

**TORTURE MACHINES.**

**Curious Instruments That Were Used in the Middle Ages.**

In an old tower in Nuremberg there is a room set apart especially for the preservation of the curious instruments of torture used during the uncertain period historically referred to as the middle ages.

In that room you can see thumb-screws of the most approved pattern closely arranged along shelves filled with "lar heinets" and "brides" for gossiping women. One horrid relic, called the "spike wheel," is a heavy cylinder on one side of which stand out two or more scores of sharp iron spikes. In days of old when an offender had been sentenced to undergo a "rolling" he was stripped naked and firmly bound on a plank, face down. In this position the "spike wheel" was slowly dragged up and down his back, the number of times depending upon the gravity of the crime and the wording of the sentence.

In several instances the poor victims were prodded so full of holes that they died before they could be removed from the plank. When death was intended the number of "rolls" was not specified, but double length spikes, heated red hot, were put in the surface of the cylinder. This mode of carrying out capital punishment was hardly as expeditious as the guillotine, but it was equally certain.

**GIANT BUTTERFLIES.**

**Have a Win / read Greater Than That of Many Small Birds.**

The largest butterfly known to naturalists is found only in British New Guinea, and specimens are worth anything from \$100 upward. The male measures eight inches across the wings and the female not less than eleven inches, a wing spread exceeding that of many small birds.

The story of the first discovery of this gigantic butterfly is a curious one, says the World Magazine. A naturalist saw a specimen perched on the top of a tree and, falling to capture it by any other means, finally shot it.

From the fragments he decided that the species was entirely unknown to science, and he forthwith fitted out an expedition at a cost of many thousands of dollars to go in search of the magnificent insects.

Two members of the party fell victims to the Papuan cannibals and another was rescued only in the nick of time. In spite of this hazardous commencement to his enterprise, however, the naturalist persevered and ultimately succeeded in obtaining a number of perfect specimens.

**Origin of the Letter V.**

The letter V may be regarded as the mutilated remains of one of the symbols used by the ancient Egyptians in their hieroglyphics or picture writing. A common animal in their country was the two horned and viper, a representation of which stood for V. The priests ultimately found that for the practical purposes of everyday life it was a waste of time to use elaborate hieroglyphics and invented a kind of shorthand to meet the occasion. In this the snake was reduced to a V with a dash (V-) to represent horns and body. The Phoenicians adopted this letter, and from them we get our V by loss of the dash, leaving only the two little horns of the original picture. This snake is still common in Egypt and is probably the one mentioned in Genesis xiv. 17. "Dan shall be a serpent by the way, an adder in the path, that biteth the horse heels, so that his rider shall fall backward." Travelers tell us that it is still addicted to this unpleasant habit.

**Wet Weather and Camels.**

Camels are very sensitive to moisture. In the region of tropical rains they are usually absent, and if they come into such with caravans the results of the rainy season are greatly feared. The great humidity of the air explains the absence of the camel from the northern slopes of the Atlas and from well wooded Abyssinia. This sensitiveness expresses itself in the character of different races. The finest, most noble looking camels, with short silk-like hair, are found in the interior of deserts, as in the Taureg region in north Africa, and they cannot be used for journeys to moist regions. Even in Fezzan, south of Tripoli, the animals are shorter and fatter, with long coarse hair, and in Nile lands and on coasts it is the same. These animals, too, are less serviceable as regards speed and endurance.

**The Eyes of the Musk Ox.**

The skull of the musk ox is remarkable for the development of the eye orbits, which project sufficiently beyond the plane of the frontal bones to compensate for the interruption the horns would otherwise make to the range of vision. The musk ox, however, does not seem to rely greatly on keenness of sight, far less on acuteness of hearing, for the ears are of small dimensions and are completely covered by the heavy growth of fur about them. The organs of scent are evidently more highly developed, and they exact of the hunter his greatest cunning.

**Just imagine!**

"Why don't they have women on juries?" she asked.

"Imagine a woman sitting through a long argument by a lawyer and not interrupting," was the answer she received.—Buffalo Express.

