

NORWAY'S INCOME TAX.

It Reaches All Incomes in Excess of \$83.08 Per Year.

How should you like to pay an income tax on next to nothing? If you were a Norwegian living at home and earning \$134 a year you would be taxed on one-tenth of it if you were unmarried; on about one-twentieth of it if you were married and had no children. If you had children you still would be taxed on one-fifth of it.

With an income of \$536 a year you would be taxed if unmarried on more than half of your income, if married and having no children on about 40 per cent of your income, having one child on about 37 per cent, two children on about 31 per cent.

Unmarried and having an income of \$2,080 a year in Norway your income tax payment would be \$421.22; married, with one child, \$380.94; married, with six children, \$355.17. All that you would get off your income tax (married for having six children would be \$90; all that you would get off by having five more children would be \$44 and six bits!

Married or unmarried in Norway, you could escape paying an income tax only by having an income less than \$83.08 a year. Think of paying an income tax out of earnings of \$7 a month—New York Press.

THEY PLAYED CHESS.

The Loser Afterward Learned Without Asking Why He Lost.

Baron Hengelmüller, the Austrian diplomat, a man famous for his chess ability, one day at a house in Washington met a young man whose name he did not catch when the introductions were made. Chess was the topic of the conversation by all those in the company, and presently the young man suggested, diffidently that he would be highly honored if the baron would play a game with him.

The baron consented. They sat down. After a few moves the baron looked up from the table checked and found the young man reading a paper. The chessmen were played again and, after not so many moves as before, the baron looked up to find the young man reading the paper and himself checked.

After his dinner the baron came back. He wanted another game, being somewhat chagrined at the ease with which he had been beaten. As he came in he found the young man who had played with him that afternoon twofolded and playing against six teen opponents at the same time. The young man was Pillsbury.—Saturday Evening Post.

Our Sleep.

As a race we sleep too little. An infant's life is nearly all sleep. Gradually as the child grows older the hours of sleep are shortened to half the day or about eight hours. Youth until the age of twenty is reached requires fully ten hours' sleep. Although nature demands fewer hours' sleep in summer than in winter, it has been proved that eight hours of sleep are required for the average adult in good health. By this, explains the Pittsburg Dispatch, is meant not simply eight hours in bed, but that amount of good, sound, restful sleep after night. Our power to work is intimately related to our ability to sleep, and there is no more reliable indication of sound health than the capacity to sleep naturally, and the more active and energetic the waking life the deeper the sleep.

His Light Diet.

The actor's sense of humor is always uppermost. He will jest about his hard luck, his ill luck or almost anything that offers an opportunity for a joke. Generally, too, he has courage—the courage to smile when his heart is heavy. A comedian, who was known to be in desperate straits, was invited to a social gathering one evening. When the poor actor arrived he was seen to be thinly clad, although the weather was bitter cold. He looked also as if he had not had any too much nourishment for some time. The hostess greeted him cordially. "I am so glad to see you," she said. "How well you are looking?" "Yes," replied the comedian; "the wind has been very nutritious of late"—Saturday Evening Post.

A Kicking Deferred.

Aunt Clara is her young nephew, who has just brought a bucket into the parlor where she is sitting—flood gracious, Tommy! What are you doing with that bucket? Take it down to the kitchen at once. Tommy—I want you to kick it. Aunt Clara, cause I heard papa saying when you kick the bucket we'd get at the very least \$25,000.

His Objection.

Mrs. Klechick—John, I want you to buy a new pair of suit. Mr. Klechick—Maria, I've been agreeable enough so far to get different clothes for morning, noon, afternoon and night, but I'm dissatisfied if I'll change 'em every time I go into a different room.—Brooklyn Life.

Her Gain.

Mrs. Jones—Does your husband remember your wedding anniversary? Mrs. Smith—No; so I remind him of it in January and June and get two presents.—Harper's Bazar.

Feminine Ideals.

I look for the day when women will cease to be imitative, copying men, but will become completely, perfectly and proudly women.—A Woman's Letter in London Times.

REVIEW'S LEGAL BLANKS

The following list of legal blanks are kept for sale at this office and others will be added as the demand arises:

Warranty deeds, Quit Claim Deeds, Realty and Chattel Mortgages, Satisfaction of Mortgages, Contracts for Sale of Realty, Bills of Sale, Leases. All these blanks at the uniform price of 30c per dozen.

