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 facetious 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

First Electric Railway of the World, Berlin Exposition, 1879.

natural, over an invention which threatens to relegate them to a sausage factory."

That was less than twenty years ago. Today the New York Central Railroad Company is expending $50,000,000 in the electrification of the first thirty-five miles of its system, and the car horses were long ago relegated to the boneyard, if not to the "sausage factory."

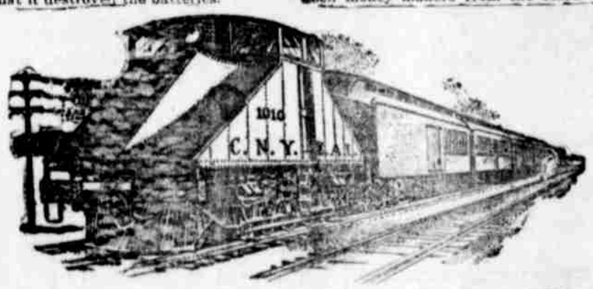
"They" have done marvelous things since the increasing knowledge of electricity opened up a new world of achievement, and we have scarcely crossed the threshold. In 1880 the electric car was a dream; in 1890, an experiment; in 1900, a great and wonderful fact which is revolutionizing passenger transportation and will enable human beings to move from place to place twice as fast as they do at present.

Born in Old Vermont.

When in 1834 Thomas Davenport, of Brandon, Vt., ran a toy motor mounted on wheels on a small circular railway, the modern electric railroad with its possible speed of over one hundred miles an hour was born.

In 1838 Robert Davidson, of Aberdeen, Scotland, built an electric locomotive which actually reached a speed of four miles an hour on the Edinburgh-Glasgow railway. Nine years later Professor Moses G. Farmer operated an experimental car which carried two passengers at Dover, New Hampshire.

Then the United States congress became interested. By special grants Professor Page of Smithsonian institute was aided in the construction of several forms of motors. One of them was used as a locomotive and, driven by a battery of one hundred Grove elements, was tried April 29, 1851, on a railroad running from Washington to Bladensburg. A speed of nineteen miles an hour was developed, so great that it destroyed the batteries.



One Hundred Mile an Hour Electric Train, Chicago-New York Electric Air Line.

Numerous other experiments followed, all commercial failures because the motors were crude and the source of power a primary battery. The development of the wonderful modern dynamo was necessary before electric railroading could become a commercial success. The first great step was in 1860, when an Italian named Pacinotti invented a continuous current dynamo. Three years later the first practical commercial machine for continuous current operation was made by Gramme.

Still the modern electric car was impossible. The "reversibility of function" had yet to be discovered, involving electrical transmission of energy through two machines, one driven by power and generating electricity; the other reversing the operation, receiving electricity and developing mechanical power.

Like many other important discoveries, this is said to have been the result of accident. A workman coupled a machine to a live circuit by mistake and was greatly astonished to see it begin to rotate. This reversibility of function was publicly demonstrated for the first time at the Vienna exposition in 1873.

Not until 1879 was the first electric railway put in operation, taking the current from a dynamo, using a modern motor and carrying passengers. This novelty was in operation at the Berlin exposition and was a mile and two-thirds, in length. The train consisted of a small locomotive and three small cars, capable of carrying twenty people. It reached a speed of eight miles an hour.

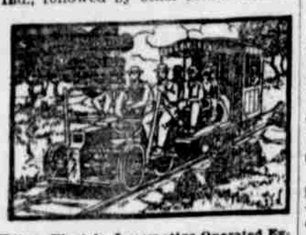
Electric Train Just Installed on New York Central Railroad, 1906.

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, 1886. 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 Derpoele at South Bend, Ind., followed by other small roads in



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 1905 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 drizzling 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 money makers from the start.

The greatest development has been in the east; but the west 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 wave good bye to steam trains on a parallelling 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 LaPorte, 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 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. Steinmetz, 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 car 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, 1886.

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 don't want to die," she said, "I want to see what they are going to do."

Valentine's Day.

