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Judge Holcomb's Views

Since last week's issue of the Review I have talked to about 100 of our residents, asking them their wishes and views on annexation, and I have invariably heard the one query: "What advantages will we receive by annexation?"

By annexation Portland could undoubtedly purchase the St. Johns Water Co.'s franchise, provided they would be willing to sell. That, of course, would have to be paid by taxes on our property, which is an item of great importance that should be considered.

As to the St. Johns Water Co.: They are in about the same position. They must lay pipes to any one consumer 400 feet away from the nearest main.

There has been a water shortage all summer in Sellwood, Woodstock, Mt. Tabor, Woodmere, Sunnyside, Mt. Scott, Anabel, Irvington, and a good many other localities, and no water can be had for sprinkling in any of these places.

has been water and gas rates. By annexation to Portland St. Johns residents will have practically no voice in the city affairs until she has a population of 25,000 people, and must grow five times her population to be entitled to a councilman.

No gas would have been piped to the Peninsula if St. Johns had not the power as a city to grant a franchise to any one who may apply for it. We are a growing, thriving city, new buildings are seen on nearly every street and numerous schools and churches adorn the fair city.

I am not the attorney for either the gas or water companies, and am not interested in their affairs any further than as a resident of St. Johns (my home), and wishing justice to all and special privileges to none. We must have a free ferry to meet our growing demands, and by having it place the star of hope over the cradle of the poor man's grave. W. W. Holcomb.

A Bit of History

Councilman Downey is rather "put out" because the city dads hesitate to contract for the purchase of a fire engine and also install street lights along the business streets. We believe the fathers did right just at this time before the annexation question is settled.

As to the street lighting, it certainly would be attractive and a great advertisement for St. Johns, but who would keep it up after annexation? Even on Washington street the principal thoroughfare of Portland, the city has refused to pay for the lights and the property owners are doing so today.

Anderson in Dreamland

One Charles Anderson, a Socialist by profession, but not so by practice, has such racy views concerning St. Johns after annexation that he assuredly is living in dreamland these days.

On October 20th the W. R. C. met at the cosy home of Mrs. Clayton on Willamette boulevard, Portland. Mrs. Clayton proved herself an ideal hostess and served delicious refreshments.

Portland's Indebtedness

There has been much contention as to Portland's indebtedness, and in order to get the facts we applied to the city treasurer. We append the reply received recently: "Replying to your letter addressed to the City Treasurer, I enclose you herewith statement showing total bonded indebtedness of the City of Portland up to December thirty-one, 1909."

The statement which Mr. Barbur enclosed showed the bonded indebtedness Dec. 31, 1909, to be \$6,926,500 bonds sold. To this should be added \$5,225,000 worth of bonds voted June, 1907, of which a portion have been sold, which makes a total of \$12,151,500, without Mr. Barbur's additional figures given in the above letter.

East Side Still Waits

Under this caption in its Monday edition the Oregonian states: At least three important street improvements on the East Side probably will not be completed this fall—Milwaukie street between Holgate and Hawthorne avenue; Sandy boulevard, between East Sixteenth and East Twenty-eighth streets; Lombard, between McKenna and Glenn avenue. All three are important highways.

There is little hope that this improvement can be completed this fall unless there should be two months of favorable weather, which is improbable. The property owners and residents are indignant over the delays on this street.

It has been the practice of the paving companies to start men on streets with petitions for paving and get a few signatures, enough to start proceedings, and then it takes 80 per cent to defeat it.

Yon'll Get it Proper

Ho, ye street corner loafers, store box warmers and peanut politicians, read what the city council of Portland is considering doing unto ye when ye annex to Portland: "At the next meeting of the city council an ordinance is to be considered for passage providing that a fine of not exceeding \$100 may be imposed upon any person who loiters in the streets of Portland so as to obstruct the passage of vehicles through the curbs, or who shall stand upon the sidewalks, or at street corners and thus interfere with the free use of the walks by pedestrians."

Contractor N. A. Gee had a taste of Portland conditions again last week when he moved a building in that city. It cost him \$10 for permit and \$9 for cutting telephone wires besides losing a day and a half in unwinding the red tape.

The Annex Meeting

The Portland and St. Johns Annexation Club held an open meeting in the city hall Thursday evening of last week. Most of the speaking was done by "annexers."

There was no opportunity given to contradict or refute some of the statements made, the chair ruling debates would not be entertained. Secretary Cook read several papers that had been contributed by parties favoring annexation and also a statement of the indebtedness of St. Johns and Portland and the present valuation of the utilities in each city.

A. M. Bolden then followed with some strange statements, one of which was that all the manufacturing plants that have located at Kenton would have located at St. Johns had this been part of Portland.

A. M. Esson showed the unfairness by giving the value of our public utilities at cost and comparing them with Portland's estimated valuation of public utilities. He believed ours had increased in value just as rapidly as Portland's.

Funny thing: The annexers claim that property value will increase from 10 per cent up to 50 per cent as soon as annexation takes place. Yet these same fellows have property for sale at the same price they listed it six months ago.

