RESOLUTION.

It is resolved by the City of St. Johns: That, Whereas, the viewers in the mat-ter of the opening, widening and altering

scribed tract of land, 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 Johns and D. S. Southmayd, said point being lo-cated north 44 degrees west, 15,2 feet distant from a stone monument at the intersection of the line between the D. S. Southmayd and James Johns claims with the southeasterly side line of the with the southeasterly side line of the said right of way: running thence from the said point of beginning north 55 de grees 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 1534 feet more or less to a point, said point being the point of beginning of a curve to the right whose radius is 573 feet; thence northeasterly and easterly along said center line of the Portland feet more of the Portland feet be cost of improving feet; thence northeasterly and easterly along said center line of the Portland feet; thence northeasterly and easterly along said center line of the Portland feet; thence northeasterly and easterly along said center line of the Portland feet; thence to the southeasterly and easterly along said center line of the Portland feet fairhaven street to the southeasterly

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 northerly from the center line of the Portland Railway, Light and Power tablished on South Depot street; thence easterly along a line which is parallel with and 15 feet northerly from the cen-ter line of the Portland to the sparallel with and 15 feet northerly from the center is parallel with and 15 feet northerly from the cen-ter line of the Portland to the sparallel with and 15 feet northerly from the center is parallel with and 15 feet northerly from the cenwith and 15 feet northerly from the cen-ter 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 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 Wm. Caples Donation Land Claim to the point of beginning; excepting from the above described strips of real property all that portion which lies outside the boundaries of South Denot street in the boundaries of South Denot street in the above described strips of real property all that portion which lies outside the

made below sub-grade of said Pessenden street and the ballasting of said tracks but in no event shall the said Portland Railway, Light and Power Company, its successors and assigns, be subject to or liable for any assessment or cost of gradindice the opening, widening and altering of Fessenden street between Jersey street and the southeasterly limits of the City of St. Johns, have filed their report with the Council, which said report was adopted by ordinance No. 3to of the City of St. Johns, passed by the Council and signed by the Mayor on the 9th day of August, 1000, and by the Mayor on the 9th day of August, reproved to the second se the Charter of said city or its successors Adopted this 30th day of August, 1910. A. M. ESSON,

Recorder. Published in the St. Johns Review eptember 2 and 9, 1910.

ORDINANCE NO. 314.

An Ordinance Providing the Time and Manner of Improving Columbia Boulevard from Fairhaven Street Dear Cousin Hans: to City Limits in the City of

converted the register of the portland Railway, Light and Power Company's tracks and tracing the arc of the last described curve a distance of 334 feet and consuming an angle of 53 degrees 241-2 minutes to a point; thence tangent to the last named curve and tracing the said center line of the said Portland Railway, Light and Power Company's track in an easterly direction a distance of 142-92 feet to a point in the west line of the Wm. Canles Domation Land Claim the west line of the Wm. easterly direction a distance of 141 of teet to a point in the west line of the Wm. Caples Donation Land Claim, the said paper, which said affidavit is on file in the office of the city recorder; and legal posting of notices Cousin Hans? Vell, Mr. Muck, he

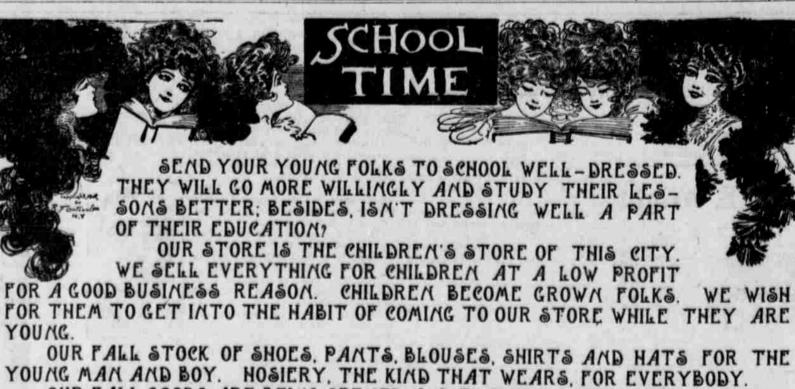
cement sidewalks, 12-foot curbs entire length, together with all necessary wooden cross-walks and box-gutters,



I haf been promotioned again

vonce. It vas like dis vay. Dot pretty fraulein vot I got her feets mixed mit her shoes sodot she vent The City of St. Johns does ordain as pigeons-toed camed in und made a spiel to Mr. Muck und said vould he be so kind uud concentrated as to forgif und forget me for it vos not my fault dot her feets don't





OUR FALL GOODS ARE BEING OPENED AND PLACED ON SHELVINGS. WE HAVE A MORE VARIED LINE AND LARGER QUANTITIES THAN EVER AND WE ARE EX-PECTING FALL BUSINESS TO BE BEST YET.

