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

VOL. 2

ST. JOHNS, OREGON, FRIDAY, DECEMBER 29, 1905.

NO. 8

LEVY OF FIVE MILLS.

Council Throws Down Portland And Underbids That City.

There was a full council present at the meeting Tuesday evening—Mayor King in the chair.

The appraisers of the extension of Gresham street through block 3 of Adams Addition and through lots P and Q of the Heights—as well as on the extension of Chicago from Jersey street to Harriet—made their report. The board was composed of Messrs. Charles Brederson, W. L. Thorndyke and Willis Moxon.

The Gresham street extension required the full 60-foot lot owned by Dr. W. F. Amos—formerly owned by Mrs. Adams—and the damage to him was placed at \$700. He had a claim for \$1000. The improvements were assessed as follows: Tracts "O" and "N," \$50 each; tract "P," \$175; tract "Q," \$225; lot 6 in block 2, \$20; lot 4 block 4, \$20; lot 4 block 3, \$30; lot 5 block 3, \$50; lot 8 block 3, \$30; lot 7 block 3, \$50.

In the extension of Chicago street the damages to L. Van Duyne were placed at \$250. The benefit assessments were figured as \$250—payable \$125 by Mrs. P. T. Smith and \$125 by M. L. Holbrook.

Dr. Amos, owner of the lot which was "appropriated" by the appraisal committee, stated that he had filed notice of a demand for \$1050 for his lot—in place of the \$700 awarded him.

By motion it was decided to have the hearing in these cases held at the next regular meeting—Tuesday, January 2. The report was filed—but the committee was not discharged.

A plumbing ordinance, seeking compulsion in making sanitary plumbing, was introduced at the desire of G. W. Overstreet—but it was considered that it was too complex for this city. It is believed that such an ordinance is necessary—and Messrs. Greene, Leggett and Brice were appointed a committee to draw—in collusion with Mr. Overstreet—a proper ordinance on that topic.

The question of the city tax levy was then taken up. The assessed value of St. Johns is \$1,116,460—and it has been figured by some that the income of the city would be something over \$11,000; this was done by enthusiasts who asserted that the city needed no other source of revenue because a ten-mill levy would give sufficient funds to carry out all plans.

But as the weeks have rolled on a change has come over the taxpayers and an 8-mill, and even a 6-mill levy has been advocated. Waiting to see what levy was to be made in Portland—with a desire to be equally low—or even lower—the council ascertained shortly before this meeting that a levy of 5 1-5 mills had been made in Portland. And a levy of less than that figure would not let this city out of debt!

At this point W. M. Killingsworth, well-known throughout St. Johns and Portland as a progressive and enthusiastic real estate dealer, was called upon to state his ideas of the levy. Mr. Killingsworth was one of those who pushed the St. Johns charter through the legislature—and while he felt good over the fact he apologized for the sort of a child he fathered.

Mr. Killingsworth paid a glowing tribute to the entire peninsula—"because he believed in it." Portland must ultimately grow in this direction as it was the only available territory contiguous to that city—and every business man realized that fact. It would be but a very few years before every available foot of property on this peninsula would be utilized for business and homes.

What was needed was a low tax this year. Next year the valuations would be so increased as to allow a still lower levy—and it would be better to put off some of the bills now due and await another year when a two-million mark was reached. To that end he offered to pay \$1000 cash on demand and accept the city's agreement to pay the levy as low or lower than Portland. M. L. Holbrook has taken \$2000 on the same terms—and the city was certainly good for it.

Mr. Killingsworth's talk was an excellent one—and drew much applause. He spoke also upon the proposed deep cut for the Northern Pacific which would largely detract from all land values and form

SEEMS IMPROBABLE.

Rumor Of 140-Foot Cut Not Generally Believed By Citizens.

In spite of repeated assertions that the Northern Pacific will run in an almost straight course from Vancouver to a point just above the dry dock the course does not seem practical nor probable. The road now has rights-of-way around the northern edge of St. Johns, connecting with the sites of the prospective stockyards and the Weyerhaeuser mill, and the bridge approach could be made with a curve no greater than is used along the road in many points.

If the route as stated by rumor shall be selected it means a long tunnel through sand or gravel—or a cut of 140 feet in depth. The elevation at the point opposite the bridge is 180 feet—which would make a cut of about 140 feet to strike the bridge 39 feet above low water. This would necessitate a cut fully 300 feet wide at the top—or about one and one-half blocks wide. When it is considered that there are several nice residences on every block where this cut is contemplated, and that the public highways would have to be bridged for every street, the immense cost of that route may be roughly estimated.

