

THE ST. JOHNS REVIEW
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 BY MARKER & BYRGER.

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FRIDAY, AUGUST 14, 1908.

We wish to secure one or more canvassers in St. Johns, one in Linton, one or more in University Park to work for the Review. We will give a liberal commission and besides to the one securing the most votes by their subscriptions and soliciting we will give a paid up scholarship to the amount of \$50 in some business college. We have one scholarship paid up and some one will get to use it this winter. Will it be you? Come in and let us tell you all about it.

The energy stored up in a gram of radium is said to be sufficient to drive a 50-horsepower automobile at a rate of 30 miles an hour around the world. But the thing is to get the radium.

Portland will spend a million dollars on park improvement as per bonds recently voted for that purpose. Too bad St. Johns did not keep up with the procession by securing that slightly location overlooking the dry-dock.

Don't forget our advertisers. They make the newspaper possible. If you want to help your home paper patronize the people who know enough to advertise their goods in its columns, and tell them you saw their ad in the paper.

Three Oregon athletes won honors at the Olympic games in London. No other state made such a showing. The boys will be royally entertained in Portland when they return early in September. Both athletic and commercial bodies are uniting in the arrangements.

Careful governmental survey of the Philippine islands has revealed that there are about 2600 in the group, more than twice the number estimated at the time of our occupation. That is all very well, we do not need to refund anything to Spain as it is costing us more than twice as much as we figured on to occupy the islands and we are not done with them by a few.

A German scientist has proposed to Italy to extinguish the fires of Vesuvius by flooding the volcano with sea water through tunnels. The scheme is a good one, but what will old Vesuvius be doing all this time? We have a faint suspicion that before the tunnels reach an opening so that the sea water can be utilized there will be a Dutchman who will be calling Dante to help him out of his difficulty.

The Walla Walla Bulletin says the republicans up in that country have ended the factional fight and are all pulling together again. That is a wise thing to do and it is a tip to the G.O.P. in this state. For not until they do so will there ever be any show for the party in politics in Oregon, but we will continue sending democrats or other political leaders to represent us in the legislative halls of our state and nation.

France has about 1/2 of an acre of forest for each individual inhabitant and annually imports \$50,000,000 worth of wood. She is systematically reforesting her barren places to restore droughts, provide employment for her people and furnish raw material for her factories. We talk about those visionary, fool Frenchmen; but every election we send a lot of fool politicians to congress, who have not the sense to provide properly for the reforesting our waste places nor care for the forests that God has already given us. If the blooming greenhorns would follow the example of the visionary Frenchmen in their reforesting instead of spending so much money on the navy they would be less opportunity for the socialist to holler. We do hope the time will come when both the press and the people will insist so strongly for adequate forest protection that it will be forth coming until such fires as are raging now will be beyond the pale of the possibility. If something is not done it will not be another generation until the United States will be a treeless, woodless desert. Lumber will be a thing beyond the reach of the common people and tornadoes, cyclones and blizzards will be prevalent everywhere on the continent. This is not a very cheerful picture, nor is it very much overdrawn.

Miss Eunice Selz will make her home with her sister, Mrs. Cleve Brown at Seaside.

ORDINANCE NO. 192

An Ordinance Regulating the Improvement of Streets in the City of St. Johns, Oregon, by Macadamizing or Graveling Same.

The City of St. Johns does ordain as follows:

Section 1. Whenever a street is to be improved by macadamizing the same it shall be done in the following manner when macadamized without sand binder.

GRADING.

The roadway shall be graded down to subgrade as given by the city engineer; said subgrade shall be not less than six nor more than twelve inches below the finished surface of the street at the center of the street.

Care must be taken to preserve the proper crown. All soft or spongy places not affording a firm foundation shall be dug out and refilled with good earth, gravel or macadam, well rammed in place.

The entire roadbed shall be thoroughly rolled and compacted with the city steam roller to the satisfaction of the city engineer.

All indentations or sunken places made during the process of rolling shall be filled with the material of which such foundation is composed while rolling.

Such rolling shall be completed in sections of at least one block and shall be tested and accepted by the city engineer before any material for the pavement is placed thereon.

