

St. Johns Review

Next Sunday, Rev. H. L. ... of Portland ... the singing ...

Devoted to the Interests of the Peninsula, the Manufacturing Centre of the Northwest.

VOL. I.

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NO. 1.

REMARKABLE GROWTH

Of St. Johns—Its Importance as a Commercial Center.

St. Johns is a striking example of the influence of transportation facilities, in the development of a city. Less than three years ago there was to be found in this place only a few scattering houses, and no manufacturing or business interests, no employment was to be had, and very few homes had been built in the ten years preceding.

The City & Suburban Railway was induced to build a line through the Peninsula, and fifteen years ago a steam motor line was put in operation, which gave an impetus to the development of Upper Albina, University Park and Portsmouth. Some three years ago the line was electrified, and since that time an excellent service has been maintained.

The opportunities which the little village, lying at the very gates of the Portland harbor, afforded for the extension of commerce and manufacture, was recognized by the Oregon Railroad & Navigation Co. In the winter of 1902 the O. R. & N. Co. built its track along the harbor at St. Johns, completing the road in April of that year, and opening the place to a great commercial future. At that time along the water front was a large stretch of splendid manufacturing sites, totally undeveloped fronting on a harbor a half mile wide, in which the river channel was 40 feet deep, and possessing exceptional advantages for the construction of mills, factories and docks at a low cost.

It was found that plants could be constructed at St. Johns fronting on deep water, with the use of a minimum quantity of piling, and the construction of yards for milling industries and factories greatly reduced the cost.

The building of the O. R. & N. road was the key that unlocked the great wealth of commercial possibilities which centered at St. Johns.

Manufacturers and business men were quick to see the advantages which the place possessed, and at once business began to develop. The first plant to be constructed after the completion of the railroad was the veneer and basket factory of the Portland Manufacturing Company. The second industry secured was A. B. Douglas & Sons planing mill, later Mr. Douglas brought his sawmill plant from Washington. M. B. Rankins' electric saw mill came next. Then the dry dock was secured after a hard fight. The supreme advantages which St. Johns possessed, over and above all other places on the Portland harbor were fully attested by the port of Portland, when after the most careful consideration of all locations for the construction of its dry dock by which is to be fostered the entire marine commerce of the city of Port-

land, St. Johns was selected as the best point at which to build. This in itself a prophecy concerning the commercial future of the town; for where the dry dock is placed, the shipping must center. Next came the Portland Excelsior Manufacturing Co.'s plant. The porch and column factory, G. N. Cones' sawmill with a capacity of 75,000 feet per day; the Portland woolen mills; E. O. Jobes' flouring mill; Peninsula Lumber Co.'s sash and door factory; St. Johns ship building plant, the West Coast Steam

J. F. Poff, chairman; Albert Culp, S. I. Ogden; J. F. Tanch, clerk.

One of the first actions of the city council was the granting of a franchise to the City & Suburban Electric Railway Co. to run its line into the city. A franchise has since been granted to the St. Johns Water and Light Co. which now has a large plant in operation and water mains laid to every part of the city. The Portland Electric Co. has also secured a franchise to furnish the city with electric light and power.