In lieu of painted flowers, and thoughts in golden words,
On cards embossed, bedecked with painted birds,
I send my wishes to thee, dear friend,
In plainest language, and most plainly penned;
This day of Valentine when birds begin to mate,
So says the ancient lore, and so the ancient's prate,
Is coming "Spring", when nature waked once
From her legarthic sleep, brings from her store,
Her darling treasures—flowers—that speak of love
And birds to warble praises of the realm above
And trees and plants in answer to her call,
Begin to "don" their gayest dress and cast the pall
That stern old Winter, with his blustering air,
Bade nature's children "doff" the other wear;
And now to sing the victory o'er the stern old king,
Nature assumes her way and orders everything.
And snow drops white and crocusses so gay;
Put on their regal dress and honors pay
To nature's queen, the beauteous Spring,
Who softly glides to earth and music bring;
The birds, that follow in her train,
Open wide their mellow throats and swell the train.
To usher to her realm, her mandates bear
To all her subjects—trees, shrubs and flowers fair,
In silent language, and in gorgeous dress
They speak to mortals, with their mute caress;
Sol looks down and smiles with kindly ray,
Kisses the beauteous queen and enjoys her sway;
"Sainted Valentine" issuing from his store,
Proclaims the queen's behests in floral lore,
To listening man; the young, the old, the gay,
And everything in nature revels in the day.
So then my dearest friend, in warmest friendship
I send thee a year's best wishes thou my thoughts
desery,
Hidden within these lines, Fair Flora's arts
conceal
And breathe a wish for me—a wish for weal.

ALBERT O. TAYLE.

Eggs for Hatching.

Full blooded brown Leghorns barred Plymouth Rocks, White Rocks and black Minorcas.

C. Rhoades,
Cor. 7th and Oak Sts.

The Oregonian and Independent, one year, $2.

If the ground is cold the strawberry bed may be burned over, which will clean the surface. This need not be done until later, if preferred, or just before the winter mulch is removed. After the plants have made their growth a mulch of clean straw or salt hay will not only assist to promote their growth, but will protect against drought and also aid in keeping the fruit clean. It is not necessary to cultivate strawberries in early spring, as cultivation disturbs the surface roots, but the bed should be cleaned however, by fire or raking.

There are many duties on the farm that are preformed only during certain seasons, but an amount of preliminary work can be done in winter which will save time in the spring. Not a seed should be planted that has not been examined, and an overhauling of the tools should not be overlooked. Get ready for spring in advance, so as to prepare for hurry during the planting season. The manure heap should also receive attention, as the condition of the manure will largely influence the start of the plants in the spring.

In a pastoral letter Bishop N. C. Matz has forbidden marriage between Catholic men and non-Catholic women in the diocese of Colorado. The marriage of Catholic women to non-Catholic men is discouraged, but is still permitted by the bishop under the restrictions heretofore enforced.

Banker Scott Dead.

A Forest Grove special of the 18th says: J. B. Scott, aged 70 years, a resident of this place for the past 10 years, committed suicide this morning by shooting himself through the chest near the heart with a musket, dying in about half an hour from internal hemorrhage.

Deceased came here from Fort Dodge, Ia., where he was a banker. After the shooting, which occurred out side the house on the ground near the porch, he placed the gun against the building with the muzzle downward, together with a loaded revolver. He was carried into the house, and Drs. J. S. Bishop and Charles Hines were summoned, the former arriving before he died.

Mr. Scott was one of Forest Grove's best citizens, and well off financially, being owner of the brick store occuppied by John E. Bailey, a merchant here. For the past few years deceased had been in poor health, which was the cause of the rash act.

PROBATE COURT.

Matter of the estate of Christian Rottger, deceased; administrator authorized to sell at private sale for cash in hand real estate belonging to said estate.

Estate of Thos. H. Tongue, deceased; report and account filed and approved.

Estate of Hiram Mizner, deceased; final account filed, and Monday, the 25th day of March set for the day for hearing objections to said account.

Guardianship of Maynettie Pierce, a feeble-minded person, and Ethel Pierce, a minor; report and account filed and same approved.

