

Make It Definite

The time for connection with the sewer system on the part of the property owners is still in an unsatisfactory state. A recent ordinance stated that all must connect within sixty days after being notified so to do by the chief of police. An amendment, or rather, a new ordinance, giving six months' time after notification passed to third reading Tuesday night and will likely reach final passage next week. But neither provides any definite time when the chief shall notify the people to connect. He may do it this year, next year, or the year after, so far as the instructions go. The city attorney states that each property owner must be notified individually by the chief under the provisions of the present ordinance in force or the one under way of passage. Can the chief discriminate in this matter? After one sewer district is completed is it not right that each property owner affected shall receive notice to connect as soon as his neighbor? Can the chief make one hasten and give the other more time? It is true that the board of health can force any one to connect with the sewer immediately if it is found that his cess pool is defective or a disease breeder, but many of the property owners have good cess pools and are unable to connect on a two months' notice. It is human nature to wait, in cases of this kind, until notified before taking any steps to provide for payment thereof. Therefore the extension of six months is deemed advisable. The prime object of hastening the sewer construction in the first instance was to protect our water system. The many cess pools surrounding it must eventually find a passage into the source of the city's water supply. Can any board of health tell when that will be? And what can be done after the water supply has become contaminated? No injury is apparent to the board of health or to any other body or individual until after the injury has been done. It is too late then to remedy the evil after disease has become rampant on account of contaminated water, which will ever thereafter, despite all precautions, be a constant source of danger. Now is the time to get busy. The Burlington Street sewer has been completed, as has also the Philadelphia Street sewer. Why not pass the six months' limit ordinance next week, and make it incumbent upon the chief of police to AT ONCE notify the property owners in each district to connect up within six months. Don't leave the time of notification indefinite. According to some of the reports we have heard, the Burlington street sewer may not be much better than the cess pools, yet it will divert the the seepage course and prevent the sewer fifth from contaminating the city water. The matter is worthy of immediate action.

RESOLUTION

It is resolved by the City of St. Johns, Oregon: That it deems it expedient and necessary to change the established grade of Fillmore street, from the westerly side line of Richmond street to the easterly side line of Burlington street, in said city, from the present grade established by Ordinance No. 318, and shown on profile prepared by Chas. E. Andrew, city engineer of said city, which profile bears filing date of September 4, 1910, said grade being shown by red lines drawn thereon, the proposed grade being shown by blue lines, the change therein is described as follows, viz: On center line, elevation at westerly side line of Richmond street to be and remain at 143 feet, center line at easterly side line of Charleston street from an elevation of 141.4 feet to an elevation of 137.4 feet, said line at westerly side line of said Charleston street from an elevation of 140.8 feet to an elevation of 136.8 feet, said center line at westerly side line of John street from an elevation of 132 feet to an elevation of 134 feet, said line at the westerly side line of Leavitt street, from an elevation of 124 feet to an elevation of 122 feet, said line at the easterly side line of Burlington street to be and remain as at present established at an elevation of 95 feet.

F. A. RICE, Recorder.
Published in the St. Johns Review May 5 and 12, 1911.

PROPOSED ORDINANCE NO.

An Ordinance Authorizing the Oregon Railroad and Navigation Company, Its Successors and Assigns, to Lay a Side Track and Run Cars Over and Along the North Side of Bradford Street, Between a Point on the Main Line of the Oregon Railroad and Navigation Company, One Hundred (100) Feet Westerly Along the Said Main Line From the West Line of John Street to a Point Fifty (50) Feet East of the East Line of Burlington Street, All in the City of St. Johns.

The city of St. Johns does ordain as follows:

Section 1. The Oregon Railroad and Navigation Company, a corporation organized and existing under and by virtue of the laws of the State of Oregon, its successors and assigns, is hereby authorized and permitted to lay a side track and run cars over the same along the north side of Bradford street between a point on the main line of the Oregon Railroad and Navigation Company one hundred (100) feet westerly along the said main line from the west line of John street and a point fifty (50) feet east of the east line of Burlington street, all in the city of St. Johns, Multnomah county, Oregon, said track to extend from the plant or mills of Lauthier's Mercantile Company, incorporated, to a point of connection with the line of railroad of the Oregon Railroad and Navigation Company.

Section 2. The duration of this franchise shall be 25 years from and after the taking effect of this ordinance.

Section 3. The compensation to be paid to the city of St. Johns for this franchise shall be the sum of three (\$3) dollars per annum, which said sum shall be paid by the said Oregon Railroad and Navigation Company to the city treasurer of the city of St. Johns on or before the 1st day of July of each year.

Section 4. The Oregon Railroad and Navigation Company, its successors and assigns, shall keep in repair that portion of said street occupied by its said side track authorized under this ordinance as required by the council, and the said The Oregon Railroad and Navigation Company, its successors and assigns, shall pay, prior to the time of delinquency, any special assessment for the repair or improvement of that portion of the street between the rails of the said side track, and that portion of said street lying between the two tracks of the said The Oregon Railroad and Navigation Company at said place, and in case of failure or refusal to comply with the notice to repair, improve or maintain such portion of said street, or of neglect or refusal to pay any legal assessment for repairs or improvements, the said city of St. Johns may declare by ordinance the immediate forfeiture of the franchise herein authorized.

Section 5. Said The Oregon Railroad and Navigation Company shall, within thirty days after the passage and taking effect of this ordinance, file in the office of the recorder its written acceptance of the same.

