

# ORDINANCE NO. 416

(Continued from 4th page)

Lot	Block	Addition	Amount
9	4	Chipman's	63.39
10	4	Chipman's	63.39
11	4	Chipman's	63.39
12	4	Chipman's	63.39
13	4	Chipman's	63.39
14	4	Chipman's	63.39
15	4	Chipman's	63.39
16	4	Chipman's	63.39
17	4	Chipman's	63.39
18	4	Chipman's	63.39
19	4	Chipman's	63.39
20	4	Chipman's	63.39
21	4	Chipman's	63.39
22	4	Chipman's	63.39
23	4	Chipman's	63.39
24	4	Chipman's	63.39
25	4	Chipman's	63.39
26	4	Chipman's	63.39
27	4	Chipman's	63.39
28	4	Chipman's	63.39
29	4	Chipman's	63.39
30	4	Chipman's	63.39
31	4	Chipman's	63.39
32	4	Chipman's	63.39
33	4	Chipman's	63.39
34	4	Chipman's	63.39
35	4	Chipman's	63.39
36	4	Chipman's	63.39
37	4	Chipman's	63.39
38	4	Chipman's	63.39
39	4	Chipman's	63.39
40	4	Chipman's	63.39
41	4	Chipman's	63.39
42	4	Chipman's	63.39
43	4	Chipman's	63.39
44	4	Chipman's	63.39
45	4	Chipman's	63.39
46	4	Chipman's	63.39
47	4	Chipman's	63.39
48	4	Chipman's	63.39
49	4	Chipman's	63.39
50	4	Chipman's	63.39
51	4	Chipman's	63.39
52	4	Chipman's	63.39
53	4	Chipman's	63.39
54	4	Chipman's	63.39
55	4	Chipman's	63.39
56	4	Chipman's	63.39
57	4	Chipman's	63.39
58	4	Chipman's	63.39
59	4	Chipman's	63.39
60	4	Chipman's	63.39
61	4	Chipman's	63.39
62	4	Chipman's	63.39
63	4	Chipman's	63.39
64	4	Chipman's	63.39
65	4	Chipman's	63.39
66	4	Chipman's	63.39
67	4	Chipman's	63.39
68	4	Chipman's	63.39
69	4	Chipman's	63.39
70	4	Chipman's	63.39
71	4	Chipman's	63.39
72	4	Chipman's	63.39
73	4	Chipman's	63.39
74	4	Chipman's	63.39
75	4	Chipman's	63.39
76	4	Chipman's	63.39
77	4	Chipman's	63.39
78	4	Chipman's	63.39
79	4	Chipman's	63.39
80	4	Chipman's	63.39
81	4	Chipman's	63.39
82	4	Chipman's	63.39
83	4	Chipman's	63.39
84	4	Chipman's	63.39
85	4	Chipman's	63.39
86	4	Chipman's	63.39
87	4	Chipman's	63.39
88	4	Chipman's	63.39
89	4	Chipman's	63.39
90	4	Chipman's	63.39
91	4	Chipman's	63.39
92	4	Chipman's	63.39
93	4	Chipman's	63.39
94	4	Chipman's	63.39
95	4	Chipman's	63.39
96	4	Chipman's	63.39
97	4	Chipman's	63.39
98	4	Chipman's	63.39
99	4	Chipman's	63.39
100	4	Chipman's	63.39

# ORDINANCE NO. 420

# RESOLUTION

It is resolved by the city of St. Johns, Oregon, that it deems it expedient and necessary to improve Crawford street from the easterly line of Baltimore street to the westerly line of Pittsburg street in the city of St. Johns in the following manner, to wit:

By grading said portion of street according to plan and profile filed with the city recorder on the 29th day of August, 1911, placing a 6 foot cement walk with 12 foot curb between Baltimore and Tacoma streets on both sides of said street, and a strip of macadam in center thereof to be 16 feet wide, to be 10 inches deep in center and 7 inches at each edge. Between Tacoma and Pittsburg streets cement walk and curb to occupy 8 feet from property line and laid on southerly side only, and macadam same as between Tacoma and Baltimore streets except that same be laid on southerly side of said street. Cement cross walks to be used, macadam to be continuous between outside termini of improvement.

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 said improvements abutting upon, adjacent or proximate to 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 is hereby declared to be local improvement district No. 73.

That the city engineer's assessment of the probable total cost of said improvement is \$2,995.74.

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 the 29th day of August, 1911.

F. A. RICE, Recorder.

Published in the St. Johns Review on Sept. 1 and 8, 1911.

# RESOLUTION

It is resolved by the city of St. Johns, Oregon, that it deems it expedient and necessary to improve Baltimore street from the southerly line of Edison street to the southerly line of Richmond street in the city of St. Johns in the following manner, to wit:

By grading said portion of street to grade or subgrade as shown on profile filed Aug. 22, 1911 and by laying a 6 foot cement walk and 12 foot curb on south side of the said street, and on corrugated iron gutters and cement cross walks 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 said improvements abutting upon, adjacent or proximate to said Baltimore street in equal proportion to each lot abutting thereon 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 is hereby declared to be local improvement district No. 71.

That the city engineer's assessment of the probable total cost of said improvement is \$2,089.74.

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 the 22nd day of August, 1911.

F. A. RICE, City Recorder.

Published in the St. Johns Review on August 25 and Sept. 1, 1911.

# RESOLUTION

It is resolved by the City of St. Johns, Oregon, that it deems it necessary and expedient to improve Edison street from the southerly line of Richmond street to the southerly line of Pittsburg street in the city of St. Johns in the following manner, to wit:

By grading said portion of street to grade or subgrade as shown on profile filed Aug. 22, 1911 and by laying a 6 foot cement walk and 12 foot curb on south side of the said street, and on corrugated iron gutters and cement cross walks 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 said improvements abutting upon, adjacent or proximate to said Edison street in equal proportion to each lot abutting thereon 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 is hereby declared to be local improvement district No. 72.

That the city engineer's assessment of the probable total cost of said improvement is \$2,347.22.

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 the 22nd day of August, 1911.

F. A. RICE, City Recorder.

Published in the St. Johns Review on August 25 and Sept. 1, 1911.



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Two City Express via Puget Sound. 11:30 a. m.

Pacific Express via Puget Sound. 11:30 a. m.

Eastern Express via Puget Sound. 11:30 a. m.

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