Estate of George Wilcox, deceased; inventory and appraisement filed, showing property belonging to said estate in Columbia county, Oregon, valued at $900 same is approved.

Estate of Otis Haycock, deceased, estate ordered closed of record and administrator and his bondsmen released, and the real estate descend to Marshal S. B. Haycock.

Lem B. Parker's latest success entitled "Nettie, the New Girl" which will be seen at the Crescent theatre, February 27, comes endorsed by the public and press. It is a play that strikes home and from a scientific standpoint there is nothing more to be desired. The scenic artist and stage carpenter have been given carte blanche, and every detail is in keeping with a high standard of excellence. Many novel surprises are promised as is also a company of reputation. A member of the Crescent management witnessed this production in Portland recently and recommends it to Crescent patrons.

Notice to Taxpayers.

Notice is hereby given that the tax-rolls for Washington county, Oregon, will be open for collection and payment of taxes on Wednesday, February 20, 1907, and all who make full payment of their tax before March 15, 1907, will receive a rebate of three per cent. Half payments of taxes can be made prior to the first Monday in April without interest charge, or penalty, and the remaining half can then be paid at any time prior to the first Monday in October, 1907. Where no tax is paid by the first Monday in April, 1907, said tax will become delinquent, and the statute requires, from that date, a charge of ten per cent penalty and an interest charge of one per centum per month on the tax until it shall be paid.

J. W. CONNELL,
Sheriff and ex-officio tax collector of Washington county, Ore.

Dated at Hillsboro, this 15th day of February, 1907.

Public Sale.

The undersigned will sell at Public Sale on Saturday, Februrary 23, 1907, at 10 o'clock the following property to wit, six miles northeast of Hillsboro and one mile west of Helvetia school house: 1 horse, 900 pounds; five good milk cows, test 4.40 to 5.60, 2 fresh soon; 1-3 year old heifer, 2 hogs, 150 pounds each; 6 dozen chickens, 4 ton of hay, 40 sacks of potatoes, A 1 disk, champion mower, harrow, hay rake, plow, cultivator, spring wagon, farm wagon, stump puller, feed cutter, hay rack, simplex cream separator, 200 pounds capacity; 2-10 gallon milk cans, 800 feet shiplap, 700 feet mixed lumber, 100 fence posts, and other articles to numerous to mention.

Terms of sale, $10 1 year's time, 6 per cent on bankable note, 2 per cent off for cash over $10.

Lunch at noon.

G. W. Barns, owner.
J. C. Kurzell, auctioneer.

County Correspondence

We want a reporter in every town.

Tigardville.

Regular Correspondent.

The Tigardville people are beginning to enjoy their usual good health, the la grippe having passed away until next time.

The farmers in this neighborhood have been taking advantage of the good weather to get their grain sowed.

Geo. Behnke has invented a series of telephone switchboards and now has connections with the Tigardville and also with the Scholls telephone lines, besides having a private line between his house and the residence of A. N. Cutting. Just like George, all right.

John Woltring, formerly of South Bend, and now a member of a Portland firm, passed through our town Sunday on his way to visit his uncle, Mr. Schlagheck, of South Bend.

Mr. and Otto Knorr and son visited with the Steinhoff folks last Saturday and Sunday.

Arthur Steinhoff has purchased the James Godwin place over near Hardscrabble.

Rev. Green will again lecture on divine healing at Tigardville on February 29. Everybody invited.

George Anderson visited with friends here last Sunday.

A. Schlecht, of South Bend, is building a new board fence along the road, vastly increasing the looks of his farm.

Miss Clara Morin came out from Portland last Saturday for a few days stay with her parents.

The members of the St. Mary Magdalenas church of Tigardville are contemplating the erection of a new church. They are waiting for the plans and specifications to be given by Archbishop Christie.

Clem. Olmsted, formerly of this place and proprietor of the swell Tumwater Oyster Parlor, 382 Morrison street, Portland, came out last Friday to see about the purchase of some crawfish. He says he would like to contract with two or three crawfish men. He says he could use all they could bring in as he is having some crawfish tanks constructed.

