THE ST JOHNS REVIEW

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By McKeon & Markle.

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Phone East 6186.

FRIDAY, DECEMBER 7, 1906.

Have you read Teddy's message?

The slot machines have been banished from the cigar stands in Portland. Now the dice boxes and the ivory cubes will come into play.

St. Johnites have a whole lot to complain about, but the prospects are poor that they will have to hold up any trains to obtain a supply of fuel.

For a long time the people have made a fool of Teddy. Of late Teddy has been trying awfully hard to make a fool of himself. Of all the detested people the meddler stands in first place.

The Review has a great big red apple to bet that if some husky individual will skin Used-to-Be State Printer Baker's shirt over his head he will find the bristles on his back raised up so that the word H O G can be easily spelled.

Numerous Oregon towns are in the throes of the annual election of officials to guide the municipal ship. St. Johns' pink tea does not come off until next April, but various horses—dark and otherwise—are already being tracked for the event.

Considerable talk is being indulged in over the probability of a war between Japan and the United States. All because San Francisco refuses to let a 25-year-old Jap attend the primary schools of the Bay city and mingle with the little tots in that grade. Japan covets the Philipines and the Sandwich Islands and no doubt thinks the present an opportune time to acquire them.

The recent suicide of two young girls in Portland because of poverty shows only too plainly the condition of the working classes in all large cities. Unable to provide for themselves with the wages they earned, these two young women, both under 21 years of age, agreed to a suicide compact and carried it out. Columns have been written about such cases as the above, but a remedy for the betterment of the condition of these female wage earners has never been applied. And yet we are supposed to be living in an enlightened and charitable age.

The proposition of W. D. Boyce, publisher of the Chicago Blade, a sensational newspaper of large circulation, for the government to turn the postoffice department over to a $50,000,000 syndicate under full government regulation is a unique one. In his remarkable offer to take the postal business out of the hands of the government he says he will provide penny postage, establish a rural postal express and apply business methods throughout; will rent the present postoffice from the government and charge it regular rates for its postal business; will place a well known railroad traffic expert in charge who has been offered the place at $30,000 per year; will eliminate all sinecures, politics and the ever-present deficit, and will pay the government all profits above 7 per cent.

A few of the socalled sports of Portland have taken it into their heads that the game laws should be changed so as to allow the sale of wild ducks. In other words they want to give pot hunters a job. We hope the law will be allowed to remain as it is. No genuine hunter wants any change. Game of all kinds is disappearing fast enough. Modern guns and ammunition, in connection with the pump and murderous automatic shotgun are annihilating the game fast enough. What is needed is a strict enforcement of the present laws. Game is sold at present, and the game wardens know it. If they do not they are not attending to their duties. Under the present law the game hog has been curbed and the pot hunter retired. Those who are suffering for a feed of wild game can satisfy their epicurean taste by going out and killing it. There is lots of it in the country. To obtain it means hard work and a little expense.

Wanted.

Hand ironers at the West Coast Laundry. Apply at once.

Try the new photograph gallery in the Holbrook block.

Try the dressmaking parlors at 207 Jersey street. Satisfaction guaranteed. Frances Pullen.

Dobie, Peterson & Co. have a word to say to all who are anxious to dicker in dirt. See their ad. in another column.

COMMERCIAL CLUB

Meeting at D. C. Roger's Office on Wednesday Night

To prove that the Commercial Club was not dead a few of the faithful met at the office of the president Wednesday night and an interesting meeting was the result. It had been some time since any business had been transacted, and when adjournment was reached a whole lot of unfinished and other business had been cared for.

The secretary reported his inability to secure any further data in regard to the final auditing of the bills of the Fourth of July celebration; and the matter was postponed for action at a future meeting.

The matter of foreign advertising was taken up, and the money collected ordered returned to the subscribers.

Several bills were allowed, after while a genneral discussion followed. The importance of the ferry and the trade it would bring to St. Johns were pointed out.

There is a possibility of local capital interesting itself in an ice and cold storage plant, and the matter was brought up before the club.

The proposition of securing permanent quarters was brought up and met with the hearty approval of all. A committee was appointed and empowed to secure the rooms and make the necessary arrangements. This committee will report at the next meeting. All present were in favor of continuing the weekly meetings, and considerable enthusiasm was manifested.

Resolutions of Respect.

Whereas, the great Ruler of the Universe has in his infinite wisdom removed from our midst our worthy and esteemed fellow laborer, James Crittenden Scott, and

Whereas, the intimate relations and deep interest shown by him in the work of the Woman's Christian Temperance Union, and his firm stand on the side of temperance make it fitting that we record our appreciation of him, therefore, be it

Resolved, that the ability and wisdom which he has exercised in the furtherance of the temperance work, by counsel, service and funds will be held in grateful remembrance

Resolved, that the sudden removal of such a man from St. Johns, who has been a public benefactor all the years he has lived here, leaves a vacancy and shadow that will be deeply realized by all his friends, and will prove a great loss to this city and the public.