BONHAM & CURRIER

Proposed Assessment for Street Improvement

und ven she vas gone he said to me he guessed I haf made smashed mit Johns, from the easterly side line of Willis boulevard to the westerly side line of Myers street.

Caples Donation Land Claim, the said point being south 20 degrees 15 minutes for the control control of such improvement, as shown by the affdavit of the city engineer on file in the office of the city recorder, and no the office of the city recorder is a tree to a provide by said resolution, the engineer. That the said attreet be improved and the inter fine of the City lite of st. Johns having ascertained what he deems a just apportion of land. The most street is special and peculiar benefits defined in the resolution of intentions to improve said street. Now, THEREFORE, the Recorder of the City of St. Johns hereby apportion of an improvement district defined by used at sixty days from the last nublication of notice of proposals. The tax on, und all kinds pretty little Miss Vogue puts the associated and peculiar benefits derived by such property by said improvement.

LOT BLOG

South half of

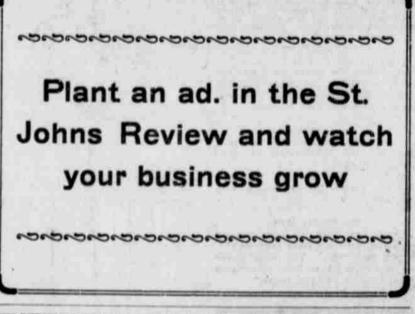
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boundaries of South Depot street in the City of St. Johns, and within blocks D, E and F of East St. Johns, (reference being had herein to the established and being had herein to the established and recorded maps and plats of said Rast St. Johns, blocks A, B, C, D, H, F, G, \mathbf{m} , J, K, L, M, N, O, P, Q, R and S,) be, and it is hereby declared to be a portion of said Pessenden street, and dedicated to public use for street pur-poses subject to the following conditions and reservations and restrictions:

First: there shall be reserved to the Portland Railway, Light and Power Company, its successors and assigns, an exclusive and perpetual right of way for railway, street railway, and electrical purposes, over, across, along and upon its said right of way so to be appropriatof August, 1910, ed and condemned for street purposes as hereinhefore set forth, together with the right to locate, construct, equip, repair, •perate and maintain over, across, upon September and, 1910. and along 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 double tracks or to change from double tracks to a single track,) and all the necessary and convenient switches, side tracks, turnouts, cross overs, and connections, and the right to operate and

propel cars along and upon said track or tracks by means of electrical power or from the north line of Barton's addition ether improved mechanical power (all of to the County Road in the city of the termini of such improvements abuttion to apply to St Johns in the following manner ting upon, adjacent or proximate to said Mohawk street from the marginal Light and Power Company now located on said right of way as well as those hereafter to be located or constructed thereon by said Portiand Railway, Light and Fower Company, its successors and assigns,) and the right to stretch over, upon, along, and acress said right of way trolley wires, span wires, and feed wires, with all necessary and convenient appli-by approved. Said improvements to

ances and appartenances, and the 'right and erground conduits on said right of way with all necessary and convenient appliances and appurtenances for the carrying of said wires, or any thereof, under said right of way, or any part thereof, and all other necessary and con-venient rights or program and con-venient right or program and con-thereof.

venient rights or reservations in the nature of easements, pertaining to or connected with the railway, street rait-way, light or powerbusiness of said Port. land Railway, Light and Power Company, its successors and assigns, in car-rying out its or their corporate purposes, upon, adjacent or proximate to said and there shall be reserved further to the Portland Railway, Light and Power Company all said rights the company now has in said right of way for the purpose of building, maintaining and operating a railroad or street railway and using the said right of way for all legitimate rail-raid of street railway and using the said right of way for all legitimate rail-said improvement district aforesals

road or street railway purposes, including the right to operate cars thereon and to charge and collect charges, fares and tolls for the transportation of passengers and freight carried on such cars.

Second: The said Portland Railway, Light and Power Company, its successors and assigns, shall forever be even pt and free from every and all mannes of saments or costs for laying Jut. grading, paving, improving, maintaining or repairing of said Pessenden St. or any part thereof which hasbeen heretofore or may hereafter be opened, laid out and es-tablished, over, across, along or upon the said right of way of the said Portland Railway, Light and Power Company, or over, across, or along any and all real property adjoining to or abutting upon the said right of way of the taid Portland Railway, Light and Power Company, ex-cept that the said Portland Railway, Light and Power Company, its successors and assigns, shall be subject to and lia-ble for the cost of the actual work to be done or performed by it or them on its or their track and the cost of all necessary excavations therefor which may be

It is resolved by the city of St. Johns making said improvement Said improvement shall in all respects

J. F. HENDRICKS.

A. M. ESSON,

Published in the St. Johns Review

RESOLUTION

It is resolved by the city of St. Johns.

