

city over Sunday, there will be no services at the Methodist church either in the morning or afternoon.

Mr. and Mrs. I. N. Pierson and visitors went to the beach Sunday where they enjoyed a good time and a happy day's outing.

Mr. and Mrs. Joe Noble and Mr. Noble's mother, all of Portland, visited at the Maulding home Sunday.

Mrs. Mason, who has been visiting her daughters at La-Grande for some time, returned to her home in Willamina Monday.

FOR SALE—Two one-ton Ford trucks. Sheridan Hotel, Sheridan, Oregon. 2t

 The value of Dr. Thompson's optical service is appreciated only by visiting him frequently and allowing him to keep your glasses properly adjusted. Consult him next visit—Saturday, Aug. 8 willamina Hotel.

Mrs. C. R. Stiles and Mr. V. C. Stiles, who have been visiting relatives in Willamina for some time, left yesterday for their home in Spokane. They were accompanied home by Harvey Wheeler.

Mr. and Mrs. C. C. Lockhart and Mr. and Mrs. Wayne Lockhart, their son and wife, spent Saturday at Tillmook. Wayne and wife, drove up from Crescent City, Cal. and have spent the past week visiting at the parental home. They left for their home Tuesday.

Mr. and Mrs. C. W. Pattee of Portland visited at the home of their daughter, Mr. and Mrs. D. W. Fox, Sunday. They were accompanied home by their daughter, Miss Pattee who has been visiting in Willamina for the past few days.

Mrs. Sarah Stone, Mrs. Edmiston, Mrs. Guy Lamson, and Junior Yccum spent Wednesday at the

The party left Tuesday morning for Ostrander, Wash. where other relatives will be visited. Willamina is entertaining many visitors in her various homes this summer.

From 1907 to July 1, the State of Oregon has collected over \$26,000,000 in automobile licenses. This is truly a remarkable large sum, especially in the light of the fact that in 1905, twenty years ago, there were but 218 automobiles of all descriptions in the state. The license payer may wonder what has been done with all this money. Mr. Kozer, secretary of state, informs us that over \$25,000,000 of this amount has been expended for highway construction, repair and upkeep. The licenses are probably the highest priced in Oregon that will be found in America, but the roads cost more to build and are probably in better shape than anywhere else in the country considering the difficulties to be met with here in building the roads and keeping them up. So long as the license money is spent in making better roads and more of them for us to travel over, we will only kick a little at the time when we have to dig up the high price we must pay for the privilege of owning and driving a flier.

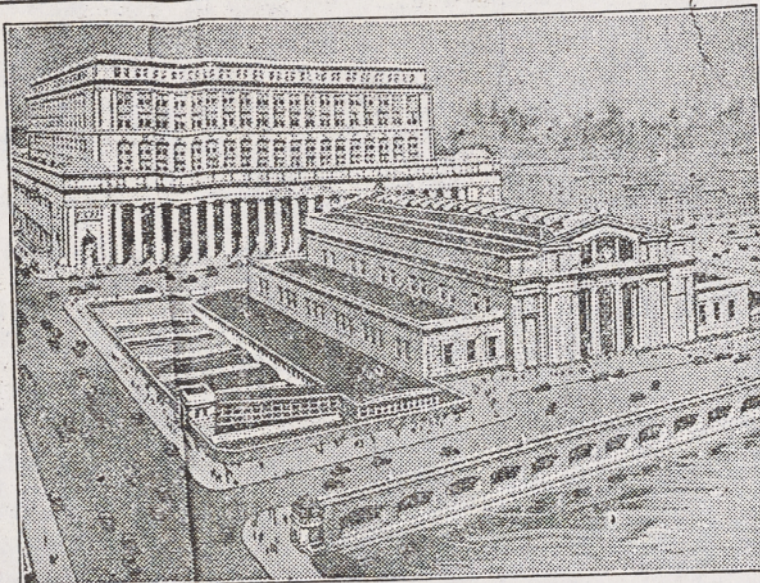
But He Spoke English

An American girl, decidedly Parisian in appearance, was promenading along the Avenue des Champs Elysees one day when she was accosted by a Frenchman in his native tongue. Instead of insulting him in French, as she was capable of doing, she remarked in icy tones, "I don't understand a word you are saying." Whereupon the Frenchman exclaimed "Mon Dieu, another of these Americans," and walked away. Not long after that a friend to whom the girl had related the incident, met with a similar experience. She too, turned a withering glance on the little Frenchman, who was muttering in her ear, and told him in English that she could not speak French. "Oh, but, mademoiselle," replied the pest, "I spik Ingleesh, too."

