county school fund appropriated was, as given below, \$36,884.59 or (there being 6097 school children) \$6.05 per capita.

Extracts from the annual school report show the following:

CENSUS.	
Number of persons between four and twenty years of age residing in the county	
Males	3182
Females	3075
Total	6257
Number of days attendance during the year	432001
Average daily attendance	2799
Number of schools visited during the year by the county superintendent	98
Average length of time involved in each visit	2 hours
Number of miles traveled in performance of official duties during the year	about 2500
FINANCIAL STATEMENT.	
Cash on hand June 18, 1906 ..	\$9683 68
RECEIPTS.	
Received from county treasurer from district tax	\$12570 93
Received from county treasurer from county school fund	36884 59
Received from county treasurer from state school fund ..	10341 20
Received from rate bills and tuition	446 03
Received from sale of bonds and warrants	1775 00
Received from county treasurer from library fund	1 78
Received from library from other sources	110 48
Received for insurance on account of losses	68 42

Received from other sources ..	5127 63
Total receipts	77009 54
DISBURSEMENTS.	
Paid for teachers' wages	49213 93
Paid for rent of rooms and site ..	25 00
Paid for fuel and school supplies ..	5687 84
Paid for repairs and improving grounds ..	3022 81
Paid for new school houses and sites ..	2468 30
Paid on principal and interest of bonds and warrants ..	4895 50
Paid for insurance	138 51
Paid for clerk's salary	1206 94
Paid for library books	140 93
Paid for all other purposes ..	2341 32
Total disbursements	\$66141 08
Cash on hand June 17, 1907 ..	10968 46

One effect of the new law which limits the hours of labor in railroad telegraphy is to create a demand for about 6000 new operators, and the supply is far short of this.

She handed in a check payable to Susan H. Smith. The cashier, who was a German, noticed that she had endorsed it Susan Smith, and gave it back with a polite "You haf forgotten the 'H.'" Overcome with confusion, she murmured, "Excuse me," and wrote below the endorsement, "Age 23."—Lippincott's Magazine.

In July brightly shines the sun,
These days we'd rather walk than run,
And cool soft drinks, ice cream and such
Appreciated very much.
So come with wife, sweetheart or friend
Or come alone for we intend
To suit you all—though wants may vary
At Palm-ter's Confectionery,
L. J. PALMATER, Prop.

To Contractors.

Bids will be received by the County Court of Washington Co., Oregon, until 2 o'clock p. m., on the 8th day of August, 1907, for the construction of a bridge across Scoggin creek, near the residence of Thomas Sain. Specifications may be seen at the office of the county clerk. Right is reserved to reject any or all bids.

By order of the County Court.
J. W. GOODIN,
County Judge.

Perhaps you need a brace—something that will give you energy, life and ambition. A suggestion—try I. W. Harper whiskey. Sold by F. E. Cornelius.—Adv.

Portland BUSINESS COLLEGE

TENTH AND MORRISON STREETS, PORTLAND, OREGON

A. P. ARMSTRONG, LL. B., PRINCIPAL
Educates for success in a short time and at small expense, and sends each student to a position as soon as competent. Quality is our motto, and reputation for thorough work brings us over 100 calls per month for office help. Individual instruction insures rapid progress. We teach the loose leaf, the card index, the voucher and other modern methods of bookkeeping. Charter is our shorthand; easy, rapid, legible. Beautiful catalogue, business forms and penmanship free—write today. References: any merchant, any bank, any newspaper in Portland.

There's a lot of Satisfaction
in a shoe which after months 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

