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# ST. JOHNS REVIEW

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

VOL. 2

ST. JOHNS, OREGON, FRIDAY, NOVEMBER 24, 1905.

NO. 3

## BUSINESS LIGHT.

### Small Amount Of Business Came Before The City Council.

The regular meeting of the city council was held on Monday evening with all members present. There was a small amount of business transacted—and it was not heavily important.

Report of City Engineer Goodrich on the location of the dock stated that the dock at the shore end projected six feet upon the Rankin property—while at the river end the encroachment was nine feet. Somewhere about the center it extended over less than three feet—showing that the same was very faulty so far as a straight-edge went. No positive action was taken.

The time for remonstrances upon Catlin, Lively and Thompson streets having expired the recorder was ordered to publish a call for bids for the improvement of those streets. The engineer's estimate is about as follows: Catlin, \$318; Lively, \$109; Thompson, \$977; to which the engineer's cost of ten per cent is to be added.

An ordinance (No. 60) for placing street signs at proper intersections was passed and adopted. A call for bids on the work is to be found in this issue.

A complaint was made that the O. R. and N. Company had removed its tracks from one section of the occupied street to another—thereby spoiling the street as a thoroughfare—without permission from the council, was very strongly condemned; and steps will be taken to have matters corrected.

Various complaints were received about the carelessness of business men in sweeping the litter from stores and offices into Jersey street. There is an ordinance prohibiting such a practice—and the appearance of the newly-gravelled street has been so greatly harmed by it that the marshal was instructed to enforce the ordinance. If every business man will but use a little pains to keep neat the street before his own door, there will be no trouble.

A communication from M. L. Holbrook regarding the selected site for a city hall was received and read. Mr. Oihuse has kept the tract for the city although he could have disposed of it several times for a considerable advance over his proffered figure; and Mr. Holbrook desires to have the sale to the city at once effected. Few people would have held the property so long as has Mr. Oihuse—and Mr. Holbrook proposed to have the deal made—he (Mr. Holbrook) agreeing to finance the same. It was placed in the hands of the proper committee—with instructions to report at the adjourned meeting Tuesday evening.

### Spring A Leak.

Although the pump at the water-works worked all Saturday night it could not supply water as rapidly as it leaked from the tank; hence when the citizens were looking for bath-water Sunday morning the supply was limited to what was in the mains.

The Scott phone was kept busy explaining matters to the people; and there was a hustle to get the leak stopped. It required several hours to do so—but about eleven o'clock the force commenced to get in action—and after that time there was no trouble.

Those residences in the immediate vicinity of the water-tank were without water several hours—while those at more distant points were lucky enough to have a limited amount to keep things going.

### Don't Care To Sell.

It is reported that the O. R. & N. railroad has instituted a suit against M. W. Gattson to compel him to sell a certain portion of his farm which the company wishes to use as a right of way for its proposed line on the Peninsula. The land in dispute is located at the extreme northern end of the city, and skirts the bluffs above the immense sloughs on the farm. Both the O. R. & N. and the Northern Pacific have several surveys through the tract. It is reported Mr. Gattson is willing to sell, but declines the offer of \$500 an acre made for the right of way, having refused \$450 an acre for the entire tract.

## FAVORS LOW LEVY.

### Believes A Low Tax Levy Would Prove A Good Ad For City.

EDITORS OF THE REVIEW: I have on different occasions, during the past few months, heard it suggested by people discussing St. Johns' financial difficulties that it would soon be easy sailing, in view of the fact that the assessment had been raised to about \$1,250,000 and that a 10 mill levy on this assessment would raise some \$12,500, an amount sufficient to pay all debts and leave a handsome surplus.

This solution of our difficulties has been advanced in the Portland papers from time to time, and has attained a prominence that merits consideration at the hands of taxpayers and all others interested in St. Johns welfare.

For myself, I do not believe that the city council seriously intends sanctioning a levy such as this. Aside from the salaries paid some of the city officials—and for some of which the council should not be held responsible—the city government has not been characterized by extravagance—and I believe those in authority keep in mind always the need of economy in the handling of the city funds.

It is, however, well to give this matter of tax levy the utmost publicity, and the duty devolves upon the council and upon the citizens and tax payers of St. Johns generally to see to it that property interests are not imperiled by excessive tax rates. Nothing will so surely blight the town's future.

Let it be remembered that the values for assessment purposes were nearly trebled by the county assessor in all parts of Multnomah county for the distinct purpose, publicly announced, of reducing the levy at a corresponding ratio. Last year the total assessment in Multnomah county was about \$56,000,000. This year it will be about \$145,000,000. Last year the total tax levy for all purposes was about 40 mills, as I recall it. This year Portland's tax payers are promised a total tax levy for all purposes of not to exceed 15 mills.