Wit is brushwood. Judgment is timber. The first makes the brightest flames, but the other gives the most lasting heat.

All our meats are government inspected and the best that money can buy. They are neatly and carefully handled. Come in and leave your order for free delivery. Ward's Central Market.

All kinds of laundry work done promptly. Rough dry washing 6 cents per pound. Calls made for laundry at any place. Ring us up Phone Rich. 991, St. Johns Laundry. Churchill Bros., proprietors.

**ORDINANCE NO. 303**

**An Ordinance Adopting the Survey, Plat and Report of the City Engineer of the City of St. Johns, made in Connection with the Opening, Laying Out and Establishing of Fessenden Street, Seventy (70) feet in width Therein.**

The city of St. Johns does ordain as follows:

Section 1. Whereas, by resolution of the council of St. Johns, the city engineer of said city was directed to make a survey of all the right of way of Portland Railway Light and Power Company, as the same is now included within the limits of Fessenden street, and whereas, the city engineer has heretofore made such a survey and has embodied the same in a plat and has reported to the city council of the city of St. Johns in connection with said survey, which said report is in words and figures as follows, to-wit:

St. Johns, Oregon, July 12, 1910. To the Honorable Mayor and City Council of the City of St. Johns, Oregon, Gentlemen:

I submit herewith my report in connection with the opening, laying out and establishing of Fessenden street in the city of St. Johns, seventy (70) feet in width, from Jersey street to the south-easterly line of the city of St. Johns, the following report being made in compliance with the resolution of the city council of the city of St. Johns in the above matter, duly adopted by the council on the 14th day of June, 1910.

I have made the survey provided for by your said resolution and have prepared a plat of such survey in accordance with the terms of such resolution.

A full and complete description of said Fessenden street which is hereby proposed to be changed is as bounded and described in ordinance No. 244 of the city of St. Johns, passed by the council and approved by the mayor July 27, 1909.

A full and complete description of the tracks of land to be appropriated for the purpose of opening, laying out and establishing said street in accordance with your said resolution is as follows:

The right of way of Portland Railway, Light and Power Company particularly described as follows, to-wit:

A strip of land 30 feet in width, being 15 feet on either side of and parallel to a center line more particularly described as follows:

Beginning at a point where the center line of the Portland Railway, Light and Power Company's railway tracks, as now laid out and established, on the ground, intersects the division line between the donation land claims of James John and D. S. Southmayd, said point being located 44 degrees west, 15.2 feet distant from a stone monument at the intersection of the line between the D. S. Southmayd and James John claims with the southeasterly side line of said right of way; running thence from said point north 55 degrees 37 minutes east and tracing the center line of the Portland Railway, Light and Power Company's track, as now laid out and established, a distance of 153 feet more or less to a point, said point being the point of beginning of a curve to the right, whose radius is 571 feet; thence northeasterly and easterly along the said center line of the Portland Railway, Light and Power Company's tracks and tracing the arc of the last described curve a distance of 534 feet and consuming an angle of 53 degrees 24 1/2 minutes to a point; thence tangent to the last named curve and tracing the said center line of said Portland Railway, Light and Power Company's tracks in an easterly direction a distance of 142.92 feet to a point in the west line of the Wm. Caples Donation Land Claim, the said point being south 20 degrees 45 minutes west 15 feet distant from the Northwest corner thereof; thence in an easterly direction tracing a line parallel with and 15 feet southerly from the north line of the Wm. Caples Donation land claim to the easterly boundary line of the city of St. Johns, as the same is established by ordinance No. 225 of the city of St. Johns.

Also that certain portion of land, particularly described as follows:

Beginning at the point where the north line of the Wm. Caples donation land claim intersects the center line of Wall street, in the city of St. Johns, running thence northerly along the center line of Wall street to a point which is 15 feet southerly from the center line of the Portland Railway, Light and Power Company's track as now laid out and established in South Depot street, thence easterly along a line which is parallel with and 15 feet southerly from the center line of the Portland Railway, Light and Power Company's track as aforesaid, to the said easterly boundary line of the city of St. Johns; thence southerly along the said easterly boundary line of the city of St. Johns to the north line of the Wm. Caples donation land claim; thence westerly and tracing the north line of the said Wm. Caples donation land claim to the point of beginning. Excepting from the last described strip of real property, all that portion which lies outside the boundaries of South Depot street in the city of St. Johns, and within blocks D, B and F, of East St. Johns, (reference being had herein to the established and recorded maps and plats of said East St. Johns, blocks A, B, C, D, E, F, G, H, J, K, L, M, N, O, P, Q, R and S.)