Resolved, That with deep sympathy for the afflicted relatives and friends of the deceased we express an earnest hope that even so great a bereavement may be over ruled for their highest good.

Resolved, That a copy of these resolutions be sent to the bereaved family, a copy published, and a copy inserted in the minutes.

The above resolutions were presented by the ladies of Deborah Livingstone Union of St. Johns.

Compliment to F. J. Koerner

Editor Review:—Now that I am comfortably domiciled in my own home, I desire to acknowledge my obligations to F. J. Koerner, contractor and builder, for the excellent and faithful manner with which he has completed the work for me. He has not only lived up to his agreement with me, but has done even more than I had a right to expect. Always pleasant, punctual, ready to oblige and strictly upright, it gives me great pleasure to testify to his ability as a mechanic and his conduct as a gentleman. J. H. Fletcher, Willamette Boulevard, St. Johns, Oregon.

Subscribe for The Review.

CHURCH NOTICES.

Baptist church—E. A. Leonard, pastor. Sunday school at 10 a. m. Preaching at 11 a. m. B. Y. P. U. 7 p. m. Preaching at 8 p. m. All are cordially invited to attend these services.

Methodist church—S. L. Young pastor. Sunday school 10 a. m.; preaching at 11 a. m. and 8 p. m. Epworth League at 7 p. m.

Holy Cross Catholic church, Portsmouth Station 8:15 a. m., low mass; 10:15 a. m., high mass; 7:30 p. m., vespers and benediction.

St. Andrew's Episcopal Chapel, University Park—Rev. Wm. R. Powell, chaplain. Regular services 11 a. m. Sunday school 10 a. m.

Evangelical church — Sunday school 10 a. m. Preaching 11 a. m. Junior K. L. C. E. 2:30 p. m.; Senior K. L. C. E. 6:30 p. m. Also preaching at 7:30 p. m. E. E. McVicker, pastor.

Subject for Sunday morning—"The Evil in Them." Evening—"The Evil in Their Use."

First Congregational Church—F. J. Warren, pastor. Sunday school 10 a. m.; preaching 11 a. m. and 7:30 p. m.

Subject of the morning sermon—"The Ladder to Heaven." Evening discourse—"Pick Yourself Up."

Baptist Church, University Park. Rev. John Bentzien, pastor. Regular services every Sunday morning and evening.

Christian Church—Sunday School at 10 a. m., G. W. Overstreet, superintendent. Services in Bickners' hall. Preaching at 11 a. m. and 7:30 p. m.

McGrath's Bargains.

A $50 walnut suite $12.50; fir suite, $10; beautifully mahoghanized dresser with French mirror, $15; large solid oak sideboard, $18; 6-foot extension table, $3.50; three-piece mahoghany parlor suite, $20; plush patent rocker, $5; upholstered corner chair, $3.50; couch in art denim, $4; good plush sofa bed, $6.50; hardwood dressers, $6.50; $10 iron beds, $5; oak parlor desk, $5; flat office desk (good one) $12.50; office revolving chair, $3.50; 9x12 art squares, $5; carpets from $2.50 up to $10; hotel dresser, $4; mantel folding bed, $7.50; good No. 8 cook stove, $7.50; heating stoves, $1.65 and up to $15; kitchen safe, $3; kitchen treasure, $1.50; nurse rockers, $1; parlor table, $2 All sorts of household goods at way down prices, bought, sold or exchanged, and a square deal to all. M. J. McGrath, 66 North 3d. bet. Davis and Everett sts., Portland. Phone Main 2087.

Notice.

Members of the American Hospital Association in St. Johns and vicinity can now pay their monthly dues at the branch office of the association, located at the office of Spencer, Dey & Hampton, 201 South Jersey street. The office will remain open until 9 p. m. for the accommodation of members who cannot call earlier. Keep in good standing by paying your dues promptly.

Ladies!

If you wish weaving done, bring t in this winter, as I will not weave in the hot weather. Mrs. S. M. Warner, 401 Tacoma st, St. Johns, Ore.

PROPOSAL

For Improvement Bonds, City of St. Johns, Oregon

Sealed proposals will be received by the undersigned at his office in the city hall at St. Johns, Oregon, until Tuesday, December 18, 1906, at four o'clock p. m. for the sale at not less than par value and accrued interest, of Improvement Bonds of the City of St. Johns, Oregon, (the same being issued by authority of Ordinance No. 132) for the whole or any part of $3,279.11. Said bonds will be issued in denominations of $500 each, payable ten years from date, and subject to all the conditions imposed, directed and stipulated by what is known as "The Bancroft Bonding Act," under which act, as amended, said bonds are issued.