Free Mail Delivery

According to W. E. Williamson, Portland's assistant postmaster, the only things necessary for St. Johns to do to get free mail delivery are to show that it is within five miles of Portland's city limits, that it has more than 1500 inhabitants and that it has the required amount of improved streets.

Mr. Williamson says that the question of annexation cuts absolutely no figure in the matter and would not be taken into consideration, but that upon the conditions mentioned being complied with St. Johns office would, upon petition of its people, be made a sub-station of the Portland office, and the St. Johns postmaster added to the Portland force, given a life position and if found competent would probably be continued in charge of the St. Johns sub-station.

Bonds Required

A diversity of opinion exists among our citizens as to the amount of bonds the city requires on street improvement from contractors as a guarantee of the faithful performance of their work. Following are a few instances obtained from the records: Thompson street—engineer's estimate, \$2,134.44; amount of bonds required, \$2,000.

How About This

A detailed statement issued by A. L. Barbur, auditor of the city of Portland, for the year ending December 31, 1909, shows that the first water bonds, amounting to \$700,000 were issued in 1887, and is due in 7 years; \$2,200,000 bonds issued in 1893, and \$250,000 issued in 1909.

B. L. Snow, in order to take time by the forelock, made formal application Monday before the proper authorities in Portland for a long lease on city hall of St. Johns in the event that annexation took place.

On October 27th the W. R. C. met at the home of Mrs. Cheney in St. Johns to celebrate the first anniversary of the Corp's baby, little James Cheney.

For a Free Ferry

A committee of citizens consisting of R. F. Day, Dr. McChesney and T. H. Cochran, who were selected by Mayor Hendricks, will wait upon the authorities at Linton and endeavor to get them interested in the construction of a free ferry boat jointly with St. Johns, the boat to be equipped with fire fighting apparatus to be used in protecting the water frontage.

Special Meetings

The W. C. T. U. met in extra session at the Methodist church Monday afternoon. The State W. C. T. U. has set apart Tuesday, Nov. 1st, as a day of prayer and fasting, and St. Johns Union will meet at 1:30 o'clock in the Methodist church, corner Hayes and Leavitt streets.

Some of our citizens claim that we are paying more for street improvement than is the case in Portland. If this is true, why do not more Portland contractors come out and bid upon our street? Surely St. Johns money is as good as Portland money.

In Portland when one desires to build a house or make additions to a dwelling he must first submit his plans to the building inspector before he can secure a permit.

The W. R. C. are going to have a Hallowe'en frolic Monday night, Oct. 31st, in G. A. R. hall. A fine program has been prepared, consisting of songs, declamations and drills.

A. W. Lafferty, nominated for Congress in this district, is a comparatively young man, full of brains and energy, and will make a representative that will be heard from in Washington to the benefit of this district.

The city council performed a good act when the city engineer was directed Tuesday night to secure the necessary data for the improvement of Dawson street.

Council Proceedings

All members were present at the regular meeting of the city fathers Monday night with Mayor Hendricks presiding. The first matter taken up was an application for an arc light at the corner of Burlington and Leonard streets.

A communication from the St. Johns band asking that they be allowed to practice in the city hall on Monday nights as heretofore was read, and also a remonstrance by the fire department against said band using the hall on Monday nights, the latter claiming that the band interfered with holding their regular meeting on that night.

The application of Sherman Cochran for renewal of liquor license was recommended by the license committee. A resolution to improve New York street, Hayes to Willis boulevard, by cement walk and macadam was adopted on motion of Mr. Davis.

An ordinance establishing the grade of Crawford street, Richmond to Pittsburg, was passed on motion of Mr. Dobie. Upon motion of Mr. Davis the engineer was directed to draw plat of Dawson street from Columbia boulevard to the southern city limits, and furnish the necessary data so that this important street might be taken up and improved next spring.

Mayor Hendricks announced that he had selected E. F. Day, Dr. Joseph McChesney and T. H. Cochran to gather the necessary data and interview the authorities of Linton with the object of constructing a free ferry jointly. The light committee was instructed to take up all applications for arc lights now on file, and if it is found after investigation that all are needed, all will be granted.

Boys' Meeting

The Portland Young Men's Christian Association is planning to hold a series of Sunday afternoon meetings for boys. It is hoped that arrangements can be made for these meetings in several sections of the city, and that later boys from all these sections can be gathered in some large church or theatre on the West Side for a mass meeting, at which a prominent man from out of town will speak.

Beginning on next Sunday, October 30, a boys' meeting will be conducted at the St. Johns Methodist church. It is very desirable that all who are interested in the boy life of the community give their hearty support.

The Y. M. C. A. asks the cooperation of all churches and all fathers and mothers in making the united meeting of the series a strong one in point of numbers. An able man, one greatly interested in boys, will be secured to address the meeting, and every boy who attends will enjoy a treat.

Building Permits

No. 147—To N. A. Gee to underpin building on Burlington street between Ivanhoe and Hayes for Laughters Mercantile Co.; cost \$50. No. 148—To T. W. Birch to erect dwelling on Willamette boulevard between Ida and Alma streets for J. S. McKinney; cost \$1400.