I submit herewith a plat showing the survey made by me of said Fessenden street as it is proposed to change the same, with the proposed boundaries thereof and the tracks of land to be appropriated therefor.

Respectfully submitted,  
C. E. ANDREW,  
City Engineer.

Now, therefore, the city of St. Johns does hereby adopt said survey, plat and report in connection with the proposed opening, laying out and establishing of Fessenden street, seventy (70) feet in width throughout its entire length from Jersey street to the southeasterly limits of St. Johns, including said right of way of Portland Railway, Light and Power Company, subject however to the following conditions, reservations and exemptions:

First: There shall be reserved to the Portland Railway, Light and Power Company, its successors and assigns, an easement and perpetual right of way for railway, street, railroad, and electrical purposes, over, across, along and upon its said right of way so to be appropriated and condemned for street purposes as hereinafter set forth, together with the right to locate, construct, equip, repair, operate and maintain over, across, along and upon said right of way, an electric railway, or street railway of either single track or double tracks (with the right to change from a single track to double tracks or to change from double tracks to a single track,) and all necessary and convenient switches, side tracks, turnouts, crossovers, and connections, and the right to operate and propel cars along and upon said track or tracks by means of electrical power or other improved mechanical power (all

**Realty Bargains.**

Nice new plastered house, fine lawn, roses, etc., on improved street with cement sidewalks. House has 5 rooms and is closer in than the postoffice, cheaper now than it will ever be again, can't be duplicated for the money. Price for a short time, \$3000; can make reasonably easy terms to the party who wants a home close in for full value to live in or rent. This is what you are looking for. The lot is 50x100 with a 16 foot alley.

We have a 50x100 foot lot in South St. Johns with a shack on it for \$350. This is under market price about \$700; must be sold quick.

Two lots, 80x140, on Polk street for \$2,000, easy terms. These lots in cultivation, fine young fruit and some fine shade trees just where you want them; street improvements in and paid for. If you want to build in a first class neighborhood close in, these are bargains. Will split.

We have lots in North St. Johns from \$275 to \$425 on easy terms.

A nine room modern house on Edison street, fine condition, for \$2,250; you can't build the house for the money. This is a bargain; if it is too big, it is in a location where the rooms are much sought for to rent.

Three room house, river view, lot 50x100, \$750; on easy terms.

We want cheap for cash vacant lots and small houses and lots.

McKINNEY & DAVIS.

**RESOLUTION.**

It is resolved by the city of St. Johns: That it deems it expedient and necessary to improve Baltimore Street from the westerly line of Jersey street to the easterly line of Edison street in the city of St. Johns in the following manner, to-wit:

By grading same to established grade by cut and fill, and by sidewalkizing same on either side with 6-foot cement walks, 12-foot curbs, with all necessary wooden crosswalks and box gutters, and by placing a 16-foot strip of macadam in the center full length, said macadam to be eight inches deep in the center and six inches deep on either side, said walk and curb to have expansion joints where directed by the city engineer. All work to be done according to the plans and specifications of the city engineer on file in the office of the city recorder relative thereto, which said plans and specifications and estimates are satisfactory and are hereby approved. Said improvements to be made in accordance with the charter and ordinances of the city of St. Johns, under the supervision and direction of the city engineer.

That the cost of said improvement to be assessed as provided by the city charter upon the property especially and particularly benefited thereby, and which is hereby declared to be all lots, parts of lots, blocks and parcels of land between the termini of such improvements abutting upon, adjacent or proximate to said Baltimore street from the marginal lines of said street back to the center of the block or blocks or tracts of land abutting thereon or proximate thereto.