That it doems it expedient

Attest:

\$522,00.

facility

A. M. ESSON,

September 2 and 9, 1910.

Recorder.

Bank offers every convenience and

Mayor.

Recorder

That it deems it expedient and necessary to improve Mohawk street from the done and completed in conformity westerly line of Ivanhoe street to the easterly line of Willamette boulevard in with the provisions of Ordinances No reo except as otherwise provided in this ordinance; all work to be done the city of St. Johns in the following manner, to-wit: under the direction and supervision of the city engineer.

N. West 1-4 of the city engineer. That the cost of said improvement shall be assessed against the property in Rast half of West half of N. East 1-4 of the local improvement district as de on either side with 6-foot cement walks, N. West 1-4 of scribed in said resolution and designated 12-foot curbs, full length, with all nece-South half of as and declared to be "Local Improvessary wooden crosswalks and box gutters, N. West 1-4 of and by placing a strip of macadam in N. East 1-4 of the center 14 feet wide, 8 inches deep South half of ment District No. 45." Passed by the council this 30th day of August, 1910, Approved by the mayor this 30th day

in the center and 6 inches on either side said cement walks and curb to have expansion joints where directed by the city engineer. All work to be done according to the plans and specifica-North half of tions of the city engineer on file in the office of the city recorder relative S. East 1-4 of S. West 1-4 of

thereto, which said plans and specificacations and estimates are satisfactory and are hereby approved. Said improve-ments to be made in accordance with the charter and ordinances of the city of

St. Johns, under the supervision and di-rection of the city engineer. That the cost of said improvement to e assessed as provided by the city char-

and street dition ablocks and parcels of land between Mohawk street from the marginal lines of said street back to the center of the

ting thereon or proximate thereto. That all property included in said im plans and specifications of the city engineer on file in the office of the ovement district aforesaid is hereby declared to be local improvement district

mates are satisfactory and are here-by approved. Said improvements to the probable total cost of said improvebe made in accordance with the charter and ordinances of the city of nent of Mohawk street is \$3280.23. Adopted the 23rd day of August, 1910. A. M. ESSON. the ment

City Recorder. Published in the St. John's Review August 26 and Sept. 2, 1910.

city charter upon the property espec THE PALM CAFE Thos. Glover, Prop. and parcels of land between the ter

said improvement district aforesale Choice liquors of all kinds at is hereby declared to be "Local Improveprices most reasonable.

ment District No. 47." That the city engineer's assess ment of the probable total cost of said improvement of said Oswego street All our meats are government inspected and the best that money can tract is awarded him. They are neatly and carefulbuy That the cost of said Oswego street to be assessed against the property in said local assessment district as provided by the charter of the City of St. Johns. Adopted the 30th day of August, 1910.

For Sale-A fifty dollar course Published in the St. Johns Review, in the Scranton International Correspondence School, any depart Put aside a small sum today as a starter toward that BANK AC. rate of \$5.00 down, \$5.00 per COUNT you will be proud of month; further discount for cash.

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pretty soon. The First National Address "B," this office.

The assessment district herein extends half way to the next street paralle with said Thompson street. Such proposed assessment has been apportioned and is on file in the office of the City Recorder and subject to examination. Objections to said apportionment may be made in writing to the Council and filed with the Recorder on or before the rath day of September, 1910. Which objections will be

onsidered by the Council September 13, 1910. Published in the St. Johns Review Aug. 26 and Sept. 2, 1910.

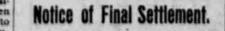
SUMMONS. In the circuit court of the State of Oregon, for the county of Multnomah. Sarah McDonald, Plaintiff

Lawrence V. McDonald Defendant

Sealed proposals will be received at the office of the City Recorder of the City of St. Johns until Sept. 13. 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 To Lawrence V. McDonald: In the name of the state of Oregon you are hereby required to appear and answer the complaint filed against you in the above entitled cause on or before in the above entries the pice, and you the 9th day of September, 1910, and you are hereby notified that if you fail to aprecorder and subject to the provisions of the charter and ordinances of the city of recorder and subject to the provisions of the charter and ordinances of the city of St. Johns, and the estimate of the city want thereof will apply to the court for the relief demanded in her said complaint. This summons is served upon you by publication thereof in the St. Johns Re view, a weekly newspaper of general cir-culation, published at St. Johns, Oregon, pursuant to an order of the Honorable

Robert G. Morrow, duly made and en tered on the 20th day of July, 1910. The date of first publication of this summons is July 29, 1910. The last pub-lication will be September 9, 1910. COLLIER & COLLIER