ORDINANCE NO. 423

An Ordinance Declaring the Cost of Improving Buchanan Street, Between the Northern Line of St. Johns Heights Addition and the Southern Side Line of Fessenden Street, and Assessing the Property Benefited Thereby, Declaring Such Assessment and Directing the Entry of the Same in the Docket of City Liens.

The city of St. Johns does ordain as follows:

That the council has considered the proposed assessment for improving Buchanan street between the northern line of St. Johns Heights Addition and the southern side of Fessenden street, and all objections made thereto, hereby ascertains, determines and declares the whole cost of said improvement in manner provided by Ordinance No. 374 to be the sum of \$9,085.73, and that the special and peculiar benefits accruing to each lot or part thereof or parcel of land within the assessment district, by reason of said improvement and in just proportion to such benefits, are in the respective amounts set opposite the number or description of each lot or part thereof or parcel of land in the following annexed assessment roll, and said assessment roll, which is numbered 57, is hereby adopted and approved as the assessment for said improvement, and the recorder of the city of St. Johns is directed to enter a statement of the assessment hereby made in the docket of city liens, and cause notice thereof to be published as provided by charter, which assessment is as follows:

Table with columns: Lot Block, Addition, Amt., Point View. Lists various lots and their assessed amounts.

ORDINANCE NO. 422

An Ordinance Providing the Manner of Sale and Redemption of Property Sold for Delinquent City Assessments.

The city of St. Johns does ordain as follows:

Section 1. That from and after the taking effect of this ordinance when any property in the city of St. Johns has been duly advertised for sale for delinquent assessments, as provided in sections 121 and 122 of the city charter of said city, and at such sale when any lot, piece or parcel of land has been duly auctioned by the city treasurer and no bid has been received by him, it shall then be his duty at that time to call "No bid, once; no bid, twice; no bid, three times," and should no bid be then made for such property, to announce "Sold to the City." The said treasurer shall then note on his sale list as provided in Section 121 of the city charter opposite the description of the property so sold that same has been sold to City, and at the close of such sale he shall prepare a duplicate of such sale list in full, showing the description of property, last known owner, and present purchaser, or when sold to City to enter such fact, and any other item necessary to be shown, and file such duplicate list with the city recorder, who shall extend the same on the city lien docket.

Section 2. No certificate of delinquency shall be required from the city treasurer on any property sold to City, as in this ordinance provided, but such certificate shall in all cases be at once and at the close of such sale made out and delivered by said treasurer to the person or persons entitled thereto, which certificate shall bear interest and penalty in accordance with the bid at the time of sale.

Section 3. The city recorder shall, at the time of extending the sale list in the lien docket, as described in section 1 of this ordinance, draw separate warrants against the general fund of the city, otherwise appropriated and in favor of the respective street or sewer accounts in amount sufficient to redeem all warrants issued against property sold to City as in this ordinance provided, including costs of advertising and sale, together with interest on such warrants or warrants at the rate of six per cent per annum from date of warrants to date of sale. Provided that no property shall be sold for a greater amount than required to pay existing liens against the same, including interest and costs of sale, which provision shall extend to all delinquent property sold, as in this ordinance provided.

Section 4. After such sale of delinquent property to the city as herein provided, there shall accrue to and for the use and benefit of the general funds of the city, on the total cost of the city of such property, including the cost of advertising and sale, interest at the rate of ten (10) per cent per annum, in addition to a penalty of ten (10) per cent calculated in like manner, provided that should any such property sold as in this ordinance provided, be redeemed by any owner or agent thereof within three months after date of such sale, the penalty shall be 5 per cent.

Section 5. That on the sale of any delinquent property as herein provided the owner or agent thereof shall receive the same at any time within three years from date of sale by paying to the recorder the amount of the original lien plus all costs, penalty and interest, in accordance with original bid, or releasing the same by this ordinance. On receipt of such redemption fund the recorder shall issue an official receipt therefor and credit the total sum of principal, interest, penalty and costs to the general funds of the city.

Section 6. All collections of taxes of this ordinance shall apply with equal force and effect to collections of installments and interest on bonded property when the same is 30 days past due, except that the amount taken from the general fund of the city to meet the cost thereof shall be credited in amounts required to the street bond sinking fund, the street bond interest fund or general fund, respectively, as the same may require.

