

THE POLK COUNTY ITEMIZER.

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V. P. FISKE.

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Patronize One Another for the Upbuilding of Town and County.

The Itemizer always votes the way it advises on public questions.

Pleasant circumstances may not be ours, but we can have sunny souls.

None of us should attempt to shirk the burdens that properly belong to us.

There is a vast difference between the exercise of will and the exercise of reason.

Where now are the pessimists who were afraid a week ago that there would be no hop crop if it did not turn warmer?

Oregon's importance as a fruit growing state can be better understood from the figures in the biennial report of the Oregon State Board of Horticulture, lately issued. President W. K. Newell places the total valuation of last year's fruit crop at \$6,662,500. Apples lead the list with a value of \$2,500,000 and dried prunes stand second in importance with a value of \$1,680,000.

The Pacific Monthly for June is one of the best issues for a long time. Its cover carries out beautifully the Portland Rose Festival idea with its garlands of roses and rose-decked girls. Oregon has long been famous for its beautiful roses, and the leading article in the June number is devoted to Portland, the Rose City, the Summer Capital of America.

THE BIGGEST HANDICAP.

The Itemizer is often asked why it is that we do not in Polk county get more of the large influx of travel that is coming Oregonward. We mentioned several reasons an issue or two ago, but there is another one which greatly preponderates over them all, and that is that this county is not reachable from the union depot at Portland. The Jefferson street depot seems to be practically unknown by the majority of people who live in the metropolis, and especially is this lack of knowledge most glaringly noted among the hotel clerks—just the people who should be best informed and where it would do us the most good. Invariably if you ask almost any of them, they will say: "Oh yes; there is such a depot. I had forgotten it. That is where you take the electric line for Salem." Surely lots of information for a man who has been attracted by our literature or advertising and is thinking of locating here. Most clerks seem to think it is located out in the woods somewhere, and, as a general rule, cannot tell an inquirer how to get there. And the hotel clerks are not the only ones who have this lack of information as to the means of getting here—it is the same with real estate men and most of those you meet. Generally when you ask most anyone how to get to Dallas, they will tell you to go to the union depot, having The Dalles in mind, and it is hard to knock that place out of their heads. We know, because we have tried it. You have only to read your daily city papers to see that, even among newspaper men, there is a surprising lack of knowledge as regards the geography of Oregon. To the average Portlander there is only one town, and that is The Dalles. If, perchance, a possible resident does get headed this way, he finds himself, after the vague information that has been furnished him, getting off either at Sheridan, Corvallis or Salem, and in all probability he likes those places so well that he gives up all hope of getting to the place he started for, and locates somewhere else.

It seems to the Itemizer that this detriment to our growth can be in a great measure relieved by concerted action on the part of our commercial club and our citizens generally, by making an earnest request to the Southern Pacific to run our trains into the union depot. Such trains would leave the present line at Oswego, from which place up into Portland the travel is taken care of by local trains, and seemingly would not work any great hardship on the railroad company. Trains this way would then be cried as are others, and the man who desires to come to Dallas would have no trouble in finding the train he wanted to take him there. We who have to journey to and fro would be much better served, in not being dumped on the outskirts of the city, with a long walk ahead of us, and where we could take a streetcar if we did not care to lug our baggage up town. This is a matter that we believe our commercial club should take up at once, and at least try and see if something cannot be done in the premises. No one can tell what might be done until it is tried out, and there is no harm done in making the effort. A first-class committee should be named to interview the Southern Pacific, and at as early a date as possible, as every day sees drifting away from us land buyers who should be landed for the garden spot of the valley. It would not hurt anything to also try to have our eastern freight come through without the added cost of transferring it to what is claimed to be another road.

This is a matter that should interest a portion of Yamhill county as well as Polk, especially the section lying south of Newberg, and the towns along the line should take concerted action with Dallas to gain the change desired.

DALLAS STATION TIME CARD

SOUTHERN PACIFIC.		ARRIVING DALLAS.	
LEAVING DALLAS.		Passenger No. 74	6:55 a. m.
Passenger No. 74	6:55 a. m.	Passenger No. 77	11:55 a. m.
Passenger No. 76	2:30 p. m.	Passenger No. 75	7:30 p. m.

SALEM, FALLS CITY & WESTERN RY.	
East Bound.	West Bound.
TRAIN No. 1.	TRAIN No. 2.
Lv. Dallas	Lv. West Salem
Ar. West Salem	Lv. Dallas
Lv. Black Rock	Lv. Dallas
Lv. Falls City	Lv. Dallas
Lv. Dallas	Lv. Black Rock
Lv. West Salem	Lv. Falls City
Ar. Dallas	Ar. Falls City

INDEPENDENCE & MONMOUTH RY.	
Dallas Division.	
LEAVING DALLAS.	ARRIVING DALLAS.
Passenger No. 65	8:30 a. m.
Passenger No. 66	11:30 a. m.
Passenger No. 67	2:25 p. m.

