

THE NEW STORE.

The B and C Store
Bargain Counter
Bargain Catchers

BONHAM & CURRIER
Shoes, Gents' Furnishings, Dry Goods
107 South Jersey Street, St. Johns.

THE PENINSULA BANK

St. Johns, Oregon.

Statement at close of business December 4, 1906:

RESOURCES:		LIABILITIES:	
Loans	\$127,732.41	Capital Stock	\$25,000.00
Furniture and fixtures	2,076.89	Surplus and undivided profits	2,553.22
Cash on hand and due from banks	72,309.65	Dividends unpaid	1,250.00
		Deposits	174,295.49
	\$202,098.95		\$202,098.95

The Best Way

To help St. Johns is to patronize home institutions and particularly the home newspaper. Every professional and every business man should have an announcement of his business in *The Review*. Many people throughout the country are interested in St. Johns, and naturally look to the newspaper for information concerning its development. If the paper is well filled with local advertising they know the city is composed of live, energetic business men. On the other hand if only a few of the various lines of business are represented in its columns, it is the logical conclusion that while the city may be forging to the front in a building way, its inhabitants are dead ones and back numbers, or else the various lines of business are poorly represented.

It has been proven time and again that advertising pays, and it is ever the case that the best advertiser does the best business.

Help the Review and the Review will Help You.

New Bargains This Week

Close in, 50x100, residence lot 1 block to car line	425
100x100 South St. Johns, terms	\$ 650
100x100 South St. Johns, corner and car line	950
50x100, best income property Jersey street	14,000
50x100 on Jersey street with party wall and alley	4,500
50x100 S. St. Johns, 12x18 shack, water, cleared	475
50x100, south St. Johns, easy payments	400
Two acres on Willis Boulevard ready for platting	2,350
50x100, 6 room house, fruit, fine river view	1,375
1 acre near car line and N. P. railroad	1,300
25x100, small building, Jersey street	2,250
100x100, fine factory site, on railroad	3,500
Ten lots in Point View, each	150
50x100, corner Jersey street	3,750

Business locations for rent.

H. G. OGDEN

Review Office.

ST. JOHNS, OREGON

Keep in touch with the Western World, Business and Bargains by subscribing for the **Monthly Investors' Guide**
917 Belmont Street, Portland, Oregon.

WOOD

Buy your wood at the Old Reliable

Peninsula Feed & Fuel Co.

Coal For Sale.
Green and dry slabwood.
Phone East 297.

Central Bar.

SAM COCHRAN, Prop.
THOS. CONDON, Mgr.

Fine Wines, Liquors and Cigars.

Cochran Block, St. Johns, Oregon



BUILT BY

W.C. ADAMS

CONTRACTOR and BUILDER

We now have with us a capable resident architect, and we can arrange to advance money to all these who desire to build homes.

Shop Second Door West of Postoffice
ST. JOHNS - OREGON

FROM HORSE CAR TO THE TROLLEY

Story of the Wonderful Development in Electric Traction During the Past Twenty Years.

PASSING OF STEAM TRACTION

Gradual Elimination of Distance Through the Development of the Electric Locomotive—Chicago to New York in Ten Hours.

During the summer of 1887, there appeared in the New York Sun the following facitious news item:

"They tried an electric car on Fourth avenue yesterday. It created an amount of surprise and consternation from Third St. to One Hundred and Seventeenth St. that was something like that caused by the first steamboat on the Hudson. Small boys yelled 'dynamite!' and 'rats!' and made similar appreciative remarks until they were hoarse. Newly appointed policemen debated arresting it, but went no further. The car horses which were met on the other track kicked without exception, as was



Edison Electric Locomotive Operated Experimentally at Menlo Park, 1880.

Windsor, Canada; Appleton, Wis.; Port Huron, Mich.; Scranton, Pa.; and Montgomery, Ala. In the autumn of 1884 Frank L. Sprague, whose name is inseparably connected with electric traction, began to attract attention with his motors.

Twenty Years of Achievement. At the beginning of 1887 there were in the whole world less than sixty miles of electric railroad track, and only about one hundred motors and motor cars. In 1895 there were nearly thirty thousand miles of electric track in the United States alone.

