

**THE ST. JOHNS REVIEW**  
BY A. W. MARRLE

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The question of public parks and playgrounds has again been taken up, and with greater vigor and earnestness than has yet been experienced upon such a project in St. Johns. The Commercial club took the initiative in the matter by appointing a committee to investigate sites. The committee has made its report, recommending four separate sites, all of which it approved, and the aid of the city council has been enlisted in the cause. The sites selected will be carefully investigated and if found desirable for the purpose and reasonable in price, options will be secured and a special election will no doubt be called to vote upon an issue of bonds for purchase of same. If the sites selected prove unsatisfactory after a more minute investigation, they will be discarded and other locations sought. When the selections have been conclusively made and the election called, it will be up to the people to do the rest. It has been almost humiliating in the past that St. Johns possessed no parks or playgrounds. It is said that it is the only city of its size in Uncle Sam's domain that does not possess such places of recreation. There is not the slightest reason in the world why St. Johns should not have several parks. Few cities in the country have such a splendid opportunity to purchase parks and then not pay for them as has St. Johns. It is a fact that cannot be denied that this city and Portland will have become consolidated long before 25 year bonds would become due. This being true, Portland would necessarily have to take over our indebtedness and pay our debts, even as we would have to help pay Portland's already enormous indebtedness. Outside of the interest the parks would cost us but little. But one mistake should not be made in a bond issue for park purposes. Enough additional money should be provided in the issue to thoroughly equip the parks with seats, swings, and other apparatus that go to make the modern park. We have had one vivid illustration of an incomplete situation, and that was when the city dock was built and no money provided to construct sidetracks thereto. It should not happen again. At least five thousand dollars and the premium on the bonds undoubtedly should be consecrated to providing equipment. A park is practically useless unless it is equipped with proper conveniences and placed in an attractive condition. And it is much easier to only pay the interest on equipment with Portland eventually paying the principal than it would be to take the money out of the general city fund, and pay for it in higher taxation. Whatever is done, be sure that equipment is provided for in the bond issue. With the very able, and we believe almost unanimous help of the ladies, the vote of whom was not available at previous park elections, there is every reason to believe that park bonds will carry by a large majority. The ladies realize much more than the male element the value of parks and playgrounds. Certainly St. Johns should have parks, several of them. But do not forget the necessary equipment. That MUST be provided for.

The worst habit that boys can fall into is that of loafing around on the streets at night. It is then they cast their lot on slippery places when at any moment they are likely to fall from grace. All good and noble lessons taught them by their mothers are counteracted and nullified in idling and aimlessly loitering out on the streets. They learn nothing that is good, but everything bad. The boys who spend their evenings in the sacred precincts of home with good books for their companions are the future hope of the republic. They will fill our legislative and congressional halls and sit in judgment upon men and measures, while the boys who run the streets will fill our penitentiaries, almshouses and lunatic asylums.—Ex.

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**FIRST NATIONAL BANK, ST. JOHNS, OREGON**

**Proposed Ordinance No....**

AN ORDINANCE AUTHORIZING THE OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY, ITS SUCCESSORS AND ASSIGNS, TO LAY SIDETRACK AND RUN CARS OVER AND ALONG THE NORTH SIDE OF BRADFORD STREET BETWEEN A POINT ON THE MAIN LINE OF THE OREGON-WASHINGTON RAILROAD AND NAVIGATION COMPANY THREE HUNDRED (300) FEET WESTERLY ALONG SAID MAIN LINE FROM THE EAST LINE OF PHILADELPHIA STREET ON THE EAST LINE OF ALTA STREET, ALL IN THE CITY OF ST. JOHNS.

The City of St. Johns does ordain as follows:

Section 1. The Oregon-Washington 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 sidetrack and run cars over the same, along the north side of Bradford street, between a point on the main line of the Oregon-Washington Railroad and Navigation Company three hundred (300) feet westerly along said main line from the east line of Philadelphia street to a point, which point is the east line of Alta street, all in the city of St. Johns, Multnomah county, Oregon; said track to extend from its point of connection with the line of railroad of the Oregon-Washington Railroad and Navigation Company to the plant of the Peninsula Iron Works.

Section 2. The duration of this franchise shall be twenty-five (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 (\$3.00) dollars per annum, which said sum shall be paid by the Oregon-Washington Railroad and Navigation Company to the city treasurer of the city of St. Johns on or before the first day of July of each year.

Section 4. The Oregon-Washington Railroad and Navigation Company, its successors and assigns, shall keep in repair that portion of the streets occupied by its sidetrack authorized under this ordinance as required by the council, and the said Oregon-Washington 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 streets between the rails of the said sidetrack and extending one (1) foot outside of such rails, and that portion of said street lying between the two tracks of the said Oregon-Washington 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 Oregon-Washington 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 Council.....  
Approved by the Mayor.....  
Attest:..... Recorder.  
Published in the St. Johns Review August 1 and 8, 1913.

**Recorder's Report**

April 15 to July 30, 1913

RECEIPTS	
Cash on hand, General Fund, April 15th, 1913	\$14608.41
Taxes	9879.83
General	744.28
Fines	316.00
Licenses	2829.50
Engineers	147.51
Street Bond Sinking Fund	10045.02
Street Bond Interest Fund	4847.09
Streets	3966.97
<b>Total</b>	<b>\$47384.61</b>

DISBURSEMENTS	
General	\$2244.70
Salaries	2439.31
Fire Department	293.78
Lights	8876.46
Water	673.31
Engineers Department	1060.00
Street Repair	1922.86
Health and Charity	27.50
Printing	224.00
Library	60.00
City Clock	365.70
Road Roller	15.90
Street Bond Sinking Fund	10045.02
Street Interest Fund	4847.09
STREET	3966.97
Cash General Fund August 1st, 1913	10824.01
<b>Total</b>	<b>\$47384.61</b>

City Inventory	\$126,627.31
Bond Indebtedness	76,600.00
Unimproved Bonds	261,005.05

**FRANCHISES AND CONTRACTS WITH THE CITY.**

No. 16—J. C. Scott, successors and assigns, to operate a water system.