That all property included in said improvement district aforesaid is hereby declared to be local assessment district No. 41.

That the city engineer's estimate of the probable total cost of said improvement of Baltimore street is \$4212.70.

Adopted the 5th day of July, 1910.  
A. M. ESSON,  
City Recorder.

Published in the St. Johns Review July 8 and 15, 1910.

**Proposals for SEWER CONSTRUCTION**

Sealed proposals will be received at the office of the City Recorder of the City of St. Johns until Aug. 2, 1910, at 5 o'clock, p. m., for the construction of sewers in district No. 3 as defined by resolution relative thereto according to the plans and specifications of the city engineer on file at the office of the city recorder and subject to the provisions of the charter and ordinances of the city of St. Johns, and the estimate of the city engineer, on file.

Bids must be strictly in accordance with printed blanks which will be furnished on application at the office of the Recorder of the city of St. Johns. Said improvement must be completed on or before 100 days from the date of the signing of the contract by the parties thereto.

Engineer's estimated cost \$21,205.01.

No proposals or bids will be considered unless accompanied by a certified check payable to the order of the mayor of the city of St. Johns, certified by a responsible bank for an amount equal to ten percent of the aggregate proposal, to be forfeited as fixed and liquidated damages in case the bidder neglects or refuses to enter into a contract with the city of St. Johns for the faithful performance of said work in the event the contract is awarded him.

The right to reject any and all bids is hereby reserved.

By order of the City Council,  
A. M. ESSON, Recorder.  
Published in the St. Johns Review July 15, 22 and 29, 1910.

**Executor's Notice to Creditors**

In the County Court of the State of Oregon, for the County of Multnomah.

Notice is hereby given that the undersigned has heretofore been appointed by the above named court as executor of the estate of said deceased, and has qualified as such. All persons having claims against said estate, will present the same with proper vouchers to the undersigned at the First National Bank of St. Johns, Oregon, within six months from the date of the publication of this notice. The date of the first publication of this notice is the 24th day of June, 1910.

P. F. DRINKER,  
Executor of the estate of William H. Guile, deceased.  
COLLIER & COLLIER,  
Attorneys for Executor.

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Dear friend: They have hired me down at the store. What do you think I do? Oh! Pretzels! I am in the shoe department. It is the best yet, and we carry the Chippewa hand made shoes, that wear just like mine that you see in my picture, and they are of the finest and neatest shapes you ever saw—just the same as the swell people in the big cities wear. I like to work here. They treat me fine. They treat everybody that way though, and you just can't help liking to trade here once you begin, for their prices are right and they keep the best of everything. Oh yes, I pretty near it forgot. We carry the famous TILT shoes in all styles and sizes; childrens, Misses, boys, men and women's shoes, and you can't find a more reliable brand anywhere. You ought to come and see them. Your friend JACOB.

P. S. I work at

**Muck Mercantile Company**

Phone, Richmond 821

**Notice of Guardian's Sale of Real Property.**

Notice is hereby given, that pursuant to an order of Hon. T. J. Cleeton, county judge for Multnomah county, Oregon, dated June 20, 1910, I will, on and after the 30th day of July, 1910, proceed to sell at private sale, for the best cash price obtainable, the undivided half interest of Myron Claire Forbes and Edward Stuart Forbes, minors, in lots three, four, five and six, in block twelve, James Johns second addition to St. Johns Multnomah county, Oregon. Robert B. Forbes, and Fred V. Forbes, brothers of said minors, owned the other half interest in said lots and have agreed to sell same at price accepted for the half interest of said minors. Abstract showing fee simple title in Myron Claire Forbes, Edward Stuart Forbes and Robert B. Forbes and Fred V. Forbes will be furnished the purchaser.

For full particulars, inquire of D. C. Rogers, room 214 Board of Trade Building, Portland, Oregon. Phone Main 6659.

Guardian for Myron Claire Forbes and Edward Stuart Forbes, and agent for Robert B. Forbes and Fred V. Forbes.  
George J. Perkins,  
Attorney for Guardian.

