

Public Forum

Expressions of the Public are solicited for this column. The ENTERPRISE assumes no responsibility for utterances found here.

Wa it to Co-Operate.

Editor ENTERPRISE: We see that the towns all over the valley are taking steps to build up their towns and the country around them, which is just the thing to do. The people of Monmouth have done nothing as yet, except one man, John Moran. He is doing all he can while all others remain silent. Now we suggest that Monmouth re-organize her board of trade, or organize an improvement league and co-operate with Independence, for what is good for one town is good for another. Every few days new immigrants are coming in and Monmouth wants her share. But the way they are persuaded to come they have friends who encourage them to come. There should be a committee to meet newcomers and make them feel welcome. So let's start the ball rolling and meet with the Independence Improvement League occasionally and work with them, provided it is satisfactory with them. Who will take the lead?

Kings Valley's Inducements.

There appeared in these columns recently a letter addressed to the Southern Pacific officials in Portland, by Mr. T. T. Vincent, setting forth Kings Valley's desire for an extension of the S. P. railroad from Airlie to Hoskins' mill. This project is of interest to all parts of Polk county, for it has for its purpose the development of the resources of an important part of the county. For this reason we publish the correspondence which has passed between Mr. Vincent and Mr. Koehler regarding the proposed extension:

T. T. VINCENT,
Corvallis, Oregon.

Dear Sir: I beg to acknowledge receipt of your favor of the 21st inst., by which you ask, on behalf of the people of Kings Valley, the consideration of an extension of the Yamhill Division from Airlie southwest. You are right in assuming that this company intends to provide railroad facilities as they may become necessary from time to time within the section of country traversed, or tributary to its lines, but of course you do not expect that we should build in advance of the necessity, or without reasonable expectation of success.

In this connection I wish to point out that during the great number of years which we have been operating the Yamhill Division, no increase on the Airlie end has shown itself; on the contrary the business is so small that when we were forced, after the small depot at that point burned down, to replace it, we substituted two old boxcars, which, I am sorry to say, have given ample space for the business offering. Our train crews have always found trouble to secure lodgings, and the passenger

travel has been so small that we were forced to abandon the regular daily train service, turning it over to the motor line.

These conditions are certainly not encouraging. They do not show an increase in activity, nor any attempt at developing resources, even in the closest proximity to existing lines. What may we expect, under such conditions, from extension? Yours truly,
R. KOEHLER.

February 23, 1903.

R. KOEHLER,
Portland, Oregon.

Dear Sir: Your favor of the 23rd at hand. From the tenor of your reply we observe that it is not the intention of the S. P. people to extend the Yamhill Division to Kings Valley. This is very discouraging to our people, who have expected this extension for a number of years past.

You will pardon us if we refer to some of the conditions existing at Airlie. It is true you have a couple of old boxcar bodies in use at that point as a depot, and we must say they are poor excuses for the purpose and very uninviting to the public. If a merchant should attempt to do business in a couple of old boxcar bodies, in a civilized community, what right would he have to expect success and patronage?

We have delivered wool at Airlie for two or three years past, and a more inconvenient and unhandy place for weighing and handling wool sacks we never saw at what purports to be a railroad station, and the people are censured for not patronizing the road. What reasonable right have the S. P. people to expect patronage, or the development of the country, if such inducements are offered the people?

Permit us to call your attention to some of the advantages that Kings Valley has over Airlie as a terminus for this branch of your road: We have an excellent sawmill on the Luckiamute at Hoskins, and we are quite sure that if the road was extended to that point a large shipping trade in lumber would follow, and that would be advantage No. 1. We also have a good flouring mill in the valley that would ship considerable flour if we had the facilities for it, and that would be advantage No. 2. Along the Luckiamute river are scores of acres of the finest potato land in the state, and if we had means of getting potatoes to market in the winter or early spring, thousands of bushels of them would be raised for shipment every year, and that would be advantage No. 3. There are extensive logging interests on the Luckiamute that will probably last for years, which are attracting a good deal of attention, men are coming and going all the time and a large part of the supplies for the camps arrive via Wren, and if this line was in operation this trade would naturally be deflected to it, and that would be item No. 4. Then we have thousands of cords of oak grub wood that we are desirous of disposing of, and would do so if provided with shipping facilities, and that would be consideration No. 5. Other features of the situation in the way of local trade and traffic in shipping fruit, grain, etc., adds advantage No. 6 to the list, and hence we think, in justice to our people, the road should be extended to this valley.