This change was not accomplished without opposition, discouragement and financial difficulties. Mr. Sprague himself, who was so potent a factor in working this change, has told the story of his first important contract. In the spring of 1887, the Union Passenger Railway company of Richmond, Va., engaged him to build an electric railway. The first car was run out one night while the skeptical people slept, to make sure it could climb the hills. It started out in a blaze of glory and ignominiously was towed back again by four big mules. But Sprague persisted until on Feb. 2, 1888, in a driving rain, the road opened for business.

From that time forward the future of electric railroading was assured and events moved rapidly. City after city adopted the new motive power; horse cars became things of the past; interurban roads began to gridiron the country everywhere, and in each instance a commercial success was scored. Electric interurban lines have been the greatest development in the world since the steam engine is not far behind. The Aurora, Elgin and Chicago Electric Railway (the third-rail system) which has been in operation several years, is famous. From one center power station over two hundred miles of road are operated, or will be as soon as the line to Belvidere is completed. Electricity at wholesale is sold to cities and villages along the route for lighting purposes; electricity for power is sold to farmers. Trains of elegant cars run into Chicago at a speed which would have seemed impossible a few years ago. Passengers were glad to see steam trains on a paralleling railroad, which they pass easily. A parlor and dining car is one of the luxuries which the suburbanites enjoy going to and from the city, and the railroad seems a veritable gold mine for its owners.

The horse car has long since disappeared. Will the iron horse, the great steam locomotive, be supplanted also? This question occurs to all who can see the significance of passing events. Probably not for many years to come, as far as heavy freight traffic is concerned, because steam is especially applicable to the hauling of freight. But the action of the New York Central in electrifying thirty-five miles of its road leading out of New York, and the popular agitation for similar improvement in Chicago and elsewhere, would seem to point to a time not far distant when electric railroads will connect distant cities and greatly shorten the hours of travel.

Chicago to New York in Ten Hours. In fact such a railway already is being built between Chicago and New York by the Chicago-New York Electric Air Line Railroad company, of Chicago. This company, headed by a group of practical railroad men, proposes to run limited trains, making not more than three stops, through to New York or Chicago, in ten hours. The thought fairly takes one's breath away at first, but the project considered soberly seems practical enough, and certainly is "a consummation devoutly to be wished." The work of grading began Sept. 1 near Ellettsville, Ind.

As the new road will be an air line, with few curves, the route surveyed is 100 miles shorter than the Pennsylvania "Short Line," and 230 miles shorter than the Lake Shore and New York Central, each of which runs trains covering the distance in eighteen hours. Taking into consideration the

About this time Stephen D. Field and Thomas Edison in the United States began experimenting. In 1880 Edison was operating at Menlo Park an electric locomotive which pulled two cars.

The First Electric Railroad.

The first regular electric line to be established was at Lichterfelde, Germany, near Berlin. It was only a mile and a half in length and opened for traffic in May, 1881. The trains carried twenty-six passengers, at a maximum speed of thirty miles an hour.

The first electric car to be operated regularly in the United States was installed by Deft on the Hamden branch of the Baltimore Union Passenger Railway in August, 1880. That was barely twenty years ago. So great was the skepticism of the public and railway men generally that the contract under which the road was built withheld payment one year so that it might be determined whether the cars would run. "No one but a knave or a fool would undertake such a thing," said a well known scientist at the time. Scientists sometimes have trouble keeping up with the procession. About the same time small cars were operated by Van Derpoole at South Bend, Ind., followed by other small roads in



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The Wellington

KNIGHT & GLOVER, Proprietors.

Fine Wines and Liquors.

Family Supplies a Specialty.

Holbrook Block, St. Johns, Oregon

shorter route of the Air Line, this is equivalent to a fourteen-hour service. With low grades, a straight track and no grade crossings, the seventy-five miles an hour average necessary to a ten-hour service ought easily to be maintained. Even on the first class steam roads of today ninety miles an hour is not uncommon for short distances.

