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# ST. JOHNS REVIEW

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Devoted to the interests of the Peninsula, the Manufacturing Center of the Northwest

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## Keep Your Eye on St. Johns

### POSTPONED AGAIN.

**Two Days' Delay In Granting Ferry Franchise Across Willamette.**

The regular meeting of the city council last Monday night showed almost a full house—P. J. Peterson being the only absentee. The audience was smaller than usual. The first of the evening—was devoted to discussing the communication from City Engineer W. W. Goodrich regarding the domestic water condition and a proposed improvement. There was much pointed comment upon the matter—and many pertinent remarks were made.

The talk finally merged to the fact that the council desired a mass meeting of citizens to express their sentiments—and it was officially decided to have the meeting on Saturday evening of this week. A legal call for the same may be found in another column of this issue.

Several other communications from Mr. Goodrich then followed. These were mentioned in THE REVIEW last week. The one pertaining to the re-naming of several streets was placed in the hands of the proper committee—and the one favoring numbering all business places, vacant lots, and residences was favorably received. The communication stating that several obstructions were now to be found protruding over and upon the public sidewalks was considered; but it was thought that for the present nothing would be done to bring expense or bother upon those who had erected such places.

The chief business of the meeting was to have been the granting of a ferry license—a ferry to add to the business of St. Johns and accommodate the several thousand people. The council had agreed to settle the matter at this meeting—but a strong plea was made to have the settlement laid over till Wednesday evening.

Chairman Leggett, of the committee to investigate the ferry proposition, reported that he could say practically nothing more than he had previously reported. He, with the rest of the committee, had viewed the property across the river where the Brink ferry had a landing, and it looked good to him. He had endeavored to learn from T. T. Parker who formed the local combination and had privately learned of three of the men—but of these, one, G. W. Cone, had withdrawn from the enterprise.

Mr. Mann, representing the Brink syndicate, presented a fair, square business talk. He spoke of the length of time which had elapsed since he first made request for a franchise and the obstacles which had constantly beset his path. He called to mind that the council had promised definite action this evening and now it was about to postpone the question in order that a body of unknown men might make exertions to secure what would be almost impossible for them to use.

Mr. Parker took the floor to explain matters. The company he represented was not an incorporated concern—nor was it yet complete; Mr. Cone's withdrawal had crippled the prospective organization; but he did not make known those with whom he was associated. Mr. Parker did not believe that the city should pay for improving property of those who owned the riverfront; his company would agree to pay 10 per cent of gross receipts if the city would make approaches for the landing—or three per cent if it did not; he had never agreed (he said) to pay 20 per cent. If his company built the roadway to the dock it would be 30 feet wide—and a bond in the sum of \$1,000 would be executed for the faithful performance of all promises.

Mr. Mann made a point when he spoke of his company whom all knew being pitted against an unincorporated corporation of whose constituency no one outside of Mr. Parker knew. He said he came in good faith; his clients were known to be absolutely responsible in every way—and already had a fine landing upon their property. His boat was ready—and, if the council would but say the word, work would commence the next day. His company would keep up a 60-foot roadway from the railway track to the landing—and would look after the oiling of the highway from St. Johns to Portland. After much discussion it was

### NOW TO GROW.

**St. Johns Is Bound To Largely Increase Very Soon.**

Now that the assertion made in THE REVIEW regarding the advent of the Northern Pacific railway has been verified by James J. Hill, citizens of this community realize that this means much to St. Johns in many ways—and there are some not slow to take advantage of it.

There will be a great investment of railroad capital during the next few years in this state, and the advent of the Northern Pacific along the north shore to Vancouver, thence to St. Johns and Portland, is but a starter which will stimulate other routes. None of these roads will cut into any of the existing "traffic arrangements" among gentlemen—but they will, each and all of them, enable good towns to build up along their lines and thus make the investor in farm lands feel that his market is near to him. This enhances all values and brings the rate of taxation to a minimum figure.

J. J. Hill is lauded to the skies just now because he has seen an opportunity to make a neat bit of money by planning a new road and promising to push it through to Portland in time for the 1906 wheat crop. Mr. Hill may take his praises now with good grace; it may not be long before he is being skinned because of some refusal to pay a levied tribute.

That St. Johns will be benefited by this road there is no doubt. Demand for certain lines of goods is a great price-regulator; and the demand is already being felt for land all along the proposed right of way. To illustrate: a couple of months since a motorer on one of the St. Johns cars saw a chance to pick up two acres a mile out of town for \$850. He bought it on easy terms. Last week it was learned that his land was along the right-of-way of the projected road—and he was offered \$1500 for his purchase. He refused to sell—not because his profit was not high enough but because he proposed to hold it for at least fifteen years—just for a business investment.

With this railway comes the many investments here to make this the division headquarters: the plant to build and repair cars, the engine shops, and the like. With these comes the home-builder and his cottage and the increased trade of the merchants. All these tend to add to business of St. Johns; and these things are now upon the verge of dropping in on us. They are practically here.

### Conductor Kinney Hurt.

Friday morning W. A. Kinney, conductor of the trailer following T. J. Monahan's car, was badly crushed while switching between Monroe and Morris streets on Williams avenue. The switch split as the cars were backing upon the reverse track and squeezed Kinney between the motor car and a U. car. For a space of five minutes the man was helpless while he was being relieved.

Kinney was taken to a hospital after an examination and it was found no bones were broken. He recovered consciousness while in the ambulance and talked freely—and it is considered that he'll be about in a few days. He lives at 147 Killingsworth avenue.

### Poor Doggie.

Some people pay license on their dog—others do not. Those who do pay look upon those who don't as pets or favorites of the marshal. The marshal doesn't like that—because it is not so; nor does he like to chase a dog five blocks and then have the owner of the canine tell him to go to—Astoria.

Now it will be different. If the owner of a dog refuses to pay up he will be notified; and if the cash isn't dug up within three days thereafter the tail of Mr. Dog or Mrs. Dog will cease to wag when the bone comes his way. He will be dead—and the marshal will be the legal murderer. He is a good shot and he will shoot to kill—unless the license is paid.

It is now up to the owner. He decided to have an ordinance prepared (to be afterward filled out where necessary) and present the same at the council meeting on Wednesday evening. After some minor business the council adjourned to meet Wednesday evening.

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