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# ST. JOHNS REVIEW

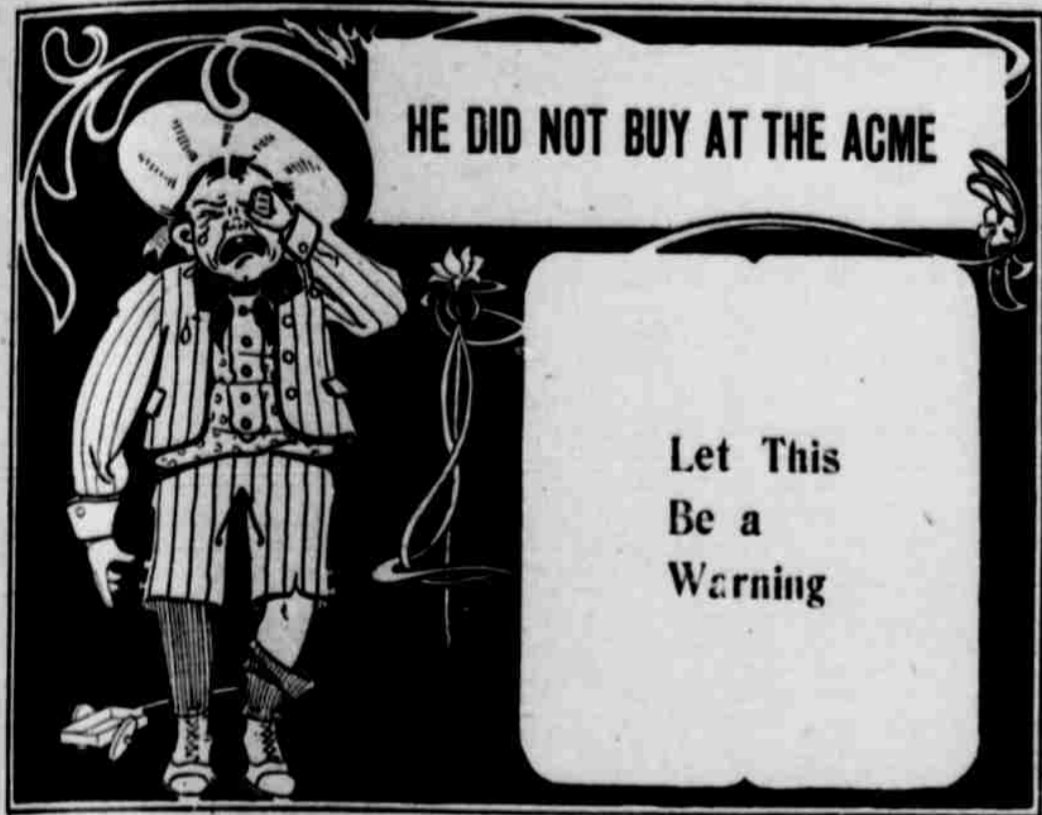
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Devoted to the interests of the Peninsula, the Manufacturing Center of the Northwest

VOL. 2

ST. JOHNS, OREGON, FRIDAY, JANUARY 5, 1906.

NO. 9



**PATRONIZE US AND BE HAPPY**

## Acme Lumber Company

### HAS ENJOYED LARGE GROWTH

Nearly Two Hundred Residence and Many Business Blocks Have Helped, With Street Improvements, to Make

#### ST. JOHNS A COMMERCIAL CENTER

Within the past twelve months the city of St. Johns has been subjected to more beneficial changes than any little city of the northwest—and the probabilities are that the current year will see an equally large growth.

Even the customary pessimist which is in every community is forced to admit that there promises to be no cessation in the line of advancement in and about this city.

The past year has seen the destruction of two good sawmills—but there promises to spring from those ashes another mill which will be in capacity equal to those destroyed. This locality has indeed been fortunate in that no fire losses have been felt—and the more fortunate because of the frail construction of the greater part of the buildings.

New buildings have been many—on an average more than three new homes a week having been constructed.

The two large blocks of Cochran Brothers have been completed. The large frame business block of M. L. Holbrook occupies a portion of the tract in the center of the city which was a forest last April. Beside it has been erected the fine two-story brick—just now in the finishing stages. Nearby is being built the two-story pressed brick for the St. Johns Hotel Company—which will probably be ready for some of its occupants early in February. Beside Couch's store have been built two others—while the Wilson building on Tacoma street has put its name on the roster of two-story buildings.

