THE ST. JOHNS REVIEW
A. W. Markle, Editor

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Proposes Belt Line

Construction of a belt line railway, completely encircling the East side section of the city, thus providing ample facilities for cheap industrial sites, relieving the traffic congestion and making for better housing conditions for workers, is advocated by W. W. Amburn, consulting railroad engineer, who has made a thorough study of the industrial and railway situation in Portland. It is likely that his plan will be submitted to the city planning commission for consideration. Amburn formerly was connected with the Great Northern, Northern Pacific and the Chicago, Milwaukee & St. Paul railroads as locating engineer.

The proposed belt line would be along the routes of certain existing lines for a portion of the distance and the other section of the line would have to be constructed. His plan provides for the belt line to extend from Oswego bridge of the Southern Pacific on the Southern Pacific line to its junction with the Portland Railway, Light & Power company's broad gauge line east of Sellwood. From this point the belt line would extend over the P. R. L. & P. to Lents Junction; thence by the construction of a railway line at an elevation so that it will be above all grade crossings north to a junction with the Mt. Hood line of the Portland Railway, Light & Power company just east of Montavilla; thence on the Mt. Hood railway tracks for a short distance; thence by the construction of new track around the east base of Rocky Butte to a junction with the St. Johns cut-off of the O. W. R. R. & N.; thence over the O. W. R. R. & N. to the St. Johns municipal terminal. From the latter point a connection could be had with the O. W. R. R. & N. and the Southern Pacific along the east side of the Willamette leading to the present terminal yards of the transcontinental railroads.

From the Oswego bridge to the St. Johns municipal terminal the route of the proposed belt line is 22 miles in length, of which nine miles would have to be constructed in its entirety to make connections with existing lines. "I submit this plan for the consideration of the people of Portland," said Engineer Amburn today. "It requires the building of nine miles of new railway and with connecting lines would be located near or just out side of the present city boundaries, bounding the city practically three sides, and providing 22 miles of trackage for cheap industrial sites which would be accessible to the present population of Portland. "Each industry along this proposed belt line would have rail connections with every railway entering the city and the proposed industrial improvement in the peninsula district and every dock in Portland. "This proposed line either crosses or runs near the ends of the present street carlines, thus providing rapid transit for workers in all the industries, and facilitating travel in getting to and from their places of employment. This plan would greatly relieve the congestion in the downtown areas.

"If industries were established and maintained along the proposed belt line, the average distance which a worker would be required to travel to and from his place of employment from any section of the East side would be 2 1-2 miles instead of nine miles, the distance he would have to go if all the industries were forced to concentrate on the peninsula. It would prevent the inevitable tendency to drive the working population, if the industrial district is established on the peninsula, to the Washington side of the Columbia, which is less than two miles from the proposed development on the Columbia slough.

"If the proposed line was installed it would solve the problem of cheap terminals and distributing points for all parts of the city. All the bulk freight originating in the Willamette valley could be diverted around the city, thus relieving freight congestion in the railroad yards in the downtown districts and eliminating added freight costs for every ton of freight handled through the congested terminals.

If some relief is not granted within a few years from the crowding of terminals in the heart of the city, there will soon be lack of yardage room, which will limit the business of Portland and force it to go to some other locality. I am of the opinion that such a belt line would have a tendency to consolidate Portland within its present boundaries, and I therefore submit my plan for the consideration of the men who are now planning for the future development of Portland.

This plan does not contemplate one grade crossing on the entire 22 miles of the belt line. —Telegram.

McKINNEY'S BARGAINS

Five room semi-modern house, fine corner lot, close to car and business center. St. Johns. Price short time, $950.00; can pay $150 cash, balance monthly. You'd better look this over, if on the buy.

Three room house, fine river view, hard surfaced street and sewer all paid; price $625.00. You can pay $50.00 cash, balance monthly. This lot alone is worth $850.00. Get busy if you want this one.

Five room modern home, well located on carline and hardsurface street. Price few days $1450. You pay $300 cash, balance monthly.

Four room house, fine river view, some fruit. My price $550; can arrange terms.

Five room house modern except electric lights, with lot 90x100 ft; has fruit and berries. Lot alone worth the money, price $1650; pay $250 cash, balance $10 monthly. This wont last long.

Four room bunalow, new semi-modern, fine location, today $1500. Your terms are mine.

Nine room house, modern except electric lights; lot is 33x100. My price $800; terms if you like.

Five room modern home close in, streets improved; price $2000; terms.

Five room house, a dandy with 1 1-4 acres of land close in, well located; price $2500. You pay $500 cash, balance to suit.

New 3 room house with 1 1-4 acres, well located, price $2000. About $500 cash, balance to suit purchaser.