The Scientific American of Feb. 18, 1905, speaking editorially of the New York Central experiment, says, "The success of this installation, of which there can be no doubt whatever, marks the first step in the gradual substitution of the electric for the steam locomotive in the operation of long distance express trains." The Chicago New York project may be regarded the second step.

Mr. Sprague himself says that speed is "a matter of finance." "What then will determine the future?" he asks. "Chiefly the financial factor, as it must the future of any other great industrial problem. When savings in operation and the increased return for traffic will more than pay a fair dividend on money invested for electrical equipment, will trunk lines be operated by electricity."

Professor Charles P. Stemmets, one of the greatest authorities on electricity, is quoted as saying, "There is no limit to the speed that may be developed in electric traction—that is, there is no limit up to 150 or 200 miles an hour. Higher speed than that the wheels could not stand. They would fly to pieces from centrifugal force. Not only can a speed of 120 miles an hour be maintained on a train equipped with electricity, but in



First Regular Electric Railway in United States, Baltimore, 1866.

my opinion it is an entirely feasible scheme from the commercial point of view."

At any rate, the world seems on the eve of great things, and no scientist dares say today as was said twenty years ago, "a man is a knave or a fool." The attitude of the American public is one of faith and expectancy, best expressed by a recent remark of an old lady in her last sickness: "I want to see what they are going to do."

Saving His Dignity.

The ceremonial of the Chinese court, which used to include complete prostration before the throne, was once the occasion for a display of cool audacity. In the eighteenth century a Persian envoy refused to go through the degrading ordeal, and directions were given to the officials to compel him by stratagem to do so. On arriving one day at the entrance to the hall of audience the envoy found no means of going in except by a wicket, which would compel him to stoop very low. With great presence of mind and considerable audacity the ambassador turned around and entered backward, and thus, according to his own conception of etiquette, saved the dignity of his country from outrage.

Private Drury.

M. Drury, an eminent French historian, served during sixty years old during the siege of Paris as a private in the national guard. One day M. Jules Simon, a member of the administration, caught sight of a familiar face belonging to one doing sentry in the uniform of a private soldier. "Is that you, Drury?" he cried.

"To be sure," gruffly.
"And a private?"
"Why not?" said the other laconically. "We can't all be prime ministers."

It Made All the Difference.

An excited individual ran up to a porter at a railway station and asked, "Have you seen a parcel I left on this seat?" The porter replied that he had not. "Oh, what shall I do?" exclaimed the excited passenger. "It contains three poems I have written!" "Can't you write them again?" asked the unsympathetic porter. "Yes, I can do that, but," hesitatingly, "there were two sandwiches in the parcel as well."—Christian World.

Lack of Space.

There are some trials which beset one at an early age. Bobby, visiting his grandmother, suffered one of them.

"Did you have a good time?" asked Bobby's mother. The small son hesitated before he answered. "Not so very," he said sadly. "You see, grandmother kept telling me to eat all the dinner I wanted, and I couldn't!"

Kept Her Promise.

"I shall wed whom I please!" Said the belle to the beau.
"Though he sat on his knees!"
"I shall wed whom I please!"
"Who'd he wed, with a squeeze."
"Good! You please me, you know!"
"I shall wed whom I please!"
Said the belle to the beau.
—New Orleans Times-Democrat.

Rheumatic Pains Relieved

B. F. Crocker, Esq., now 84 years of age, and for twenty years Justice of the Peace at Martinsburg, Iowa, says: "I am terribly afflicted with sciatic rheumatism in my left arm and right hip. I have used three bottles of Chamberlain's Pain Balm and it did me lots of good." For sale by St. Johns Drug Store.

The finest of calling cards at The Review office.

CHURCH NOTICES.

Baptist church—E. A. Leonard, pastor. Sunday school at 10 a. m. Preaching at 11 a. m. B. Y. P. U. 7 p. m. Preaching at 8 p. m. All are cordially invited to attend these services.

Methodist church—S. L. Young pastor. Sunday school 10 a. m.; preaching at 11 a. m. and 8 p. m. Epworth League at 7 p. m.