First publication Friday, July 1, 1910. Last publication, Friday, July 29, 1910.

**GAS APPLIANCES**  
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The St. Johns Gas Company has added a fine line of cooking and lighting appliances. Every gas range sold is connected to piping free. Now is the time to use gas for your cooking and avoid standing over a hot stove. Safe, convenient, clean, and a saver of time and trouble. Cheaper than wood, lasts longer and goes farther. Vulcan range is the best. Let us sell you one.

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A. UNGER, Sole Agent  
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**Wm. McMURRAY, General Passenger Agent, Portland, Ore.**

Spokane, Portland & Seattle Railway.

**Northern Pacific Railway**

**LEAVING ST. JOHNS**

Inland Empire Express, 9:25 a. m.; for Chicago, St. Paul, Omaha, Kansas City, St. Louis, Walla Walla, Pasco, Roosevelt, Granddallies, Golden Dale, White Salmon, Stevenson, Vancouver and intermediate stations.  
North Bank Limited, 7:05 p. m.; for Chicago, St. Paul, Omaha, Kansas City, St. Louis, Walla Walla, Pasco, Roosevelt, Granddallies, Golden Dale, White Salmon, Stevenson, Vancouver and all intermediate stations.  
Columbia River Local, 12 o'clock noon; from Clifton, Granddallies, Golden Dale, Lyle, White Salmon, Quamas, Vancouver and all intermediate stations.

**ARRIVING AT ST. JOHNS**

Inland Empire Express, 7:47 p. m.; from Chicago, St. Paul, Omaha, Kansas City, St. Louis, Walla Walla, Pasco, Roosevelt, Granddallies, Golden Dale, White Salmon, Stevenson, Vancouver.  
North Bank Limited, 7:05 a. m.; from Chicago, St. Paul, Omaha, Kansas City, St. Louis, Walla Walla, Pasco, Roosevelt, Granddallies, Golden Dale, White Salmon, Stevenson, Vancouver and all intermediate stations.  
Columbia River Local, 12 o'clock noon; from Clifton, Granddallies, Golden Dale, Lyle, White Salmon, Quamas, Vancouver and all intermediate stations.

**NOTICE TO ADVERTISERS.**

In order to insure a change of advertisement the copy for such change should reach this office not later than Wednesday, at 3 o'clock p. m. Please remember this and save the printer

**LEAVING ST. JOHNS**

North Coast Limited via Puget Sound 10:30 a. m.  
North Coast Limited via North Bank 7:45 p. m.  
Atlantic Express via Puget Sound 7:15 a. m.  
Atlantic Express via North Bank 9:25 a. m.  
Twin City Express via Puget Sound 3:30 p. m.  
Twin City Express via North Bank 7:50 p. m.  
Eastern Express via Puget Sound 12:35 p. m.  
Eastern Express via North Bank 9:25 a. m.  
Mo. River Express via Puget Sound 7:25 p. m.  
Portland, Tacoma & Seattle Express 7:05 a. m.  
Puget Sound Limited 10:00 a. m.  
Puget Sound Express and Grays Harbor, Olympia and South Bend Branches.  
Puget Sound Limited, 3:30 p. m.; Grays Harbor and South Bend Branches.  
Yaquina Passenger 8:00 a. m.; 4:30 p. m.

**ARRIVING AT ST. JOHNS**

North Coast Limited via North Bank 7:42 p. m.  
North Coast Limited via Puget Sound 6:35 a. m.  
No. Pacific Express via Puget Sound 6:49 p. m.  
No. Pacific Express via North Bank 7:47 p. m.  
Pacific Express via Puget Sound 7:17 p. m.  
Pacific Express via North Bank 7:17 p. m.  
Western Express via Puget Sound 10:05 p. m.  
Western Express via North Bank 7:45 p. m.  
Mo. River Express via Puget Sound 8:58 p. m.  
Portland, Tacoma & Seattle Express 3:15 p. m.  
Puget Sound Limited 8:45 p. m.  
Yaquina Passenger 8:45 a. m.

O. M. Corbett, Agent.