No. 31—Portland General Electric Co., a supply of electricity.

No. 34—O. W. R. and N. Co., to lay sidetrack on Bradford street from Block 6 to Block 8, James John Addition.

No. 78—O. W. R. and N. Co., to lay sidetrack on Bradford street to Philadelphia street.

No. 144—Home Telephone Company, to operate a telephone and telegraph system; \$200 per year, payable Jan. 1 of each year.

No. 148—Pacific Telephone and Telegraph Co., to operate a telephone and telegraph system; \$100 per year, payable October 1st of each year.

No. 237—Portland Gas Co., to operate a gas plant; \$100 per year, payable December 1st of each year.

No. 312—Portland Railway, Light and Power Co., to operate a street railway system on Fessenden and Jersey streets; \$50 per year, payable December 1st of each year.

No. 365—Mt. Hood Railway, Light and Power Co., to operate an electric light and power system; two per cent gross earnings, payable January 1st of each year.

St. Johns Lumber Co., lease of Bradford street; \$20 per year, payable Jan. 1st.  
Ord. 508—Portland Railway, Light and Power Co., Dawson street; \$1.00 July 1.  
St. Johns Lumber Co., Burlington street; \$150 per year, payable semi-annually.  
Published in the St. Johns Review August 8, 1913.

**NOTICE TO ADVERTISERS.**

In order to insure a change of advertisement the copy for such change should reach this office not later than Wednesday, at 3 o'clock p. m. Please remember this and save the printer

**Shoes at Handsome Savings**

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**ORDINANCE NO. 554**

**An Ordinance Providing the Time and Manner of Improving Fox Street from Charleston Street to Oswego Street in the City of St. Johns, Oregon.**

The city of St. Johns does ordain as follows:

The council of the city of St. Johns, having ascertained the cost of improving Fox street from the north side line of Charleston street to the south side line of Oswego street in the city of St. Johns, as shown by resolution of the council of said city, dated on the 15th day of July, 1913, and recorded in the office of the recorder of said city, and notice thereof having been published in the St. Johns Review, a weekly newspaper of general circulation, on the 15th and 22nd days of July, 1913, as shown by the affidavit of the foreman of said paper, which said affidavit is on file in the office of the city recorder; and legal posting of notices of such improvement, as shown by the affidavit of the city engineer on file in the office of the city recorder; and no remonstrances having been filed, and as provided by said resolution, the engineer's preliminary estimate of cost of said improvement is \$1,237.84, but shall be more accurately determined by said engineer.

Now, therefore, it is hereby ordered that said street be improved and the time for the completion of said improvement is hereby fixed at 60 days from last publication of notice of proposed work, which said proposals must be filed with the recorder of said city on or before the 26th day of August, 1913, at 8 o'clock, p. m. of said day.

This said street shall be improved as follows: By grading same to the established grade by cut and fill and by sidewalk same on either side with 5 foot cement sidewalks to be laid to proper line, and constructing 8 foot cement curbs entire length, together with all necessary cement cross-walks and corrugated gutters; said walk and curb to have expansion joints as directed by the City Engineer; curb to have four-inch deep tie every fifty feet, which tie is to be placed in curb as directed by the City Engineer.

The city recorder shall give notice by publication for not less than three insertions in the St. Johns Review, the official newspaper, inviting proposals for making said improvement.

Said improvement shall in all respects be done and completed in conformity with the provisions of Ordinances No. 160 and 302 except as otherwise provided in this ordinance; all work to be done under the direction and supervision of the city engineer.

That the cost of said improvement shall be assessed against the property in the local improvement district as described in said resolution and designated as and declared to be Local Improvement District No. 101.

Passed by the council this 5th day of August, 1913.  
Approved by the Mayor this 5th day of August, 1913.  
CHAS. BREDESON, Mayor.

Attest: F. A. RICE, City Recorder.  
Published in the St. Johns Review on August 8th, 1913.

**REVIEW'S LEGAL BLANKS**

The following list of legal blanks are kept for sale at this office and others will be added as the demand arises:  
Warranty deeds, Chattel Claim Deeds, Realty and Chattel Mortgages, Satisfaction of Mortgages, Contracts for Sale of Realty, Bills of Sale, Leases.  
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**RESOLUTION**

It is resolved by the city of St. Johns, Oregon:

That it deems it expedient and necessary to improve East Burlington street from the east line of Jersey street to the west line of Central avenue in the city of St. Johns in the following manner, to wit:  
By grading said portion of street to grade or subgrade to be established, and by laying a six foot cement sidewalk and 12 foot curb on both sides of said street with necessary cement crosswalks and iron gutters.

Said 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, 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 on a pro rata basis, as provided by the city charter upon the property especially and particularly benefited thereby, and which is hereby declared to be all of lots, parts of lots, blocks and parcels of land between the terminal of such improvements abutting upon, adjacent or proximate to said street, 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. 104."

That the city engineer's assessment of the probable total cost of said improvement of said street is \$1,995.74.  
That the cost of said street is to be assessed against the property in said local improvement district as provided by the city charter of the city of St. Johns.  
Adopted by the council this 5th day of August, 1913.  
F. A. RICE, Recorder.

Published in the St. Johns Review on August 8 and 15, 1913.

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