Holy Cross Catholic church, Portsmouth Station 8:15 a. m., low mass; 10:15 a. m., high mass; 7:30 p. m., vespers and benediction.

St. Andrew's Episcopal Chapel, University Park—Rev. Wm. R. Powell, chaplain. Regular services 7:30 p. m. Sunday school 3 p. m. Bible class 7 p. m.; Lenton service every Friday at 10 a. m.

Evangelical church—Sunday school 10 a. m. Preaching 11 a. m. Junior K. L. C. E. 2:30 p. m.; Senior K. L. C. E. 6:30 p. m. Also preaching at 7:30 p. m. E. E. McVicker, pastor.

First Congregational Church—F. J. Warren, pastor. Sunday school 10 a. m.; preaching 11 a. m. and 7:30 p. m.

Baptist Church, University Park. Rev. A. B. Waltz, pastor. Regular services every Sunday morning and evening.

Christian Church—Sunday School at 10 a. m., G. W. Overstreet, superintendent. Services in Bickners' hall. Preaching at 11 a. m. and 7:30 p. m.

Do not Crowd the Season.

The first warm days of spring bring with them a desire to get out and enjoy the exhilarating air and sunshine. Children that have been housed up all winter are brought out and you wonder where they all came from. The heavy winter clothing is thrown aside and many shed their flannels. Then a cold wave comes and people say that grip is epidemic. Colds at this season are even more dangerous than in mid-winter, as there is much more danger of pneumonia. Take Chamberlain's Cough Remedy, however, and you will have nothing to fear. It always cures, and we have never known a cold to result in pneumonia when it was used. It is pleasant and safe to take. Children like it. For sale by St. Johns Drug Store.

NOTICE OF SALE.

To whom it may concern:

I, Geo. M. Hall, City Treasurer of St. Johns, Oregon, under and by the authority vested in me, hereby give notice that I will sell at the front door of the City Hall for the City of St. Johns, Oregon, at public auction to the highest bidder, cash in hand, on the 25th day of March, 1907, at 10 o'clock a. m.

Lot 2 (two), block 1 (one), James Johns Addition to the City of St. Johns, Oregon, or so much thereof as may be necessary to pay the sum legally assessed against the said lot, to-wit: the sum of \$201.71, together with interest, and costs of sale.

Also lot 3 (three), block 1 (one), James Johns Addition to the City of St. Johns, Oregon, or so much thereof as may be necessary to pay the sum legally assessed against the said lot, to-wit: the sum of \$301.71, together with interest and costs of sale.

That said total sum of \$503.83 is due by reason of an assessment placed upon the city lien docket of the said City of St. Johns, Oregon, on the 1st day of August, 1906.

Geo. M. HALL,
City Treasurer of St. Johns, Ore.

Published in the St. Johns Review March 1, 8, 15, and 22, 1907.

LEGAL NOTICE.

IN THE CIRCUIT COURT OF THE STATE OF OREGON COUNTY OF MULTNOMAH.

Arthur Hollis, Plaintiff,

vs.

Lura Hollis, Defendant.

To Lura Hollis, the above named defendant: In the name of the State of Oregon you are hereby summoned and required to appear and answer the complaint filed against you in the above entitled suit on or before the 6th day of April, 1907, which is after six weeks have expired from the date of the first publication of this summons. It is prescribed in the Order for the publication of summons that the summons be published for six successive weeks and said order was made and dated the 11th day of February, 1907, and the first publication thereof is made the 22nd day of February, 1907, and if you fail to appear and answer, the plaintiff will apply to the court for the relief prayed for in her said complaint, to-wit:

That the bonds of matrimony heretofore and now existing between the plaintiff and defendant be dissolved and that he be divorced from her the said defendant, and for such other further and further relief as shall seem equitable.

This summons is published once a week for six successive weeks in the St. Johns Review by order of the Honorable Alfred F. Sears, Jr., Judge of the above entitled court made the 11th day of February, 1907.

H. DENLINGER,

Attorney for the plaintiff

414 Chamber of Commerce, Portland, Oregon.

First insertion February 22, 1907.