Attorneys for Plaintiff



Notice is hereby given that I have filed with the County Clerk of Multnomah County, State of Oregon, my final ac-count and report as administrator of the estate of Ann Merrill, deceased, and the Court has set September 5th, 1910 as the time for hearing objections thereto and the final settlement of said estate. FRANK MERRILL. Inland Empire Express, 0 25 a. m.; for Chicago, St. Paul, Omaha, Kanasa City, St. Louis, Walla Walla, Pasco, Roosevelt, Granddalles, Golden-dale, White Salmon, Stevenson, Vancouver and intermediate stations. The right to reject any and all bids date, white saimon, stevenson, vancouver and intermediate stations. North Bauk Limited, 7:85 p m.: for Chkago St. Paul, Omaha Kanass City, St. Louis, Spokane, Sprague, Ritzville, Lind, Pasco, Roosevelt Graud-dailes, White Salmon, Stevenson and Vancouver. Johumbia River Local, 4:00 p. m.; for Vancouver, Canas, White Salmon, Lyfe, Granddalles, Cliffs and all intermediate stations. FRANK MERRILL, FRANK MERRILL, Administrator of the estate of Ann Merrill deceased. Published in the St. Johns Review, August 5, 12, 19, 26 and September 2, 1010. A. M. ESSON, Recorder. Published in the St. Johns Review Aug. 26, and Sept. 2 and 9, 1910. aland Empire Express 7.47 p. m., from Chi go, St. Paul, Omaha, Kanasa City, St. Loo Spokane, Sprague, Ritzville Lind, Pas Roosevelt, Granddaltes, White Saimon, St Deposit your money in our bank When a good investment comes YOUR way we'll help you grasp it.

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Wm. McMURRAY, General Passenger Agent, Portland, Ore.

Spokane, Portland & Seattle Railway.

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ARRIVING AT ST. JOHNS

Frent, Vancouver. Bank Limited, 7:06 a. m.; from Chicago, and Omaha, Kanaas City, 84. Louis, Walta and Omaha, Kanaas City, 84. Louis, Walta Pasco, Roosevell, Grandhalles, White Pasco, Roosevell, Grandhalles, Waltar, Bartar, Barta

diate stations. siambia River Local 110'clock noon: from Cliffs, Granddalles, Goldendale, Lyle White Saimon, Camas, Vancouver and all intermediate sta-

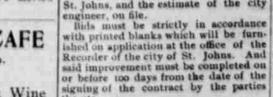
Northern Pacific Railway

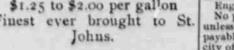
LEAVING ST. JOHNS

LEAVING ST. JOHNS North Coast Limited via Paget Sound 10. 10 a. m North Coast Limited via North Bank - 7.25 p. m; Atlantic Express via Paget Sound - 1935 a. m. Atlantic Express via North Bank - 7.25 p. m. Fastern Express via North Bank - 7.35 p. m. Fastern Express via North Bank - 7.35 p. m. Fastern Express via North Bank - 7.35 p. m. Fastern Express via North Bank - 7.35 p. m. Fastern Express via North Bank - 7.35 p. m. Fastern Express via North Bank - 7.35 p. m. for Grays Harbor, Olympia and South Bend Branches. Paget Sound Limited, 1.50 p. m.; Grays Harbor and South Bend Branches. Tacol, Fastenger - 400 p. m. ARRIVING AT ST. JOHNS North Coast Limited via North Bank - 7.47 p. m.

const Limited via North Bank - 747 p. m oust Limited via Puget Sound - 6558 a. m fig. Express via North Bank - 7.17 a. m fig. Express via North Bank - 7.17 a. m fig. Express via North Bank - 7.47 p. m Express via Puget Sound - 658 a. m Express via North Bank - 7.47 p. m Express via North Bank - 7.47 p. m th Const Limited via Puget Sound Pacific Express via Puget Sound fie Express via Puget Sound fie Express via North Bank fie Express via North Bank ern Express via North Bank ern Express via North Bank River Express via North Bank River Express via Puget Sound River Express via Puget Sound and Facound & Seattle Express and Oyunpis, Booth Band and Grays et Sound Limited O. M. Cornell, Agent.

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thereto. Engineer's estimated cost \$21,203.01. 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 responsi-ble bank for an amount equal to ten per cent, of the aggregate proposal, to be forficited as fixed and liquidated dam-ages in case the bidder neglects or re-fuses to enter into contract and provide a suitable bond for the faithful perform-ance of said work in the event the con-tract is awarded bim.

hereby reserved. By order of the City Council,

DR. R. A. JAYNE

Proposals for

SEWER CONSTRUCTION