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

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NO. 49

Keep Your Eye on St. Johns

TALK OF WATER.

Nearly One Hundred Attend Meeting To Hear Of Water.

Nearly forty citizens were present in Woodman hall Saturday night when Mayor King called this meeting to order: and that number constantly swelled till the total was practically one hundred. There were but two women in the city—so far as shown—who were averse to the present water system; and both Mrs. Shields and Mrs. Horsman were not slow in stating their opinions. E. C. Hurlbert was chosen secretary of the meeting.

City Attorney Greene read an exhaustive report on what might be done as regards a new system; he did not consider another franchise feasible in view of the existing franchise; but he declared it was within the power of the city to install a municipal system of waterworks.

Those who spoke upon the subject were Messrs. Brice, Leggett, Hurlbert, Moxon, Wicker, Black, Horsman, Raser, and Masdames Shields and Horsman. It may be noted that those who are the loudest in their denunciations on the streets are the very ones who remain silent at a meeting open for discussion—or refrain from attending. This meeting was called by the city council in order that every citizen might have his say and make pertinent suggestions; yet only the very few had a word to utter or a suggestion to make.

A Mr. Langwood, attorney, was present with a scheme. He said that he represented wealthy capitalists who desired to invest money in water plants. Should his clients be granted a 25 year franchise they would put in an up-to-date plant, the best and largest of iron pipes, furnish the purest water ever tasted, give water in unstinted quantity with very heavy pressure—and all at a price to be established by the city council. The whole thing would cost from \$50,000 to \$150,000. At the expiration of 25 years the company would present the entire outfit (mains, pipes, water supply, reservoirs, etc.) free of all incumbrances whatsoever to the city of St. Johns! That was a beautiful dream—rosinate, enlivening, charming.

Then the promotor spoke of how his clients, who "were wealthy and wanted a chance to invest their money" would have to issue bonds and sell them; how the city would have to guarantee so many water-takers each year; how the city would have to do this and do that in order that those "wealthy men who desire to invest their money" might sit back on their hind legs and make the profit; and that was the nightmare—the hideous, gnawing, grafting nightmare! Then all woke up.

After all the discussion it was figured that the entire matter be left to the city council—and the meeting so voted.

ORDINANCE PASSED.

Ordinance Granting Ferry Franchise Passed Second Reading.

The second reading of the ferry franchise ordinance passed second reading on Friday evening, and the same is shown in full in this issue. On Monday evening, December 11, the ordinance will pass its third reading and will become active. Before January the boat will be in active operation.

There was no kick against the ordinance as presented. One or two minor details were altered a bit—yet these were trivial changes. There was no rate specified for bicycles—but it was understood that a wheel would be accompanied by a passenger and his toll would suffice to pay the whole bill.

It will be noted by a reading of the ordinance that what THE REVIEW suggested was done: the time limit for the installation of the genuine ferry-boat was made one year. Within six months of the commencement of the system it can be seen about what the traffic will demand and a boat as good as that at Albina will be ordered.

Keep Your Eye On St. Johns.

CELEBRATION.

When Ferry Starts There Will Be A Free-For-All Day.

THE REVIEW suggested to the incorporators of the "St. Johns Ferry Company" the advisability and practicability of a commencement day for the ferry when all St. J. hns may have free transportation. The idea was quickly grasped by Messrs. Brink and Mann, and they authorize us to say that such will be the rule on the first day's run.

St. Johns has long been anxious to have a ferry. There have been several plans formulated but none have been realized. The present parties for whom a franchise is being passed have been after such a permit for more than six months—and but for the tenacity with which they have stuck to the matter the ferry would still be "in the air."

Now it seems an assured fact and the quickness with which the grantees have commenced to get busy proves beyond doubt that inside of the specified time the boat will be in operation. J. E. Brink, immediately went to his Cathlamet (Washington) home to get out the timber for the approaches and superintend the rigging of the boat to be used as a temporary ferry—and will be back in St. Johns at an early day to look after this end of it.

Now THE REVIEW urges that no one forget this celebration on the opening day. It is to be just as we say—free as the air you breathe; every dweller in this city (and, no doubt, many from the outside districts) can have a ride across the Willamette from the new dock on the new boat under the new franchise—and back again—and will not have to separate from one cent—or one nickel. If there shall be any charges THE REVIEW will pay them.

The St. Johns Ferry Company joins in the invitation to the public. This company is anxious to have the citizens test the ferry—so that they can realize what a benefit it is to prove to those not only on this side but across the river. Hence this company suggests that no one allow this opportunity to pass to have a little time for the one day—and establish a record for a total passenger traffic that will be hard to beat.

Keep your eye on THE REVIEW for the day and date!

WILL BUILD.

Weyerhaeuser Now Asserts That His Company Will Build.

There have been so many "authorized" statements regarding the use to which the Weyerhaeuser tract will be put that one is hardly safe in diagnosing the case. There are 110 acres in the tract along the waterfront—a body of land too large to devote to the purposes alone of a sawmill property—no matter of what size.

Coming direct from one in authority THE REVIEW is assured that work upon the new mill will soon be started—and that the plant itself will be a huge one. There will still be sufficient land for the use of the Northern Pacific road's big layout—its shops and houses: so that the building of the one will not necessitate the crowding off of the other.

Gangs of surveyers have been at work the past week all along the river front—from the lowest point of the Weyerhaeuser tract up to the bank as far as the dry dock.

These surveyers are very non-communicative—and, so far as their conversation extends, seem to know nothing. They are in the employ of the Northern Pacific road—but none of them have more than mere suspicions.

Getting Busy.

The marriage business seems to be pushing right along—damp weather nor sunshine seems to effect the industry not one whit.

James E. Bevens, of St. Johns, has taken out license to wed Dollie Hinsel.

Landrus W. Wright, of St. Johns has secured a license whereby he and Mary M. Perkins shall become one.

James S. Downey and Miss Mary Jones were last week married at Albina—and they will make St. Johns their home.

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