Last insertion April 5, 1907.

Housekeeping Apartments

Suites of two to four rooms, also single rooms. Situated one block from Columbia University, near corner of Fisk St. and Boulevard. Furnished or Unfurnished. A pleasant walk from St. Johns, convenient to Bridge and mills.

UNIVERSITY PARK

A. W. DICKSON Woodlawn 605

J. R. WEIMER

Transfer and Storage

Your Patronage Solicited

103 East Burlington street, St. Johns.

AN OFFICIAL DIRECTORY

L. E. STORY, M. D.
PHYSICIAN AND SURGEON.
Day and Night Office, Rooms 7 and 8, Holbrook Block,
ST. JOHNS, OREGON

S. H. GREENE
Attorney-at-Law.
Office: Room 9, Breeden Building, corner Third and Washington streets, Portland, and St. Johns. Phone: Pacific 2098. Residence: St. Johns

Joseph McChesney, M. D.
PHYSICIAN AND SURGEON
Day and Night Office in McChesney Block
Phone Woodlawn 478
ST. JOHNS, OREGON

DR. L. G. HOLLAND,
PHYSICIAN AND SURGEON
Residence: On Modoc Street.
Phone Woodlawn 576. Office: Holbrook Brick Block, rooms 3 and 4
Phone East 3589.
St. Johns, Oregon

Dr W. E. HARTEL,
DENTIST
Crown and Bridge Work a Specialty
Rooms 1 and 2, Holbrook Block, St. Johns

Dr. MARY MacLACHLAN
Physician and Surgeon.
Office in Holbrook's Block.
Residence, The Raymond,

OSCAR DeVAUL, M. D.
Office hours, 9 to 12 a. m., 2 to 5 p. m.
Office Phone, Scott 1104.
Residence Phone, Union 5901.
Office in University Park Drug Store.

Carpenter and Contractor.
By the day or by the job.
Plans and specifications furnished on application.
AUGUST WILHELM.
424 Allegany street, 2 blocks east of the French block, St. Johns, Oregon.

C. MARION SALISBURY
Graduate Optician
Will test the eyes free of charge.
Jersey Street, St. Johns, Oregon.

Goodrich & Goodrich,
ARCHITECTS
Full Professional Services Five Per Cent.
Saint Johns and Portland, Ore.

N. A. GEE
House Mover and Repairer
Houses moved, raised and repaired. Odd jobs of all kinds. Prompt service, reasonable charges. Ivanhoe and Catlin streets. Phone Woodlawn 586.
Saint Johns, Oregon

F. M. LASHBAUGH
Fuel furnished, either short or long. Draying and team-work of every kind. Prompt service. Terms reasonable.
Corner Jersey and Catlin, ST. JOHNS

LAUREL LODGE
No. 186 I. O. O. F.
ST. JOHNS, OREGON
Meets each Monday evening in Odd Fellows hall, at 8:00. Visitors welcomed.
H. S. Hewitt, N. G.
F. E. Foote, Secretary.

G. W. OVERSTREET,
PLUMBER
Holbrook Block, 103 South Jersey street. Phone Union 285.
Saint Johns, Oregon

S. C. NORTON
Real Estate Insurance
Resident agent N. F. Noren & Co.
110 S. Jersey street.
Phone Woodlawn 927. St. Johns, Ore.

Bon Ton Barber Shop
MANFIELD & KARMLIN.
First class work and clean hot towels for patrons. Hair cutting a specialty.
Agents for West Coast Laundry.
Jersey street St. Johns

Mail Schedule
Mail arrives at St. Johns at 7:10 a. m. and 1:15 p. m.
Leaves at 10:20 a. m., and 4:45 p. m.
Office open week days from 6:45 a. m. to 6:10 p. m. Sundays from 9 to 10 a. m.
No mails arrive or depart Sunday.

One Dollar will
fit you to eye glasses or spectacles. Perfect fit guaranteed. Your eyes fitted at home. Write for free booklet describing our method. Remember, the glasses we fit you to are worth \$3.50 any where on earth. Our price, only \$1.00.
OUR REPAIRING department is most