Can St. Johns afford to impose a higher rate of taxes than Portland? I do not believe it can. If the St. Johns levy is kept under 15 mills for all purposes, state, school and city, it is perfectly clear that the city levy cannot exceed 3 or 4 mills at the outside. What greater service can the municipal authorities render the community than to so manage affairs as to make possible a levy lower than that of Portland? What sort of reading for the public would it make, if the announcement were made to the world that taxes are higher in St. Johns than in Portland? The one great reason for the independent municipal existence of St. Johns is that she is enabled to escape the grafts and extravagances of Portland city government. The moment it is demonstrated that it costs more to run a separate municipality than it would to live as a part of the city of Portland, a demand will go up for annexation that cannot be denied.

Is it desirable to bring this condition about?

M. L. HOLBROOK.

### Augustus Abraham Hurlbert

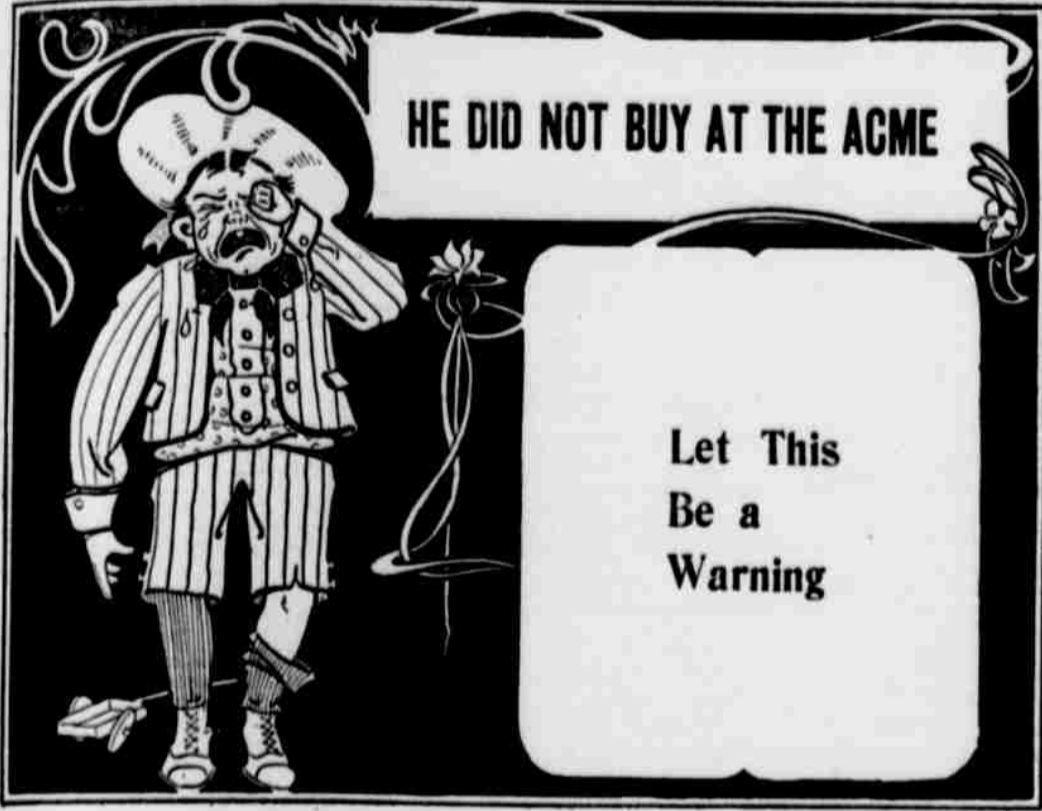
was born in St. Lawrence county, New York, February 20, 1839; died in St. Johns, at seven-thirty in the evening, November 14, 1905.

Mr. Hurlbert enlisted in Company F, 21st regiment volunteer infantry, in 1861, and served three years. He was in the battle of Stone River, Murfreesburg, and others—and was detailed on secret service work till the close of the war. He received an honorable discharge.

A wife, a daughter, and three sons—the eldest still in Wisconsin—are his remaining relatives.

Funeral services were held from the Methodist church at one o'clock Thursday afternoon—and the remains placed in Columbia cemetery.

When the heart is getting lighter, And the spirits seem to rise, Then the frost is on the Pumpkin— And the Pumpkin's in the Pie— At the Boston Home Bakery.



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