The Tualatin Mill Co.'s logging crew have been busy getting out pilings for the Oregon Electric Co. to be used in the construction of bridges. They also intend to furnish ties for the same company later on.

The Tualatin Mill Co.'s logging camp on the Cutting place is now running full blast again. They are logging on an up-to-date plan, pulling their logs down to the river by means of a 75 h. p. donkey engine.

The Tigardville baseball team had the first game of the season last Sunday. It, however, was simply a choose up affair. Bill Morin tried several times to prove himself an authority on the rules of the game. Fred Scherner did some pretty tall batting, while Carl Rehberg knocked a home run. Fred Rehberg tried to pitch a tall game, but failed and all he succeeded in was considerable shooting off his mouth. Henry McFarland was umpire. The Misses Josie and Frances McFarland and Lola Smith played spectators.

Firdale.

Regular Correspondent.

Mrs. Fred Haase has been visiting with her mother and brother and sister for several days the past week, returning Sunday.

Most of the young people and some of the older ones from here attended the basket social at Iowa Hill last Saturday evening. They report a fine time and a fine program.

Our summer seems to be about through for a while. The roads have become dusty in places and will not be as bad any more this winter as they have been.

Grant Landess has been making himself busy grubbing for several days. He has been making quite a noise anyway.

Itty Watt.

Sherwood.

Regular Correspondent.

Francis Saltus and wife have come into possession of the small building adjoining the drug store on the west and will have the same fitted up for a residence.

The public road leading from this place to Middleton has become almost impassable in places, the road supervisor it is presumed will discover the imperfections and apply the proper remedy soon, it is "anticipated."

The Sherwood Bank claims to be doing a fair amount of business for the time and opportunity since the opening day. Business men and farmers begin to realize the advantages afforded by such an institution and time only is requisite to place it on a dividend paying basis.

E. Grover Hagey has been appointed road supervisor for West Cedar precinct and as he has had ample experience along these lines it is hoped that every dollar appropriated for this precinct will do the most good in relieving the frightful condition now prevailing here.

Mrs. Elsie Fray it is reported has been appointed local agent for the Mutual telephone lines centering in this place on a small salary. The switch board when properly attended keeps one exceedingly busy and the recompense attending it is well earned hardly commensurate with exacting duties performed in conducting it.

Joe Kerr, a quiet, peacable young man living above Middleton, came to Sherwood on business little expecting the strenuous and exciting time awaiting him last Saturday. His small dog was attacked by a larger town canine and Joe resorted to kicking in order to stop them. Later one L. H. Hall, the alleged owner of the "kicked canine" met Joe on the street and introduced himself to him by striking him on the jaw, followed by other blows about the head. Monday a warrant brought Mr. Hall before his honor, Justice Buck, and the final disposition of the case resulted in a contribution of $15.00 on the part of Hall for assault and battery. Dogs are a costly investment in Sherwood.

A grand concert ball has been announced to occur here on the 23 inst. under the direction of the West Cedar United Cornet Band. Balls given here, heretofore under the auspices of the band boys have always proven successful and this one will no doubt sustain their reputation as well.

A wordy altercation finally lead to a spirited fight between Frank West and Dave Weston at the Gem Saloon on Wednesday evening the final outcome of which resulted in the former receiving a finely colored optic and a severely bruised head. A brick was hurled through the panel of the saloon door during the melee but failed to strike the party it was directed at. No arrests, (probably on account of lack of jurisdiction.)

An onion growers meeting was held at the council chambers Tuesday evening a large number of the dealers in the product being in attendance. The result of its deliberations was unobtainable, however, the ostensible object is a closer union among growers and the effort of obtaining better prices by the union of forces. So mote it be.

Beaverton

Regular Correspondent.

The Beaverton Fruit Growers meeting last Saturday was well attended and much interest was manifested. The speeches by Messrs. Atwell, Mason, Harris, Deichman and others were listened to very attentively and were very interesting as well as instructive. No one need be surprised if Beaverton is some day a close second to Hood River in the apple business.

