

An Old Town and Its Lesson.

La Fayette's apprehension of unfavorable action toward it by the Southern Pacific seems to be exaggerated. Yet the possibility of such a fate recalls the time away back in the early days when Yamhill was the most noted section of the state and La Fayette its political and trade center. It was left on by Ben Holladay from the first West Side railroad scheme and St. Joe, a mile and a half to the westward, was located as the terminus, McMinnville being at that time a straggling little village without political aspirations or commercial pretensions. The effort to make a town at St. Joe failed, however and McMinnville came into notice and after a successful contest for the county seat and the extension of the Oregon Central now a branch of the Southern Pacific, through the town and on up the Valley it quickly became the business as well as the social, educational and political center of Yamhill county. La Fayette, on the other hand went quietly to sleep and though a cozy, homelike dreamy place, occupying a beautiful site on the bank of the Yamhill river at the government locks the days of its activity are in the past.

The decadence of this town and the substantial growth but six miles to the west of McMinnville conveys a lesson in community enterprise and the lack of it. The early citizens of La Fayette were in a sense loyal to the place, but it was good enough for them as it was and growth was a matter about which they did not trouble themselves. They had the county seat and in due time a big brick courthouse, a number of comfortable homes, a good schoolhouse, a town hall and several church buildings. They enjoyed themselves and each other. Their commercial needs were supplied by a tri-weekly steamer that piled the tortuous little river in high-water season and by freight teams that kept them in touch with Portland when the roads were passable. This sufficed for the time, but it was not growth, on the contrary, it was stagnation in the and listless mood begotten in such an atmosphere the first railroad that pushed out of Portland on the west side was allowed to slip by, after first halting and creating its temporary terminus a few miles away. The rest followed in due course of events and now the old pioneer town that had a fair start in the early settlement of the Willamette Valley is little more than a post town, while its rival is aggressive, growing and prosperous.

The fact that nothing remains stationary in the world is illustrated by this little bit of local history. Everything moves—if not forward then backward. In obedience to this law the old pioneer town of Yamhill county is practically deserted. The beauty of its site still remains to it; it is endeared by old associations to those who knew it in its days of prominence and promise. It is a cheap place to live because rents are low fuel is still plentiful every house has its dooryard well and modern improvements of any kind do not lay tribute upon the householder's purse. It is in brief, a quiet comfortable, restful village that has not in the half of a busy century been touched by the wand of progress—a village foredoomed with all of its early opportunities to stagnate and fall into decay, industrially and commercially speaking, through lack of enterprise in its self-satisfied citizens.—Oregonian

Many Improvements.

In the city of Portland probably by many times the largest number of improvements are taking place that have been in progress for several years. New bricks, six and seven stories high, are a very common thing, besides dwellings are going up every where. The travel into Portland at the present time is of considerable volume, but not so great as of a few months ago, and nothing to what is expected on the opening of the settler's rates on the first of the coming month. Not for many months has the travel on the West Side into Portland been so small. In going into Portland one day lately it was of no little surprise to find when the train arrived at Portland that none of the cars were more than half filled, when heretofore it had been difficult for one to get a seat at all.

And, too, when the Eastern trains make their departure they are very lightly peopled and one has plenty of time to find just the seat they wish to occupy.

Taking the O. R. & N. Chicago Special No. 2, at 9:20 A. M. one should not fail to keep an eye out for the many improvements that are now in progress on this line. The first thing we noticed was a big dirt and rock scoop propelled by steam power right up against a mountain over two hundred feet high. Of course this is not a very high mountain, but when you know that it is composed of dirt and rock it will be not a small task to remove several miles of this. And when it is known that this dirt and rock is loaded into cars and transferred to places where it is needed to make fills with. All of these trains are equipped with steam scoopers so that when the time of unloading arrives the scooper is started from the opposite end of the train from the engine, and although the train not uncommonly has from fifty to one hundred flat cars full of dirt and rock the big cable soon tightens and the job of unloading is soon completed. This great amount of expense and work is simply being carried on to straighten the curves in the track and avoid the many elevations that are easily remedied, but not without immense cost. You can travel for many miles right along the side of a roadbed and at no time be out of sight of it, which was the former roadbed of this same road and which has cost hundreds of thousands of dollars to make the little change, but which at the same time lessens the curves that are so very dangerous and also very expensive on rolling stock.

The next thing you hear as you



Mrs. Laura S. Webb.
Vice-President Woman's Democratic Clubs of Northern Ohio.

"I dreaded the change of life which was fast approaching. I noticed Wine of Cardui, and decided to try a bottle. I experienced some relief the first month, so I kept on taking it for three months and now I menstruate with no pain and I shall take it off and on now until I have passed the climax."