Passed the council this 5th day of Sept., 1911.

Approved by the mayor this 5th day of Sept., 1911.

K. C. COUCH, Mayor. Frank A. Rice, Recorder.

Published in the St. Johns Review on Sept. 8, 1911.

NOTICE OF Proposed Assessment

Notice is hereby given that apportionment of the cost of improving Kellogg street from Fessenden street to St. Johns avenue, the total cost of which is \$4,131.05, has been apportioned and is on file in the office of the undersigned, subject to examination. Assessment district extends back to the center of lots, blocks or tracts of land abutting on said street as provided by the city charter and resolutions. Remonstrances against said apportionment may be made in writing and filed with the undersigned until 5 o'clock p. m. September 26, 1911.

RESOLUTION

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

By grading said portion of street according to plan and profile filed with the city engineer on the 24th day of August, 1911, placing a 6 foot cement walk with 12 foot curb between Baltimore and Tacoma streets on both sides of said street, and a strip of macadam in center thereof to be 16 feet wide, to be 10 inches deep in center and 7 inches at each edge. Between Tacoma and Pittsburg streets cement walk and curb to occupy 8 feet from property line and laid on southerly side only, and macadam same as between Tacoma and Baltimore streets except that same be laid on southerly side of said street. Cement cross walks to be used, macadam to be continuous between outside termini of improvement.

Work to be done according to the plans and specifications of the city engineer on file in the office of the city engineer 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, and 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 of lots, parts of lots, blocks and parcels of land between the termini of such improvements abutting upon, adjacent or proximate to said street, back to the center of the block or blocks or tracts of land abutting thereon or proximate thereto.

That all the property included in said improvement district aforesaid is hereby declared to be Local Improvement District No. 73.

That the city engineer's assessment of the probable total cost of said improvement is \$2,999.03.

That the cost of said street improvement is to be assessed against the property in said local assessment district as provided by the city charter of the city of St. Johns.

Adopted the 24th day of August, 1911.

F. A. RICE, Recorder. Published in the St. Johns Review on Sept. 1 and 8, 1911.

RESOLUTION

It is resolved by the City of St. Johns: That it deems it expedient and expedient to improve Edison street from the southerly line of Burlington street to the westerly line of Richmond street, in the city of St. Johns in the following manner, to wit: By grading said portion of street to grade as shown on profile filed August 24, 1911 and by laying a 10 foot cement walk with twelve foot curb on both sides of said street the entire length; also by laying a strip of macadam in center of said street the entire length, same to be ten inches deep in center and eight inches deep at edges.

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, and 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 of lots, blocks and parcels of land between the termini of such improvements abutting upon, adjacent or proximate to said Edison street from the southerly line of Burlington street to the center of the block or blocks or tracts of land abutting thereon or proximate thereto.

That all the property included in said improvement district aforesaid is hereby declared to be local improvement district No. 72.

That the city engineer's assessment of the probable cost of said improvement of said street is \$7,347.22.

That the cost of said Edison Street improvement is to be assessed against the property in said local assessment district as provided by the city charter of the city of St. Johns.

Adopted the 24th day of August, 1911.

FRANK A. RICE, Recorder. Published in the St. Johns Review Sept. 1 and 8, 1911.

Proposals for Street Work

Sealed proposals will be received at the office of the City Recorder of the City of St. Johns until Sept. 19, 1911, at 5 o'clock p. m. for the improvement of Baltimore street from the westerly line of Jersey street to the easterly line of Edison street, in the manner provided by Ordinance No. 402, 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.

The engineer's estimated cost of same is \$4,212.70. 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. And said proposals must be completed on or before 60 days from the last publication of notice of proposals for said work.

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 per cent of the aggregate proposal, to be forfeited as fixed and liquidated damages in case the bidder neglects or refuses to enter into contract and provide a suitable bond 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, F. A. RICE, Recorder. Published in the St. Johns Review Sept. 1, 8 and 15, 1911.

NOTICE TO ADVERTISERS.