The charge of not developing the country, mentioned in your letter, along with lack of travel and train crew accommodations cannot, under the circumstances, be charged against our people. We still think we are justly entitled to the extension of your road, as petitioned, and believe that if said extension is built the trade will amply justify the building of said line.

Respectfully,
T. T. VINCENT.

February 26, 1903.

Father of His Country.

He left an estate valued at about \$800,000.

He was the first and only president chosen unanimously.

He never made a set speech during his long public career.

He exercised the veto power twice in the eight years of his presidency.

He had light blue eyes, verging on gray, and his hair was a dark brown.

He was six feet and two inches high and had large hands and feet.

His face showed marks from the effect of an attack of small-pox.

He was a very good horseman and fond of riding, racing, driving and hunting.

His "Farewell Address" published September 15, 1796, is one of the most profound documents ever penned by an American.

He was a member of the Masonic order, which, in his day, was the leading, if not the only secret society.

He was fond of instrumental music, especially the harp, on which his step-daughter, Eleanor Parke Custis, was a skilled performer.

He loved animals and his horses and dogs were all fine blooded stock.

Lotteries were common in his day and he was a frequent in-

vestor. He also bet when playing cards, of which he was fond.

His mouth was large and he had a habit of clinching his jaws when in a serious mood.

He had portraits of himself painted by Peale, Wright, Savage, Trumbull, Ramage, Sharpless, G. Stuart and others, of which no one can be accepted as satisfactory.

He was a hearty eater and a moderate wine drinker, but did not use tobacco, although he raised it for export.

Like Lincoln, he was fond of the theatre, and attended whenever he had the opportunity.

He could swear with surprising vigor and earnestness and at times was known to get into towering fits of anger.

He was always in doubt as to his own ability and was never adverse to receiving advice from friends.—St. Paul Globe.

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DEPART FOR	TIME SCHEDULE FROM PORTLAND	ARRIVE FROM
Chicago	Salt Lake, Denver, Portland Ft Worth, Omaha, Special Kansas City, St. 4:30 p m	9:20 a m via Louis, Chicago and Hunting-East.
Atlantic	Salt Lake, Denver, Express Ft Worth, Omaha, 8:15 p m via Kansas City, St	10:30 a m Hunting-Louis, Chicago and East.
St Paul	Walla Walla, Lewis-Fast Mail ton, Spokane, Wall-ace, Pullman, 7:35 a m	Spokane.

70 hours. Portland to Chicago. No change of cars. Tickets East via all rail or via boat and rail via Portland.

OCEAN AND RIVER SCHEDULE FROM PORTLAND.

All sailing dates subject to change.	4 p m
For San Francisco	Sail every 5 days.
Daily except Sunday	COLUMBIA RIVER
8 p m To Astoria and way	4 p m
Saturday landings.	Ex. Sun. 10 p m

AL HERREN, Agt., Independence.

MOTOR LINE TIME TABLE. INDEPENDENCE & MONMOUTH RAILWAY CO.

Leaves Independence for Monmouth and Airlie	7:30 a. m. 8:30 p. m.	Leaves Airlie for Monmouth and Independence.	9:00 a. m. 8:00 p. m.
Leaves Independence for Monmouth and Dallas	11:00 a. m. 8:15 p. m.	Leaves Dallas for Monmouth and Independence.	1:00 p. m. 7:30 "
Leaves Monmouth for Airlie.	7:50 a. m. 3:50 p. m.	Leaves Monmouth for Independence	9:40 a. m. 1:30 p. m. 2:30 " 5:45 " 8:30 "
Leaves Monmouth for Dallas.	11:20 a. m. 8:30 p. m.	Leaves Independence for Monmouth	2:35 p. m

THE D'FORD'S BLACK-DRAUGHT FOR CONSTIPATION

Constipation is nothing more than a clogging of the bowels and nothing less than vital stagnation or death if not relieved. If every constipated sufferer could realize that he is allowing poisonous filth to remain in his system, he would soon get relief. Constipation invites all kind of contagion. Headaches, biliousness, colds and many other ailments disappear when constipated bowels are relieved. Theford's Black-Draught thoroughly cleans out the bowels in an easy and natural manner without the purging of calomel or other violent cathartics.

Be sure that you get the original Theford's Black-Draught, made by The Chattanooga Medicine Co. Sold by all druggists in 25 cent and \$1.00 packages.

Morgan, Ark., May 25, 1901.
I cannot recommend Theford's Black-Draught too highly. I keep it in my house all the time and have used it for the last ten years. I never gave my children any other laxative. I think I could never be able to work without it on account of being troubled with constipation. Your medicine is all that keeps me up.

C. B. McFARLAND.

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