

**The Ball Started**

The annexation of St. Johns to Portland is not to the liking of J. B. Holbrook and a number of other prominent citizens of the suburban town. Today they filed in the Circuit Court a petition asking for an injunction restraining Mayor Simon and the Portland council from taking the final steps in the process of friendly assimilation. They also ask that the mayor and recorder of St. Johns be restrained from turning over to Portland authorities the records or property of the smaller municipality.

The petition was filed by Attorney George J. Perkins in the name of R. W. McKeon, C. C. Oihus, T. H. Cochran, Joseph McChesney, Peter Autzen, A. M. Stearns, J. B. Holbrook, M. L. Holbrook, Portland Manufacturing Company, Peninsula Iron Works and Lawrence Holbrook. It was directed against Mayor Joseph Simon, Auditor A. L. Barbur, George L. Baker and 14 other Portland councilmen, and Mayor K. C. Couch and Recorder F. A. Rice of St. Johns.

Irregularities in the election for annexation held in St. Johns in November last are made the basis for the demand for the restraining order. The first complaint is that of the 662 electors who voted on the annexation proposition, a large number did not live within the city limits and should have had no voice in the matter. The total vote was 362 in favor of annexation and 300 opposed. However, it is asserted that precinct 158, where 145 affirmative votes were recorded to 78 opposed, composes a territory that is two thirds outside the town. The claim is made that if the voting had been confined in this district to the townspeople, the result would have been different. In the other two precincts the vote stood: precinct 156, yes 99, no 89; precinct 157, yes 118, no 133.

There is also the complaint that the city of Portland was unduly active in the matter of annexation and several alleged irregularities are pointed out in the proceedings.

The petitioners also point to the fact that the bonded indebtedness of St. Johns is \$66,000, or 1.635 per cent of the assessed valuation of \$4,036,285, while the bonded debt of Portland is \$9,716,500 or 3.541 per cent of the assessed valuation of \$274,394,720. The taxes assessed for city purposes in Portland are about six mills, while in St. Johns they average five mills. The petitioners claim there will be no adequate return to the property owners for the additional tax after annexation. No better protection and no increased facilities will be afforded, it is said.—Tuesday's Telegram.

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F. J. Kettenhofen, Pastor.

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**RESOLUTION**

It is resolved by the City of St. Johns that it deems it expedient and necessary to improve Philadelphia street from the south side line of Hayes street to the north side line of Edison street in the City of St. Johns in the following manner, to wit:

By grading same to the established sub-grade by cut and fill and laying a 12 foot cement walk with 15 foot curb on both sides of said street, and macadamizing same from curb to curb, said macadam to be 8 inches deep in the center and 6 inches at each edge, 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 and parts of lots, blocks and parcels of land between the termini of such improvements abutting upon adjacent or proximate to Philadelphia St., from the marginal line 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. 59".

That the city engineer's assessment of the probable total cost of said improvement of said Philadelphia street is \$5,140.59.

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

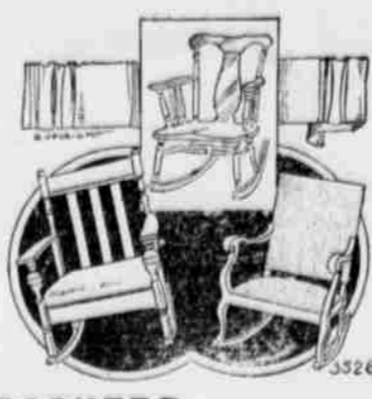
Adopted by the council May 9th, 1911.

F. A. RICE, Recorder.

Published in the St. Johns Review, May 12 and 19, 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.**



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**ORDINANCE NO. 377**

**An Ordinance Providing the Time and Manner of Improving Jersey Street from the Southerly Side Line of West Catlin Street to the Northerly Side Line of Richmond Street in the City of St. Johns, and Requiring from the Constructing Company a Maintenance Bond For a Term of Five Years.**

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 Lauther'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 extending one foot outside of such rails, 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,..... Mayor  
Attest:.....Recorder.  
Published in the St. Johns Review, May 5 and 12, 1911.

**ORDINANCE NO. 375**

**An Ordinance Declaring the Cost of Improving Oswego Street From the North Line of Barton's Addition to Swift Boulevard in the City of St. Johns, Oregon, and Assessing Thereby, Declaring Such Assessment and Directing the Entry of the Same in the Docket of City Liens.**

The city of St. Johns does ordain as follows:

That the council has considered the proposed assessment for improving Oswego street from the north line of Barton's Addition to Swift Boulevard, and hereby certifies, determines and declares the whole cost of said improvement in the manner provided by Ordinance No. 372 to be the sum of \$732.21, and that the special and peculiar benefits accruing to each lot or part thereof or parcel of land within the assessment district, by reason of said improvement and in just proportion to such benefits, are in the respective amounts set opposite the number or description of each lot or part thereof or parcel of land in the following annexed assessment roll and said assessment roll, which is numbered 41, is hereby adopted and approved as the assessment for said improvement, and the recorder of the city of St. Johns is directed to enter a statement of the assessment hereby made in the docket of city liens, and cause notice thereof to be published as provided by charter, which assessment is as follows:

Lot	Addition	Amount
18	View Crest	\$ 5.30
19	"	9.55
20	"	12.71
21	"	15.89
22	"	25.42
23	"	41.51
24	"	34.16
25	"	26.34
26	"	22.82
27	"	17.27
28	"	16.50
29	"	14.98
30	"	13.93
31	"	8.70
32	"	6.96
33	"	5.23
34	"	4.23
Total	"	\$732.21

Passed by the council May 2, 1911.  
Approved by the mayor May 2, 1911.  
K. C. COUCH, Mayor.  
F. A. RICE, Recorder.  
Published in the St. Johns Review on May 12, 1911.  
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