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

RESOLUTION

It is resolved by the city of St. Johns, Oregon: That whereas, the council of said city did on the 25th day of July, 1911, duly adopt a certain resolution declaring its intention to improve Columbia boulevard on that part thereof lying and being between the westerly side line of Richmond street and the westerly side line of Mohawk street in the city of St. Johns; and,

Whereas, it appearing to said council that it is expedient and necessary that at this time that by authority heretofore granted to it by the county court of Multnomah county, Oregon, prior to the date of incorporation of the said city of St. Johns, the Portland Railway, Light & Power company is maintaining and using its railway track on the northerly side of said Columbia boulevard between Richmond street and Owego street in said city of St. Johns; that to properly improve said portion of street in accordance with the resolution above referred to it is necessary that said railway track be moved to the center of said Columbia boulevard or that portion thereof which said tracks now run;

Therefore, be it resolved that the said Portland Railway, Light & Power company be and the same is hereby granted the right and privilege to move its said railway track from the northerly side of Columbia boulevard to the center of said boulevard between the westerly side line of Richmond street and the easterly side line of Owego street in said city of St. Johns, without cost or expense to it, except the cost of such removal and laying.

That upon the removal and relaying of its track or tracks as herein provided, the said railway company shall have and enjoy in such location all the rights and privileges which it has heretofore enjoyed in its present location.

Adopted by the council this 22nd day of August, 1911.

F. A. RICE, Recorder. Published in the St. Johns Review on Sept. 1 and 8, 1911.

RESOLUTION

It is resolved by the city of St. Johns: That it deems it expedient and necessary to improve Edison street from the southerly line of Burlington street to the westerly line of Richmond street, in the city of St. Johns in the following manner, to wit: By grading said portion of street to grade as shown on profile filed August 24, 1911 and by laying a 10 foot cement walk with twelve foot curb on both sides of said street the entire length; also by laying a strip of macadam in center of said street the entire length, same to be ten inches deep in center and eight inches deep at edges.

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, and 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 of lots, blocks and parcels of land between the termini of such improvements abutting upon, adjacent or proximate to said Edison street from the southerly line of Burlington street to the center of the block or blocks or tracts of land abutting thereon or proximate thereto.

That all the property included in said improvement district aforesaid is hereby declared to be local improvement district No. 71.

That the city engineer's assessment of the probable total cost of said improvement of said street is \$2,894.74.

That the cost of said street improvement is to be assessed against the property in said local assessment district as provided by the city charter of the city of St. Johns.

Adopted the 23rd day of August, 1911.

F. A. RICE, Recorder. Published in the St. Johns Review on August 25 and Sept. 1, 1911.

RESOLUTION

It is resolved by the city of St. Johns, Oregon: That whereas, the owners of Lots numbered 3 and 6 in Block No. 29 in James Johns Second Addition to the city of St. Johns have petitioned this council for permission to improve that part of Burlington street abutting on said property as private work, said work to be done at the same time and in the same manner and with the same bituminous pavement as shall be laid on Philadelphia street under the proceedings now being had for the improvement of said last named street.

That said petition for said private work be and is hereby granted, to be exercised under the direction and supervision of the city engineer. That said city engineer be, and he is hereby, further directed and required to prepare all necessary plans, specifications and profile necessary for the doing of said work, and in connection therewith such plans to cover all that portion of said Burlington street, which shall be chargeable to the city of St. Johns.

Adopted by the council September 5th, 1911.

F. A. RICE, Recorder. Published in the St. Johns Review on Sept. 5 and 15, 1911.

Proposals for Street Work

Sealed proposals will be received at the office of the Recorder of the City of St. Johns until Sept. 19, 1911, at 5 o'clock p. m., for the improvement of Jersey street from the southerly line of Mohawk street to the northerly line of Idaho street, in the manner provided by ordinance No. 420, subject to the provisions of the charter and ordinances of the City of St. Johns, and the estimate of the city engineer, on file.

The engineer's estimate of the probable total cost is \$6,733.88. 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. And said improvement must be completed on or before 60 days from date of the last publication of notice of proposals of said work.

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 per cent of the aggregate proposal, and bonds to the amount of the contract price will be required.

The right to reject any and all bids is hereby reserved. By order of the City Council, F. A. RICE, Recorder. Published in the St. Johns Review on Sept. 1, 8 and 15, 1911.