Passed by the city council.
Approved by the mayor.
Attest: Recorder.
Published in the St. Johns Review, May 5 and 12, 1911.

RESOLUTION

It is resolved by the City of St. Johns: That it deems it necessary and expedient to improve Macrum avenue from the west line of O. W. K. & Co. right of way to the southeastern city limits in the city of St. Johns in the following manner, to-wit: By grading same to the established grade, or grade to be established, by cut and fill, and placing a strip of macadam in center thereof 16 feet wide the entire length, said macadam to be 8 inches deep in center and 6 inches deep at both sides.

Work to be done according to the plans and specifications of the city engineer on file in the office of the city recorder relative thereto, which said plans and specifications and estimates are satisfactory and are hereby approved. Said improvements to be made in accordance with the charter and ordinances of the city of St. Johns, and under the supervision and direction of the city engineer.

That the cost of said improvement to be assessed as provided by the city charter upon the property especially and particularly benefited thereby, and which is hereby declared to be all of lots, blocks and parcels of land between the termini of such improvements abutting upon, adjacent or proximate to said Macrum avenue from the marginal lines of said street back to the center of the block or blocks or tracts of land abutting thereon or proximate thereto.

That all the property included in said improvement district aforesaid is hereby declared to be local improvement district No. 58.

That the city engineer's assessment of the probable cost of said improvement to be assessed against the property included in said improvement district as assessed against the property in said local assessment district as provided by the city charter of the city of St. Johns.

Adopted the 25th day of April, 1911.
FRANK A. RICE, Recorder.
Published in the St. Johns Review April 28 and May 5, 1911.

Northern Pacific Railway

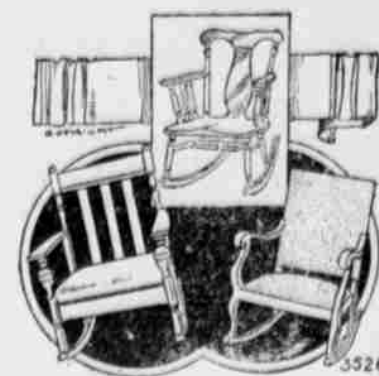
LEAVING ST. JOHNS

North Coast Limited via Puget Sound 10:30 p. m.
North Coast Limited via North Bank 7:05 p. m.
No. Pacific Express via Puget Sound 8:45 a. m.
No. Pacific Express via North Bank 7:37 a. m.
Pacific Express via Puget Sound 7:00 a. m.
Western Express via North Bank 7:30 p. m.
Western Express via Puget Sound 6:00 p. m.
No. River Express via North Bank 11:17 a. m.
No. River Express via Puget Sound 10:17 a. m.
Portland, Tacoma and Seattle Express 7:05 a. m.
From Olympia, South Bend and Grays Harbor
Puget Sound Limited 3:30 p. m.
Grays Harbor Branches
Vascoit Passenger 3:30 p. m.

ARRIVING AT ST. JOHNS

North Coast Limited via North Bank 7:05 a. m.
No. Pacific Express via Puget Sound 8:45 a. m.
No. Pacific Express via North Bank 7:37 a. m.
Pacific Express via Puget Sound 7:00 a. m.
Western Express via North Bank 7:30 p. m.
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Puget Sound Limited 3:30 p. m.
Grays Harbor Branches
Vascoit Passenger 3:30 p. m.

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Proposals for Street Work

Sealed proposals will be received at the office of the Recorder of the City of St. Johns until May 9, 1911, at 8 o'clock p. m., for the improvement of Buchanan street from the westerly line of Fessenden street to easterly line of St. Johns, avenue, in the manner provided by ordinance No. 374, subject to the provisions of the charter and ordinances of the City of St. Johns, and the estimate of the City engineer, on file.

Engineer's estimate is \$10,227.35.

Said work calls for 4801 yards of earth work, 2809 feet of 6-foot cement sidewalk, box gutters and cross walks.

Bids must be strictly in accordance with printed blanks, which will be furnished on application at the office of the Recorder of the City of St. Johns. And said improvement must be completed on or before 60 days from date of accepting bids.

No proposals or bids will be considered unless accompanied by a certified check payable to the order of the Mayor of the City of St. Johns, certified by a responsible bank for an amount equal to ten per cent. of the aggregate proposal.

The right to reject any and all bids is hereby reserved.

By order of the City Council.
F. A. RICE, Recorder.
Published in the St. Johns Review on April 21, 28, and May 5, 1911.

Proposals for Street Work

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Engineer's estimate is \$10,227.35.

Said work requires 6135 yards of earth work, 4257 feet of 6-foot cement walk, 2400 lineal feet of crushed rock.

Bids must be strictly in accordance with printed blanks which will be furnished on application at the office of the recorder of the city of St. Johns. And said improvement must be completed on or before 60 days from the date of accepting bids.

No proposals or bids will be considered unless accompanied by a certified check payable to the mayor of the city of St. Johns, certified by a responsible bank for an amount equal to ten per cent. of the aggregate proposal.

The right to reject any and all bids is hereby reserved.

By order of the city council.
F. A. RICE, City Recorder.
Published in the St. Johns Review April 21 and 28, and May 5, 1911.

NOTICE OF Proposed Assessment

Notice is hereby given that apportionment of the cost of improving North Jersey street between St. Johns avenue and the Weyerhaeuser tract, 17, 21, 22, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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