Were this route taken it would, it is true, be shorter; but it would prevent the location of any docks along this water front—which is an end strongly sought by the Northern Pacific. In all probability the matter set forth in the daily press is merely to throw the owners of property along the loop route off the scent so that all rights-of-way may be easier secured. THE REVIEW still believes the Northern Pacific will build along a route where it can have good wharfage—and where its immense grain warehouses for the wheat from the upper country may be easily stored for shipment to foreign ports.

The shipping facilities are largely considered in the advent of this road—and foreign shipments must be taken as a business proposition. There is no territory in Portland where favorable sites for grain elevators can be secured; hence the Northern Pacific must secure them at the best and nearest point. This is in St. Johns.

Proud Of City.

M. Mattson, of Portland, who is a regular reader of THE REVIEW, was in this city on Wednesday. He owns some 600 feet front on the proposed extension of Fiske street, Portsmouth, to the business centre of St. Johns, along the carline, and is anxious to have that thoroughfare improved. Mr. Mattson intends to invest every dollar he can spare in St. Johns property.

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a deep barrier between St. Johns and the territory to the south. He urged that the council take some steps to show how deeply it objected to so unsightly and unbusinesslike the measure.

Upon motion of Mr. Leggett, seconded by Mr. Thompson and others, the levy was fixed at five mills—the proposal passing unanimously amid applause.

M. L. Holbrook complained that water was settling at the corner of his new brick and seeping through into his cellar. He asked that a conveyer be installed so that the water would be carried across Jersey street and thus rid the corner of the nuisance. It was decided to have this done at once—and Mr. Holbrook will cement a gutter all along his corner.

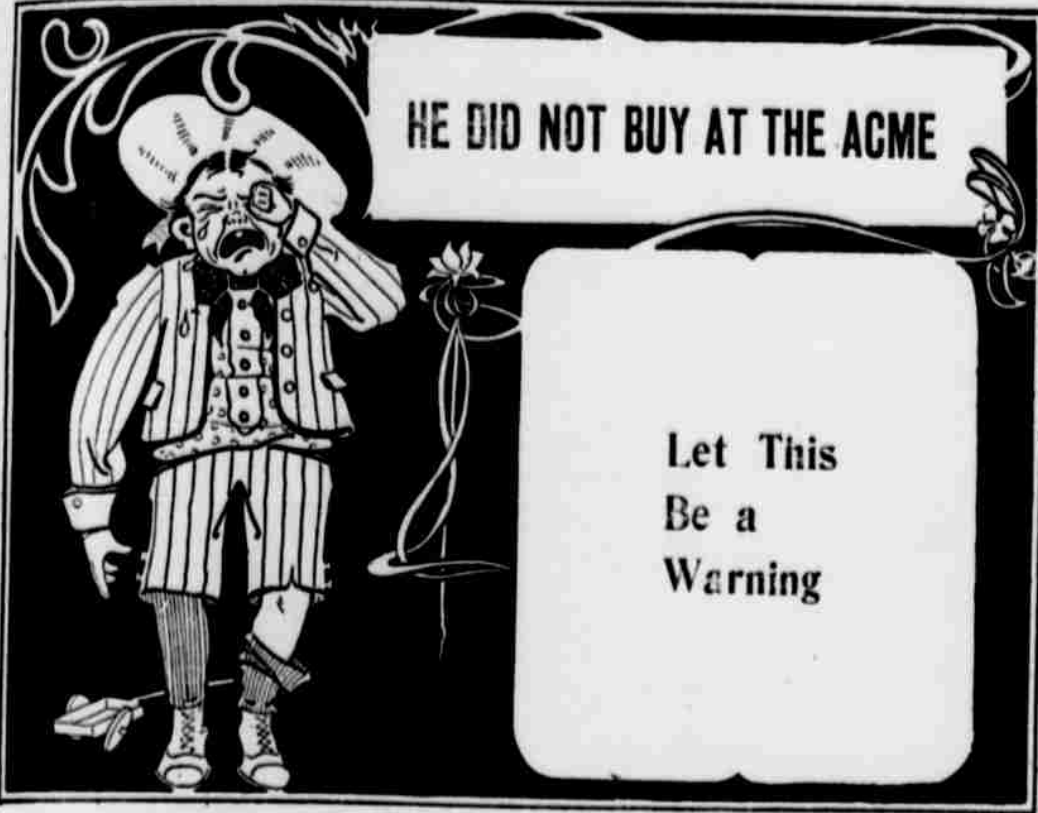
The engineer's estimate and area of the proposed sewer district was accepted, and the attorney was ordered to prepare for publication the necessary resolution.

The city is to furnish lumber for a crossing on Burlington street near the Valentine store—and F. W. Valentine is to construct the walk.

The matter of accepting North Jersey street was laid over to the regular meeting.

Moses Tufts having resigned as chief of fire department C. C. Oihuse was appointed to office—and asked to form a volunteer company for fire protection.

Adjourned to Tuesday evening, January 2.



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