The large French block—the largest in the city—has been built and is occupied. This is another two-story brick—while beside it W. L. Bullis has erected a brick building to match it in height.

Blackburn & Wicker have added to their storeroom on Jersey street. Just below them and across the street is being built a two-story brick for two Chinese; while a couple hundred feet below them is the excavation being done for the McChesney brick block.

The public dock was built during the year—while nearby is the Marine Boiler Works with a building more than 100 feet square, built within the last three months.

The sawmill plant of the St. Johns Lumber Company is hanging fire at present—yet the Company is doing business at the old stand in the way of handling lumber. A. S. Douglass is pushing along the construction of his planing-mill and wooden-ware plant on Pittsburg street—and hopes to soon have the same in operation.

The approaches for the St. Johns Ferry are being put in shape—and will be finished within thirty days. At the same time the ferry is doing business every day—in the way of passenger service only. Captain Brink, however, occasionally pulls over a large-load of lumber or fire-wood for his patrons.

Two roads are making frantic struggles to get to St. Johns. The O. R. & N. has taken liberties with the city's property which no private citizen could do—and hold his job. Without as much as "by your leave" it has stolen nearly one street whereon it had a partial right-of-way—and no legal steps

have been taken by the city to seek redress. This is merely a sample of what St. Johns will get when both roads are here—unless some severe steps be promptly taken by the city regarding the steal.

So great has been the growth of the city that the telephone line has been forced to refuse new customers—until such a time as it could get new cables installed.

The electric company has been forced to put in new cables and do a large amount of construction work here—and to build a sub-station at this point, where are to be located two transformers each of 375 kilowatt capacity.

The water company has been forced to secure new pumps and arrange for the erection of two huge elevated tanks—in addition to the large reservoir it built for a fire protection reserve.

The street car company has found it necessary to double-track its right-of-way from Portland to St. Johns—and within ninety days this work will be finished. This will be highly beneficial to patrons of the road and will have a tendency to quicken the service.

The capacity of the large school-house been has nearly doubled—yet the building is now so crowded that it is necessary to use the annex. A new building is needed.

Property values in nearly all parts of the community have increased from 25 to 100 per cent. The demand has been very great for all classes of realty—and there seems to be no cessation in the number of sales.

The area of land on the peninsula is so limited that it must, perforce, increase as time rolls on. True, there are some acreage tracts now held at figures which will require a halfdozen years to see any increase—but it is mostly a good buy where one is not in need of immediate returns.

Lots in and about the city's centre are in good demand—and the sales of late have been many. Many have been bought in order to build homes—while some have bought to hold on speculation. These have sold best where the streets are in fairly good shape—and the lots put up a good front.

Another electric line is to run through the city, placing St. Johns on a direct line between Vancouver and the countries west of the Willamette. This road, as mentioned last week, will cross both the Willamette and the Columbia upon Northern Pacific bridges—and is, without question, funded by that road.

As a whole, St. Johns has no need to be ashamed of her record the past year. More than two miles of sidewalk have been laid, and more than half that length of streets have been graded and improved. As much more is under way—and work will soon commence upon about a mile of sewer.

The fire district will prevent the erection of any more firetraps in the business part of the city—which should have a tendency to lessen the rates of insurance—that are now fearfully high. Aside from this high rate there is no drawback—and the high rate applies only to the buildings in the crowded districts.

### THE CITY COUNCIL SHOULD STOP IT

In the permit given the Oregon Railway and Navigation Company by the city of St. Johns it was stated that only a portion of Bradford street was given that road for the purpose of trackage—with a spur somewhere along in block eight.

A few months ago a representative of the railway came before the city council and announced that in a short time he would file an application for a permit to change a portion of the track. Since then it is said the road has appropriated much of the street—and left the balance in such shape that it might as well have been wholly stolen.

The city council should not stand for such trickery and nerve as this. It should order an investigation

and if these assertions are correct it should order the track back to its original location.

The city of St. Johns is under no obligations to the O. R. & N.—and the citizens will uphold the council for putting a check upon such work. If one railway shall be permitted to act upon its own sweet will other roads and enterprises will take that as a precedent and declare they, too, will act as they see fit—and "the people be damned."

THE REVIEW believes now is the proper time to act—and that much future trouble may be avoided if the laws and ordinances are lived up to. Something should be done—and it cannot be done too hard!

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