In fact I have anything that will suit your taste, for sale or exchange. Better see me.

McKINNEY,
215 N. Jersey street. Phone Col. 2.

BANK OF COMMERCE
Renders an all round banking service of real merit. We invite your account, whether commercial or savings. No. 114 North Jersey street. adv.

For Sale—Equity in 6 room modern house, close in, or trade for late model car, bal. payable monthly. Phone Col. 665.

Even if one swallow of Currin's Spring Tonic don't make a summer, one of ROGERS' $2.00 PANAMA HATS will make you glad summer is here. Apologies to Currins. adv.

Lost articles at local police station: Lady's coat, checked pattern. Found on Burlington street. Automobile tire, found in Linnton district. Owners of the above may have same by proving property and paying for this notice.

For Sale—About an acre and one-half of good soil at Whitwood Court, would be splendid for raising cherries or walnuts. Price for a short time $1000. Could be cut up in lots. Address this office.

Wanted—Girl or woman to do light housework. No washing. Girl attending High School or Business College preferred. Apply at 1592 Fowler avenue, or call Columbia 718.

Make money in your hometown in spare time. Sell hosiery with a guarantee. The kind that won't wear out. Ready market in your own neighborhood. Big money maker. Experience unnecessary; we teach you. — Phoenix Hosiery Co. West Market Street Station. Philadelphia, Pa.

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Renders an all round banking service of real merit. We invite your account, whether commercial or savings. No. 114 North Jersey street. adv.

Peace and Quietude

Every once in a while some one in the community in which he or she resides makes a complaint to the authorities of children disturbing the quietude of the neighborhood with their wagons and other noise making devices. It has often been propounded and discussed from every angle that dogs and cats were not entitled to be at large in cities, but were welcome to roam around the farm house, and no farther. Should said dog or cat get beyond the confines of "his farm," he is immediately declared to be an outcast and a fugitive, to be either hunted down and shot, or assassinated with traps or poison. Such being the case with "our best friends, that used to be," it simmers down to a condition of whether the dog or cat is an undesirable adjunct to civilized society in the city, or of material benefit to the farmer in assisting him to protect his home and property.

From a social standpoint we are of the opinion that neither dog or cat in these turbulent times is of special benefit to the human race, consequently it stands to reason that when quietude and peace is desired in the pursuit of our daily social and financial avocations, it is not unreasonable to suggest that children should not only be classed in the same category as the other animals mentioned, but also to be restrained and purged of their infantile sins. Children, therefore, should be bred and raised on the farm, the same as all politicians of note have been, and in so doing the elders will not be annoyed with wagons and other noises of similar character, and when the child becomes of mature age, without the necessity of being muzzled or tagged, it can be taken with safety to the city and mingle with his "to be equal" with perfect ease and comfort; although his youthful excesses may be saddened when at first glance he beholds his new acquaintance. He may in due time possibly through diligent and persistent study of the human animal in his new environment gain preponderance over his fellow kind and eventually aspire to social, political and financial favor, which is very common at the present time.

Then we shall have peace and quietude and, as for the "class" which performs the menial duties of the people in the cities, they are restricted from functioning, except as befitting their position. In this manner, we as a race of beings walking on two legs will eventually become millionaires and office holders raised on a farm.—Contributed.

Dear Mary:—

Well, there's going to be another wedding soon. You know Judith is visiting me. Billy F—— has been coming around often, but I did not dream that he was serious until last night when Frank and I came home we saw them thru the window. When we went in they blushed; they confessed. But it is a good match for Judith and it will please her mother. I can already see myself picking out the furniture we are going to give them for presents. It's the most sensible gift.

Excitedly—HELEN.

P. S.—It's another trip to

DAVIS' BARGAINS

Four room house on lot 50x106, street improvements in and paid, in direction of new Terminal, St. Johns. Price $800; $150 cash, balance at $10 per month with 7 per cent interest.

Four room house in central part of St. Johns, lot 50x130, fine garden and plenty of fruit. This lot is worth close to the total price asked for the place. Price $925; $250 cash, balance $10 per month, 7 per cent interest.

Fine riverview house with 11 rooms, with 8 or 10 fine cherry trees; ought to be 20 bushels of fine cherries every year. This house is in good shape and could not be built for $2500. Lot 50x100; can be bought today for $1600. Takes about $500 cash, with balance on good terms. Best value I know of. The 6 bed rooms can be rented to industrial workers on water front.

Forty acres 5 miles from a good towns, on the main line of the S. P. Ry. in Douglas county, Oregon. Some of it has been in cultivation. All can be cultivated but about 2 acres. No rock. Want to trade for a house and lot and will pay cash difference.

A. W. DAVIS, 202 N. Jersey street. Phone Col. 824.