"Standing Room Only" was the sign at the Valentine Social last Saturday night given by the Ladies Aid Society of the M. E. church in the Grange hall. An interesting program was rendered. Later on in the evening the "postoffice" distributed valentines to the fortunate or unfortunate ones, as the case might be. Games and refreshments closed the evening.

Rev. and Mrs. Barber have tendered their resignation as pastors of the Congregational church at this place on account of the condition of Mrs. Barber's health. As yet a new pastor has not been called.

Frank Hocken was out from Portland last Saturday night and attended the Valentine Social.

A. B. Cady, ex-county treasurer, is suffering with a severe attack of the grippe. Mrs. Cady is also suffering with the same malady.

Mr. and Mrs. Lawrence Livengood are the proud parents of a "bouncing baby boy" which arrived last Friday.

Mrs. R. S. McLeran and Mrs. L. R. Spaulding, of Portland, visited with their father, A. B. Cady, this past week.

Aunt Sally.

Rural Route One, Beaverton.

The fine weather of the last two weeks has put the farmers all to work, and the rural communities present a busy scene these days. Some plowing, some working up the fall plowing and others putting in their grain, while nearly every one that has an orchard is pruning and spraying. The pruning is being done pretty heavy this year some cutting off the whole top, and a good many trees are being dug up. Henry Huslage having dug up his entire prune orchard of a couple of acres.

The surveyors for the Beaverton and Willsburg railroad after taking in seven feet of Mr. Robinson's barn went over across the field and struck H. C. Gustin's barn, then they went back and changed the curve a little and went where barns were not so thick. They are over beyond the Taylor road now, crossing it where the Portland & Salem Suburban road does. They have now moved their camp over to Cook's switch on the Yamhill division. It is reported that dirt will begin to fly before a great while.

Fanno Brothers, the onion growers, have let the water off from their beaver dam. They keep it flooded about four months every winter, this leaves a coating of fine silt which is better than a coat of manure and the soaking kills all the weed seed and reduces the weeding almost to nothing.

We are greeted on every side now by the remark that the roads are good. Well, yes, the water has dried away and left the dirt so that we can travel on top of it, and that brings us around to the never ending road subject again. I see that over by Scholls one neighborhood has agreed that if the county would grade a certain piece of road they will keep it in repair for five years. There at least is a gleam of light in the darkness. Let every community get together and say the same thing and the road question is solved, in less than five years all the roads in the county will be graded. As the county will be relieved of making repairs excepting bridges, it can spend all its money in grubbing and grading, and each community with its road drag can keep it in repair for $2 or $3 per mile per year, and the work could be done in the winter when other work is not pressing. But right now is the time to begin, don't put it off. The roads are passable now to be sure, and may not get very muddy again this spring, but next fall the same old holes will be there worn a little deeper, ready to catch and hold the water and along in midwinter when the roads are just about impassable, then the road question will be discussed and a little brush or rock will be dumped into the worst mud holes.

No. 1.

Born.

On the 16th, to Mr. and Mrs. Sidney H. Thwaite, who live near the Minto bridge, a daughter.

At Mountaindale, on the 18th, to Mr. and Mrs. H. E. Briggin, a daughter.

On the same date to Mr. and Mrs. J. Herb, of Greenville, a daughter.

Last Thursday Emil Zink, who lives on the Otchin place near Glencoe, butchered a beef, and as he supposed the animal was as dead as it ever would be. In passing around the carcass, the "dead one" let drive with his hind foot and struck Mr. Zink on the hand, in which he held a butcher knife. The blade was driven deep into his hand, cutting an artery. Dr. Linklater was summoned and the wound dressed.

A bill of much interest to Portland, to charter a bridge for the Southern Pacific at Elk Rock, has passed the senate. Should it pass the house, trains will be taken off the Fourth street line and electric power installed. The steam trains will be taken across the river to Oswego and into Portland on the tracks on the east side of the river.