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The great event of the year. It celebrates the coming of white settlers in 1811. A splendid program for thirty days. Historic buildings and collections, hydro-aeroplans, army and navy evolutions, concerts, opera, fireworks, agricultural exhibits and Pacific regatta.

Special program furnished on request. Daily round trip fares to Catois Beach on the Pacific allow stops at Astoria.

\$4.60 Clatsop Beach and Return

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Low one way fares to all points on the NORTH BANK ROAD. Chicago \$33; St. Louis, \$32; St. Paul, Minneapolis, Kansas City, Omaha, Denver, \$25. From other points in proportion.

Low Round Trips East

August 14, 15, 16, 17, 21, 22, 23, 28, 29, 30. September 1, 2, 4, 5, 6, 7. Stop overs and choice of routes in each direction.

Details will be furnished on application.

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HOLBROOK BLOCK See us for the Choicest Cuts of the Best Meats Obtainable.

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Thoroughly equipped for all kinds of laundry work and Up-to-date in every respect.

Prompt and efficient service guaranteed. Your patronage solicited.

F. A. RICE, Recorder. Published in the St. Johns Review on Sept. 1, 8 and 15, 1911.

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Daily, except Saturday and Sunday, 8:30 a. m. Saturdays only, 1:00 p. m.

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Northern Pacific Railway. LEAVING ST. JOHNS: North Coast Limited via Puget Sound, 10:30 a. m. North Coast Limited via North Bank, 7:45 a. m. Atlantic Express via Puget Sound, 11:30 a. m. Atlantic Express via North Bank, 10:00 a. m. Twin City Express via Puget Sound, 7:30 a. m. Twin City Express via North Bank, 7:15 p. m. Eastern Express via Puget Sound, 11:45 p. m. Eastern Express via North Bank, 10:00 a. m. Mt. River Express via Puget Sound, 11:30 p. m. Portland, Tacoma & Seattle Express via Grays Harbor, Olympia and South Bend branches. Puget Sound Limited, 7:30 p. m. Grays Harbor and South Bend Branches. Vacant Passenger. ARRIVING AT ST. JOHNS: North Coast Limited via Puget Sound, 7:00 p. m. North Coast Limited via North Bank, 4:30 p. m. No. Pacific Express via Puget Sound, 7:30 p. m. No. Pacific Express via North Bank, 7:15 p. m. Pacific Express via Puget Sound, 11:30 p. m. Pacific Express via North Bank, 11:15 p. m. Western Express via Puget Sound, 11:00 p. m. Western Express via North Bank, 7:45 p. m. Mt. River Express via Puget Sound, 11:30 p. m. Portland, Tacoma & Seattle Express via Grays Harbor, Olympia and South Bend branches. Puget Sound Limited, 7:30 p. m. Grays Harbor and South Bend Branches. Vacant Passenger. O. M. Cornell, Agent.

Spokane, Portland & Seattle Railway. LEAVING ST. JOHNS: Lyle Passenger for Lyle, Goldendale and local points, 7:30 a. m. Inland Empire Express, 10:30 a. m. for Chicago, St. Paul, Omaha, Kansas City, St. Louis, Walla Walla, Pasco, Roseburg, Granddalle, Goldendale, White Salmon, and Vancouver. North Bank Limited, 7:30 p. m. for Chicago, St. Paul, Omaha, Kansas City, St. Louis, Spokane, Riverville, Lind, Pasco, Roseburg, and Vancouver. Columbia River Local, 5:55 p. m. for Vancouver, Cama, White Salmon, Lyle, Granddalle, Clifton and all intermediate stations. ARRIVING AT ST. JOHNS: Inland Empire Express, 7:30 p. m. from Chicago, St. Paul, Omaha, Kansas City, St. Louis, Walla Walla, Pasco, Roseburg, Granddalle, Goldendale, White Salmon, and Vancouver. North Bank Limited, 7:30 p. m. from Chicago, St. Paul, Omaha, Kansas City, St. Louis, Walla Walla, Pasco, Roseburg, Granddalle, Goldendale, White Salmon, and Vancouver. Columbia River Local, 5:55 p. m. from Vancouver, Cama, White Salmon, Lyle, Granddalle, Clifton and all intermediate stations. Lyle Passenger 7:30 p. m. from Lyle, Goldendale and local points. All trains stop for passengers. Tickets on sale for all points. O. M. Cornell, Agent.

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