Female weakness, disordered menses, falling of the womb and ovarian troubles do not wear off. They follow a woman to the change of life. Do not wait but take Wine of Cardui now and avoid the trouble. Wine of Cardui never fails to benefit a suffering woman of any age. Wine of Cardui relieved Mrs. Webb when she was in danger. When you come to the change of life Mrs. Webb's letter will mean more to you than it does now. But you may now avoid the suffering she endured. Druggists sell \$1 bottles of Wine of Cardui.

WINE OF CARDUI

pass along is "Hood River apples, three for 10 cents!" Of course we thought we would try the Hood River apples. They are not very large but of a very nice appearance on the outside, but on opening this apple you find a great many dark brown specks all through the meat of the apple, and you can see that this adds nothing to the looks of the meat, and also the flavor of the apple is nothing above the average apple—in fact the valley apples which are now selling at 40 and 50 cents per bushel and are of no considerable sale at that, are of a much better flavor and if our busy farmers would simply take the time to sort the apples over, making say two or three grades in sizes they would have an article that would take a stand against the Hood River apples any place on earth. The farmer surely fails to realize what a good damp cloth will do for their apples. By washing the apples and giving them a nice bright polish they would surely add to the selling price of these goods not less than 25 per cent.

Out from Portland only 28 miles we arrive at Bridal Veil Falls. Here is the first snow that is encountered and then only about three inches deep, and this same state of affairs still continued until we reached Biggs, which is 108 miles out. Here the snow abruptly disappears and nothing but sage brush and sand makes its appearance. No more snow was seen until Cecile and Douglas on the Heppner branch were reached, it only being about three inches deep. At Heppner Junction the train was four hours late and all there is at the Junction is simply the station. When the west-bound train arrived it took the Heppner train only a little over three hours to run 45 miles.

Arriving at Heppner you find a very nice little town. Heppner is populated by about 1500 people. It has a number of fine business blocks. The Palace Hotel is a three-story building and is built entirely of brick. During the last

few years a number of fine blocks have been built here, mostly of native stone which is being taken out of the mountains near the city. Notably among the new buildings is the Odd Fellows' hall, which is two stories high and finely finished throughout. One bank looks after the financial needs of the city. Two butcher shops supply the meat for the town and six saloons and one brewery supply the wet refreshments. Besides these all other business interests are very well represented here. The public school building is a fine affair and nicely located. The new court house that is now being built is composed of natural stone and presents a fine appearance. The people here are much worked up over the coal mines which, they are in great hopes, will soon be sending out coal to all parts of the West. The coal mine is located some twenty-two miles from here and already a preliminary survey has been made for a rail line to the mine which they hope to see put through soon. And surely they need coal for wood is now quoted at \$7 per cord. The town depends entirely upon the surrounding country for its support.

Correspondents' Contest.

- FIRST PRIZE.
Handsome Ladies' Writing Desk
- SECOND PRIZE.
Beautiful Moquette Rug.
- THIRD PRIZE.
A Good Smyrna Rug.
- FOURTH PRIZE.
The Delineator.
- FIFTH PRIZE.
Weekly Oregonian.
- SIXTH PRIZE.
Pacific Homestead.

Conditions Governing Contest.
One point for every news item accepted. A story worthy of a separate heading, 25 points. A column article, 50 points. For every yearly subscriber, new or a renewal, 75 points. Less than a year at the same proportion. We want correspondents in every part of Polk county. Now is the time to make known our resources. Send in your contributions whether you are a correspondent or not.
Contest closes February 25, 1903, at 6 P. M.

Standing of Correspondents.

Roma Vista, H.	1260
Aaltoch	437
Lewisville.	41
Highlands, B.	37
Sunny Slope	33
Airle, S.	33
Crowley, G.	26
Parker, G.	55
Rickreal, C.	154
Calvary, D.	721
Monmouth, A.	595
Monmouth, H.	573
Ballston, B.	251

MOTOR LINE TIME TABLE. INDEPENDENCE & MONMOUTH RAILWAY CO.

Leaves Independence for Monmouth and Airle 7:30 a. m. 3:30 p. m.	Leaves Airle for Monmouth and Independence. 9:00 a. m. 8:05 p. m.
Leaves Independence for Monmouth and Dallas 11:00 a. m. 6:15 p. m.	Leaves Dallas for Monmouth and Independence. 1:00 p. m. 7:30 "
Leaves Monmouth for Airle. 7:30 a. m. 3:50 p. m.	Leaves Monmouth for Independence. 9:40 a. m. 1:30 p. m. 2:40 " 5:45 " 8:50 "
Leaves Monmouth for Dallas. 11:20 a. m. 6:30 p. m.	Leaves Independence for Monmouth. 2:05 p. m.

Prices here are a little than in the valley. A 25 cents; a glass of beer, knucks 15 cents out of. Most every thing runs portion. Farm labor \$1 per day and board is a scarce article in article is worth 12 1/2 cents. This thing of 10 cents don't go 10 cents or nothing—most cases.

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