is seemingly at its height. While Mr. Bryan made mistakes as all great men have done and are still doing, but even his most severe

An immense rope—Lumber.
Becoming casehardened—Lawyers.
For cross purposes—Streets.

Latest Triumph in Railroading



THE completion of the new Chicago Union Station marks a noteworthy accomplishment in the history of important engineering undertakings, from which travelers from all parts of the United States will derive pleasure and benefit.

The station is without doubt one of the finest and most efficiently designed railroad terminals in the world. It forms a vital link in the realization of the "Chicago City Beautiful Plan." Simplicity, accessibility and convenience for the traveling public are the essential virtues of the new terminal. Rest and recreation rooms, ticket offices, barber shop, dining rooms, stores of various kinds, and almost every convenience known to travelers, are to be found on the one level, no steps to climb.

The main station is a low monumental type of building with a row of massive columns of classic design along the entire east front. Once inside, the traveler finds himself in a gigantic waiting room more than 100 feet high and brilliantly lighted through skylights in the great arch ceiling. Colonnades inclose the room, the walls of which are patterned after the architecture of ancient Rome. Bordering this room are the ultra-complete passenger terminal facilities. An innovation in railway terminal design is a conference room accommodating 125 people, which is available, without

charge, to patrons of the Union Station lines for conferences and other meetings.

To give some idea of the immensity of the new station, it may be stated that the main building covers an area of about three acres with a concourse covering 60,000 square feet. The entire terminal facilities cover more than 35 acres and will expedite the prompt and satisfactory handling of 50,000 passengers, 400 tons of baggage and 300 trains daily with room for future expansion. Fifteen acres of glass were used in the various coverings over the train sheds, which extend more than 1,200 feet beyond the main structure. A total of 17,000 tons of structural steel, 175,000 cubic feet of Indiana limestone and 10,000 cubic feet of granite were used in the station building and concourse. The foundation consists of 449 cylindrical concrete piers from four to ten feet in diameter, reaching to a depth of more than 60 feet below the level of the Chicago river.

Those who have had the privilege of inspecting the new station pronounce it a marvel in terminal construction and are urging their friends to see it on their next visit to Chicago.

The station is used jointly by the Pennsylvania Railroad; Chicago, Milwaukee & St. Paul Ry.; Chicago, Burlington & Quincy R. R., and the Chicago & Alton R. R.

the Times management. From time to time we will tell our readers of the new features which will be run, and we feel sure that you will not only welcome a larger and better newspaper, but will be glad to help all you can in making the venture a success. As we announced last week, subscriptions or renewals will be accepted up to October 1st at the old rate of \$1.50 per year, and you may pay in advance as far as you may wish to do so. The cash basis policy will be followed in so far as it is consistent with the newspaper business.

We expect soon to meet you at your home. The editor has looked forward for many moons to the time when he could go out and meet his good subscriber friends around their own firesides, and we hope to be able to find the time make a few business trips soon. So if the old Ford runs alright, some day we may be out to have dinner with you, and talk matters over. We want to know just what sort of a newspaper our readers would like to have, and then we are going to try our best to give them what they desire. Don't fail to send in the news. Any thing that interests you, will be of interest to our other readers. The Times is yours and we want you to help us make it. It would certainly make the editor feel like a Wall street millionaire, however that feeling may be, if everyone indebted to the office would come in and hand us a little check covering their due accounts. Of course, we are all busy haying (yes, the editor too has a little farm with cows, a splendid crop of hay to get into the barn before the rain comes, and by the way, he has had to build the barn, too, before the hay could be harvested, and did the work himself) now and just haven't got time to spare to come to town, but when you do come, please don't forget us.