Bidders will be required to submit a flat bid, without conditions, except as to the regularity of the issue of bonds, and all bids must be accompanied by a certified check for an amount equal to five per cent of the face value of the bonds bid for. The right is reserved to reject any and all bids.

W. L. Thorndyke,
Auditor of the City of St. Johns.

Dated December 5, 1906.

Published in the St. Johns Review Dec. 7 and 14, 1906.

NOTICE!

Notice is hereby given that the undersigned has this day filed in the county court of the state of Oregon for the county of Multnomah, a petition praying for the vacation of so much of the alley running southeasterly and northwesterly through the center of block twenty-one (21), Holbrook's Addition to St. Johns, Multnomah county, Oregon, as lies between and abuts upon lots seven (7), eight (8), nine (9), ten (10), eleven (11), on the one side, and lots twelve (12), thirteen (13), fourteen (14), fifteen (15) and sixteen (16) on the other side, and that said petition will be called up for hearing on Wednesday, the 26th day of December, A. D., 1906, or as soon thereafter as the court can hear the same.

M. L. Holbrook.

Published in the St. Johns Review Nov. 16, 23, 30, and Dec. 7, 14, 1906.

PROPOSED

ORDINANCE NO. .....

An Ordinance to Establish a Ferry Landing at the Foot of Pittsburg Street and Granting a Franchise to the "St. Johns Transportation Company" to Operate a Ferry Thereat for a Period of Fifteen (15) Years.

The City of St. Johns does ordain as follows:

Section 1. That a ferry landing be, and is, hereby established at the foot of Pittsburg street, and ferry boats shall have the right to come, anchor and depart from such landing without hindrance or obstruction from or by any vessel, raft, craft, wagon or vehicle of any description, and the owner or owners of such ferry boat or boats shall have the right to make any improvement that may be necessary to perfect a good and sufficient ferry landing at the foot of said Pittsburg street; provided, that nothing contained in this section shall be construed as giving the right to cut or destroy any part of said Pittsburg street east of a point one hundred and fifty-five (155) feet west of the westerly line of Bradford street.

Section 2. There is hereby granted to the St. Johns Transportation Company, its successors and assigns, hereinafter designated as the grantee, the right to construct, maintain and operate a public ferry at the foot of said Pittsburg street for the period of fifteen (15) years from, and after, the final passage of this ordinance, at the rate and charges hereinafter stated, subject to the restrictions and obligations hereinafter written and imposed and such supervision on the part of the Council of said city of St. Johns as the public good may reasonably require under the laws and ordinance of said city.

Section 3. The grantee shall retain, and at its own cost and expense, during the term of this franchise, repair and keep in a good, sound and safe condition (and reconstruct if necessary) the present plank roadway the full width of the street from said ferry slip or landing to a direct point one hundred and fifty-five (155) feet west from the westerly line of Bradford street on the said Pittsburg street.

Section 4. The said grantee shall retain the gasolene launches now in operation between the foot of Pittsburg street and the opposite shore of the Willamette River, or others equally as good, to transport foot passengers back and forth across said river between said points and shall continue to operate the present ferry boat to and from said points for transportation of teams so far as the said ferry boat can be operated with safety, and shall, on or before the 1st day of March, 1907, have in operation between said points, a ferry boat of six team capacity, capable of handling comfortably, conveniently, expeditiously and with safety all the traffic that is or may be offered.

Section 5. Said grantee shall operate said ferry boat to and from said points from six o'clock in the morning until eight o'clock in the evening of every day during the continuance of this franchise, and as often as the public welfare may reasonably demand, provided, that the council of said city may further regulate the said service as the public good may require.

Section 6. The said grantee shall have the right to charge and collect the following maximum fares and charges for their services and no more:

Foot passengers, each way..... five (5) cents.
Teams, when the bed of the wagon or vehicle and the load placed thereon does not exceed twenty-four (24) feet in length.
Single horse and vehicle including two persons..... twenty-five (25) cents.
Single teams, including two persons..... thirty-five (35) cents.
Double teams (4 horses) including two persons..... fifty (50) cents.
Automobiles..... twenty-five (25) cents.
Saddle horses..... ten (10) cents.

When bed of the wagon or vehicle and the load contained thereon exceeds twenty-four (24) feet in length, one and one-half fare may be charged.

Section 7. The said grantee shall have the use of this franchise, and the privileges granted thereunder, for the term of fifteen (15) years after the final passage of the ordinance granting it, and as full compensation thereof, shall pay to the city of St. Johns, one and one-half (1 1-2) per cent of the gross receipts from said ferry, to be paid by said grantee to the said city of St. Johns monthly not later than the fifteenth [15th] day of each succeeding month during the life time of this franchise; provided, that this section shall not exempt the grantee from any lawful taxation upon its property nor from any license, charges, or impositions not levied on account of such use.