On the bed thus prepared shall be spread the rock for the first course, of such thickness as to give a depth of one-half an inch below the finished surface of the street after being thoroughly compacted by rolling with the city steam roller, or by ramming in such places as the roller cannot reach.

The city will furnish a steam roller weighing not less than ten tons to do the rolling, and all rolling shall be done with the city steam roller where practicable.

Rolling shall be continued until the street is rolled to the satisfaction of the city engineer.

The size of the rock used in the first course shall not be larger than 2 1/2 inches in largest diameter, nor smaller than 1/2 inch in diameter.

Any stone larger than this will be rejected, and must either be removed from the street or broken to the proper size by the contractor.

The top or finishing course will be composed of finer particles of stone, obtained by screening the stone for the lower course.

The material for the top course will be spread upon the lower course in a uniform layer, and after being wet will be thoroughly rolled with the city roller, to the satisfaction of the city engineer.

Before the top or finishing course is put on, the lower course must be tested and accepted by the city engineer.

Rock for the street shall be hard, sound, dark colored basalt rock, or rock equally as good.

MACADAM WITH SAND BINDER.

Section 2. When the street is to be macadamized with sand binder it shall be done as follows:

GRADING.

The roadway shall be graded down to the subgrade as given by the city engineer; said subgrade shall be not less than six nor more than twelve inches below the finished surface of the street at the center of the street.

Care must be taken to preserve the proper crown. All soft or spongy places not affording a firm foundation shall be dug out and refilled with good earth, gravel or macadam well rammed in place.

The entire roadbed shall be thoroughly rolled and compacted to the satisfaction of the city engineer.

All indentations and sunken places made during the process of rolling shall be filled with the material of which such foundation is composed while rolling.

Such rolling shall be completed in sections of at least one block, and shall be tested and accepted by the city engineer before any material for the pavement is placed thereon.

On the foundation thus prepared shall be spread the rock for the first course, which shall be four inches in depth after being rolled, and after being filled with enough sand to fill the voids of the rock shall alternately be thoroughly rolled and sprinkled to the satisfaction of the city engineer. The second course shall be four inches in depth at the center of the street and two inches in depth at the curb, and shall be covered with sufficient sand to fill the voids, and shall be thoroughly rolled and rolled the same as the first course. The final course shall be of such depth as to give a total thickness to the street and when completed of twelve inches in the center and eight inches at the curbs, and shall be spread, covered with sand, rolled and sprinkled the same as the preceding courses.

If necessary to thoroughly bind the top course, a layer of clay or other acceptable binding material shall be spread on the surface of the street during the process of rolling.

All rolling shall be done with the city steam roller where practicable.

The rock used in all courses shall be crusher run of rock, not larger than 2 1/2 inches in largest diameter. It shall be hard, sound, dark colored basalt rock, or rock equally as good.

GRAVEL IMPROVEMENTS.

Section 3. When the street is to be improved by graveling the same, it shall be done in the following manner:

The roadway shall be graded down to the subgrade, as given by the city engineer. Said subgrade shall be not less than six nor more than twelve inches below the finished surface of the street at the center of the street.

Care must be taken to preserve the proper crown. All soft or spongy places not affording a firm foundation shall be dug out and refilled with good earth or gravel, well rammed in place.

The entire roadbed shall be thoroughly rolled and compacted with the city steam roller, to the satisfaction of the city engineer.

All indentations or sunken places made during the process of rolling shall be filled with the material of which such foundation is composed while rolling.

Such rolling shall be completed in sections of at least one block and shall be tested and accepted by the city engineer before any material for pavement is placed thereon.

On the bed thus prepared shall be spread the rock for the first course, of such thickness as to give a depth of one-half an inch below the finished surface of the street after being thoroughly compacted by rolling with the city steam roller, or by ramming in such places as the roller cannot reach.

The city shall furnish a steam roller weighing not less than ten tons to do the rolling, and all the rolling shall be done with the city steam roller where practicable.

Rolling shall be continued until the street is rolled to the satisfaction of the city engineer.

The size of the gravel used in this course shall not be greater than four inches in longest diameter, and the smallest diameter not less than one inch and no stones more than two inches in largest diameter shall be placed within three inches of the top of this course.

This course shall be tested and certified as to being on the proper grade by the city engineer before any material for the top or finishing course is placed thereon.