The farmer who does not watch the market reports and prices will be at a disadvantage. If an article was high last year it may induce many to grow large crops of it this year. If an article is low it is possible that many will not make any attempt to grow anything in that line. An experienced farmer states that he always plants the crop that others will not grow, for then it is sure to be below the demand and bring a good price. His method is worthy of consideration by others.

Coming Attractions.

The following attractions are billed at the Crescent theatre with their dates. All of these are said to be first class shows:

February 23—"The Missouri Girl"
Feb. 27—"Nettie, the News Girl."
March 19—"King of Tramps."
Soon —"Hooligan's Troubles."
March 30—Jubilee Singer's.

Guardian's Sale.

Notice is hereby given that the undersigned, the duly appointed qualified and acting guardian of Leopold J. Bates, a minor, by virtue and in pursuance of an order of sale made and entered on the 18th day of February, 1907, by the County Court of the State of Oregon, for Washington County, I will on Monday the 25th day of March, 1907, at the South Door of the Court House in Hillsboro, Washington County, Oregon, at the hour of ten o'clock in the forenoon of said day, sell at public auction to the highest bidder for cash in hand, all of the right, title, interest and estate of the said Leopold J. Bates, a minor, in and to all of the following described real property situate within Washington County, Oregon, and more particularly bounded and described as follows, to-wit:—

The East half of the N. E. Quar. of the N. W. ¼ of section 31 T. 1 S. R. 3 W. of Will. Mer. and containing twenty acres more or less, and also the right of way twelve feet wide, from the N. W. corner of said property running due West to the County road.

Said sale shall be made subject to confirmation of said Court and the conveyance to be at the expense of the purchaser.

Dated this 21st day of February, 1907.

J. W. BATES,
Guardian of the person and estate of Leopold J. Bates, a minor.

E. B. Tongue,
Attorney for Guardian.

SHERIFF'S SALE.

Notice is hereby given that by virtue of an execution, decree, and order of sale issued out of the Circuit Court of Oregon, for Washington County, on the 5th day of February, 1907, in favor of Jesse Alexander and against Edith Munroe, Jackson Munroe, John J. Morgan, Trustee, Washington County, J. K. Marley, Zera Snow, S. B. Huston, E. B. Tongue, Administrator of the estate of Thos. H. Tongue, deceased, for the sum of six hundred and seventy three dollars and eighty six cents in U. S. gold coin, with interest thereon in like gold coin since the 13th day of December, 1906, at the rate of six per cent per annum, and for the further sum of two thousand eight hundred and forty six dollars and seven cents, in U. S. gold coin with interest thereon in like gold coin at the rate of six per cent per annum, from the 13th day of December, 1906, in favor of E. B. Tongue, Administrator of the estate Thos. H. Tongue, deceased, one of the within named defendants, and for the further sum of two thousand three hundred and seventy seven dollars and forty five cents in U. S. gold coin with interest thereon in like gold coin at the rate of six per cent per annum since the 13th day of December, 1906, in favor of S. B. Huston and Zera Snow, two of the defendants above named, and for the costs and expenses of said sale and of said writ.

NOW THEREFORE by virtue and in pursuance of said judgment, decree, and order of sale, I will on Monday, the 25th day of March, 1907, at the South door of the Court House at Hillsboro, Washington County, Oregon, at the hour of ten o'clock a. m. of said day, sell at public auction to the highest bidder for cash in hand, the following described real property situate within Washington County, Oregon, and being more particularly bounded and described as follows, to-wit:

Commencing at the Southwest corner of the D. L. C. of D. B. Dustin in section 31 Township 1 North Range 1 West of Willamette Meridian, and running thence North 140 rods; thence East 91-5-14 rods; thence South 140 rods; thence West 91 5-14 rods to the place of beginning, excepting 1 acre in the Northwest corner for school grounds, containing 79 acres, to satisfy the hereinbefore named sums and for the costs and expenses of said sale. Said property will be sold subject to redemption as per Statutes of Oregon.

Witness my hand and seal this 21st day of February, 1907.

[Seal] J. W. CONNELL,
Sheriff of Washington Co., Or.

Attorneys Allen, Huston, Tongue, Hall.