Sections 8. Said grantee shall keep a full and correct book of account and make stated monthly reports in writing to the city recorder of the city of St. Johns, which shall contain an accurate statement in summarized form, as well as in detail, of all receipts from all sources, and the city recorder may inspect or examine, or cause to be inspected or examined at all reasonable hours, any and all books of account and vouchers of said grantee. Such books of account shall be kept and such reports made in accordance with the forms and methods prescribed by the city recorder, and every failure of the grantee to keep such books of account or to make report as above specified shall authorize the city to declare a forfeiture of said franchise.

Section 10. Unless the grantee shall establish a good and convenient ferry across the Willamette river at and from Pittsburg street landing within the time limit mentioned in this ordinance unless prevented by accidents or incidents occuring or happening or arising beyond its control, or unavoidable litigation and in the event of unavoidable litigation, then within thirty days from the termination of such unavoidable litigation, which shall have been prosecuted as expeditiously as the course of law will admit, then the right of the grantee under this ordinance to the use of the foot of said Pittsburg street as a ferry landing shall terminate.

Section 11. The grantee shall have the exclusive privilege of transporting all persons and property over and across the Willamette river at the said terminal at foot of Pittsburg street and for a distance from said landing for a space of five city blocks in either direction both up and down the said Willamette river, and shall be entitled to all the fare and profits arising therefrom; provided, that nothing herein contained shall be construed to prevent any person crossing the river at such ferry in his own boat or to take in and carry over his neighbor when the same is done without fee or charge, and not with intent to injure the grantee.

Section 12. All persons conducting themselves in a peaceful and respectable manner shall be received into or on the ferry boat, and conveyed across by the grantee according to the schedule time of said ferry boat, and if the grantee shall act contrary to this regulation it shall forfeit and pay the sum of three dollars for every such offense to the party aggrieved, to be recovered before any court having jurisdiction; provided, that pubic officers on urgent business, post-riders, couriers, physicians, surgeons and midwives, shall in all cases be first carried over where all cannot go at the same time.

Section 13. For the effectual securing of efficient service; for the prompt and complete compliance by grantee with its agreements and undertakings herein and hereunder; and for the continued maintenance by the grantee of the property in good repair and condition throughout the entire term of this franchise, the said grantee shall, on filing its acceptance of this franchise, give to the city of St. Johns a good and sufficient bond in the sum of one thousand [$1000] dollars.

Section 14. The power and right reasonably to regulate in the public interest the exercise of this franchise and rights thereunder, shall remain and be vested in the council of the city of St. Johns.

Section 15. Any person or persons violating any of the provisions of this ordinance, where the penalty has not been designated, shall, upon conviction thereof before the municipal court of the city of St. Johns, be fined not less than five [$5] nor more than twenty-five [$25] dollars.

First reading November 20, 1906.
Second reading November 27, 1906.

Published in the St. Johns Review Nov. 30 and Dec. 7, 1906.

ORDINANCE NO. 132

An Ordinance Directing and Requiring the City Recorder to Sell Certain City Improvement Bonds of the City of St. Johns, Oregon.

The City of St. Johns does ordain as follows:

That whereas, under the provisions of the charter of the City of St. Johns, pertaining to the City Improvement Bonds of said city and the sale thereof, applications have been filed with the city recorder by interested parties under the said charter and the bonding provisions thereof aggregating $3,279.11 for street improvements, and,

Whereas, under the said charter and its provisions the bond lien docket has been made up, and the council is authorized to issue its bond in convenient denominations, not exceeding $500 each, and in all equal to the total amount of unpaid assessments, and,

Whereas, such bonds shall, by the terms thereof, mature in ten [10] years from the date thereof, and be payable in gold coin of the United States, and bear interest not to exceed six [6] per centum per annum, interest payable semi-annually, said interest to be evidenced by coupons attached to said bonds. Now, therefore,

The City of St. Johns does ordain as follows:

The city recorder of the City of St. Johns is hereby ordered, directed and required to issue seven bonds of City Improvement Bonds of the City of St. Johns, Oregon, bonds and coupons properly signed as required by law and the city charter; said bonds to be numbered consecutively from four [4] to ten [10] inclusive, and each to be of the denomination of $500 as near as may be; and each of said bonds to bear date as near as may be to the date of the application for such bonded privilege.

The city recorder shall publish notice of the time at which bids will be opened for the sale of said bonds, which said bonds shall thereupon be sold to the highest responsible bidder, with the right reserved to reject any or all bids and re-advertise the same.

Passed the council December 4, 1906.
Approved December 4, 1906.

P. W. Hinman,
Mayor.

Attest:
W. L. Thorndyke,
Recorder.

Published in the St. Johns Review Dec. 7, 1906.