AIRLIE Division.	
LEAVING AIRLIE.	ARRIVING AIRLIE.
Passenger No. 62	8:15 a. m.
Passenger No. 72	4:05 p. m.

INDEPENDENCE & MONMOUTH RY.	
Dallas Division.	
LEAVING DALLAS.	ARRIVING DALLAS.
Passenger No. 65	8:30 a. m.
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Passenger No. 67	2:25 p. m.

AIRLIE Division.	
LEAVING AIRLIE.	ARRIVING AIRLIE.
Passenger No. 62	8:15 a. m.
Passenger No. 72	4:05 p. m.

Attractive Dress for Early Spring

Furnished by Pictorial Review
The Pictorial Review Bldg.
222-224-226 West 39th Street, New York City.



When coats and furs have become too warm, women turn for relief to cloth and silk costumes which are generally made in one piece. Sleeves in one with the body is a style having wide appeal, while dresses usually have under-sleeves of lace. Lace yokes are almost universal for these waists. Venice, cluny, slit and baby Irish being most popular.

Many beautiful and artistic washes, girdles, bows and ties for the neck are made of handkerchiefs, organdy and satins as well as pretty ribbons. The long looped neck give an effect of height and height to the figure. The shirred buckle is a clever device for the neck and another charming idea is the water-lily made of two shades of silk with a pretty center threaded with sequins or gold. A cord with long tasselled ends is a suitable finish where the high waistline joins the blouse.

Some form of a panel is a noticeable feature of these fashions. These panels emphasize the figure. Over-skirts in the crossed-over drapery styles are produced in fine wool, cotton voile, marquisette and fouquier. These fabrics are substantial materials for street and afternoon costumes, and are trimmed with guipure, chamois or other heavy lace in the natural color. A very good effect is produced by introducing a note of contrast such as emerald green, cerise, royal blue or black.

The new styles for spring are characterized by their simple lines and need very little trimming, because the materials in themselves are so fascinating. Fabrics are made softer, lighter and clinging each season. Pongee, tussah and the various forms of organdy, are substantial materials for street and afternoon costumes, and are trimmed with guipure, chamois or other heavy lace in the natural color. A very good effect is produced by introducing a note of contrast such as emerald green, cerise, royal blue or black.

Both the natural and high waistline are enjoying a divided popularity. The Empire lines are graceful and coquettish and have come back in a more decided form than ever, yet the natural waistline in its turn has excellent qualities. The stout woman prefers the latter.

The new Elton effect is shown in many dresses and gives a certain smart effect to the figure that is becoming to most women. PICTORIAL REVIEW PATTERN No. 3811 combines most of the salient features of this season's styles—namely the eon effect, the natural waistline, the panel in front and in back, the sleeve in one with the body and the lace yoke and cuffs. It is an admirable model and its chief charm lies in its being adaptable to both the stout and slender woman. Its size are 22, 24, 26, 28 and 30 inches bust measure. Size 26 requires 10 1/2 yards of 44 inch material.

Patterns for these models, including cutting and construction guides are 15 cents each number.

Ackerman Not Scared. That the referendum holding up the appropriation of \$50,000 for the erection of a dormitory at Monmouth is not worrying the people of Monmouth nor hindering the people of Oregon is the opinion of A. J. Ackerman, principal of the normal school, while in Salem on business yesterday. "Our maintenance fund is not held up, and the people are equipping their homes to furnish living quarters for the students who come from outside points to attend the normal school," said Mr. Ackerman. "In fact, I think the people of Monmouth rather enjoy having the students with them in their homes and do not feel badly put out over the referendum. It was the board of regents, and not the people of the town, who asked for the appropriation in the first place."

"To provide further for the enlargement and growth of the work of the institution without the aid of extra state appropriation, the public school board is preparing the city school buildings with a view of accommodating in them the teachers' training department of the normal. While it may not be as convenient in some ways to have the training work in the public school buildings, it will be fully as effective and good for the students who are preparing to teach."—Journal.

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NOTICE TO COASTERS
I will run a gasoline launch at Pacific City this year. Parties taken anywhere and rates reasonable.
R. H. STEFFY.

S.S.

Catarrh usually begins at the head, nose and throat, and in the course of time the mucus discharge of the nose and throat matters and impurities that these members waste matters and impurities, acts up into the throat. When the throat and sticky, adhesion throat, causing the

I suffered for a long time with Catarrh of the head, nose and throat. My nose was always blocked and I was obliged to breathe through my mouth and I was tired all the time. I had tried all the remedies that I could find but to no avail. I was suffering from Catarrh of the head, nose and throat. I was tired all the time. I had tried all the remedies that I could find but to no avail.

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