FINISHING OR TOP COURSE.

On the first course shall be spread a layer of fine crushed rock screenings or gravel, one inch in depth when thoroughly compacted; no stones used in this course to be greater than one inch in longest diameter. After being thoroughly wet it shall be rolled with the city steam roller until the gravel ceases to sink or creep under the roller, and to the satisfaction of the city engineer.

DEPTH OF GRAVEL.

The gravel shall have a total depth of not less than six or more than twelve inches in the center of the street.

GRAVEL.

The gravel used in this improvement shall be upland bank gravel.

Passed by the council Aug. 11, 1908.
 Approved Aug. 11, 1908.
 H. W. BRICE
 Mayor.

Attest:
 A. M. ESSON,
 Recorder.
 Published in the St. Johns Review August 14, 1908.

ORDINANCE NO. 193

An Ordinance Amending Ordinance No. 95 of the City of St. Johns, Oregon, Entitled "An Ordinance Regulating the Use of Bicycles on the Streets of the City of St. Johns, Oregon."

The City of St. Johns does ordain as follows:

That section 1 of Ordinance No. 95, passed by the common council May 22, 1906, and approved by the mayor May 22, 1906, entitled "An ordinance regulating the use of bicycles on the streets of the city of St. Johns, Oregon," be amended to read as follows:

SECTION 1.

1. Any sidewalk between John street and New York street extending between Hayes and Jersey streets, on either side of Jersey street between Fessenden and Richmond streets, and on any street within one block of any public school building, or on any sidewalk within the city of St. Johns in a street where a bicycle path is constructed or maintained.

2. Any sidewalk within the limits of the city of St. Johns in a street upon which is laid a plank roadway or which is paved or improved with hard surface pavement.

3. Upon all streets other than those heretofore described it shall be lawful to ride a bicycle upon the sidewalks at a speed of not more than six miles per hour.

4. It shall be unlawful for any rider of a bicycle or other vehicle of like character to pass or attempt to pass more than two people walking abreast on a six-foot sidewalk, or to pass or attempt to pass more than one person on a sidewalk less than five feet wide without first dismounting from such vehicle when at a distance of not less than 20 feet from such person or persons so to be passed.

5. Before any person shall be permitted to ride any bicycle or other vehicle of like character on any sidewalk on any street in the city of St. Johns, he or she shall first secure a permit therefor from the city recorder, for which permit he or she shall pay the sum of \$1, which permit shall expire on the first Monday of April of each year. On receipt of the payment herein described, the recorder shall issue to the applicant a receipt and metal tag bearing the name of the city and number of permit, which permits shall run in consecutive order from No. 1 upward, and be issued in new series each year. At the date of issue the recorder shall register in the license register the number of each permit, the date of issue and the name of the person to whom issued.

The metal tag in this section described shall be conspicuously placed on any bicycle or other like vehicle to be ridden as in this ordinance provided, and any bicycle or like vehicle being ridden more than once on the streets without such tag from and after the 11th day of September, 1908, shall subject the rider to the penalties prescribed in this ordinance.

Provided, however, that physicians in the discharge of their professional duties may use any walk by using proper regard for the speed limit.

Passed by the common council the 11th day of August, 1908.
 Approved by the mayor the 11th day of August, 1908.
 H. W. BRICE,
 Mayor.

Attest:
 A. M. ESSON,
 City Recorder.
 Published in the St. Johns Review Aug. 14, 1908.

RESOLUTION

It is resolved by the city of St. Johns that it is deemed expedient and necessary to establish the grade of Allegheny street in the said city, from the northerly line of Willis boulevard to the southerly line of Fessenden St., and it hereby requires from the city engineer plans, specifications and profile for establishing the grade of said street, and that the city engineer shall file such profile in the office of the recorder of the city of St. Johns, Oregon.

Adopted Aug. 4, 1908.
 A. M. ESSON,
 Recorder city of St. Johns.
 Published in the St. Johns Review Aug. 7 and 14, 1908.

There is getting to be a need for a garage in St. Johns. Brother Jobes has his gasoline buggy and the city has recently acquired a fine touring car to use in smoothing our streets and when the rainy season comes these autos ought to have a dry place to run into, at least a dryer place than St. Johns.

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