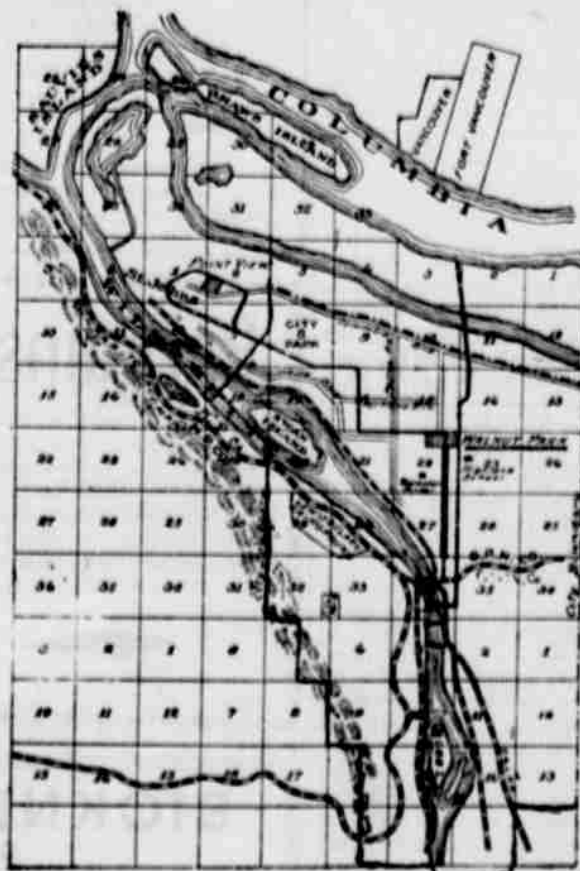
dent, Mrs. Hattie Braasch; Vice-President, Mrs. Belle Smith; Secretary, Mrs. Emily Walker; Treasurer, Mrs. L. Johnson; Press Correspondent, Mrs. Hettie Blackburn. The ladies of this club have worked hard against great odds for the common good of all, and are deserving of credit for the influence they have brought to bear, and the improvements they have accomplished.

St. Johns has three churches, the Methodist, Evangelical and Seventh Day Adventists. In June of this year large rooms were added to the already large public school buildings, and two teachers added to the school faculty, making a total of eight teachers besides the principal. But when school opened this fall it was found impossible to accommodate the pupils that flocked to the school rooms. It was decided to alternate a large number of pupils, giving each a half day's time.

St. Johns is destined to become the manufacturing metropolis of the Northwest. Every boat which enters the Portland harbor, must pass by its door. Almost parallel with the Willamette river, one and one half miles to the north stretches Columbia Slough, in reality a river by itself, being several hundred feet in width and deep enough at the present time for navigation of river vessels. Although Columbia Slough lacks the broad harbor and the deep channel found in the Willamette river side of St. Johns, it nevertheless affords to the northern boundary line of the city a great amount of very desirable manufacturing property, which in itself will some time support a large population and contribute materially to the future of the Peninsula. It is confidently expected, that in the course of time the Northern Pacific Railroad will pass through St. Johns. Already this line has been built from Seattle to Vancouver. Congress has authorized the construction of a bridge from Vancouver across the Columbia, and when this bridge is built and the line of the Northern Pacific Co. thrown across it must of necessity pass through St. Johns in order to reach Portland. When this has been accomplished St. Johns will have shipping facilities which cannot be equalled in any part of the Coast and it is safe to predict that manufacturing property will become more valuable here than at any other point on the Portland harbor, excepting within the immediate terminal yards.

The Woolen Mills.

In our next issue we hope to be able to print a full description of this important industry. The extensive buildings are now completed, and the work of installing machinery is progressing rapidly. It is expected operations will commence very soon. Skilled workmen are already on the ground, ready to begin the initial work. There will be several hundred people employed in this industry. The carding department was started Wednesday.



Examine above map and note the narrow strip of land between the foothills and western bank of the Willamette—also the natural site for a city on the Peninsula between the river.

Laundry have followed each other in quick succession.

The rapid growth of the place in all lines was so evident that the legislature of the State of Oregon, at its last session, granted to the town a charter, making it a municipality under which it might conduct its own government and levy its own taxes. Through this measure the town became exempt from paying the tax rate of the city of Portland and is permitted to keep its own taxes low and to appropriate such money as is raised by this means to the improvement of St. Johns itself. St. Johns was incorporated January 5th, 1902. Its first officers who are the present incumbents, with the exception of the late C. I. Culp, are: Mayor Chas. A. Cook, Councilmen T. J. Monahan, Guy Bebee, E. B. Hurlbert, Chas. D. Hughes and W. H. Hamilton, F. Clark, recorder; C. R. Organ, marshal.

Home building and store building have kept pace with the industrial growth of St. Johns. From a population of 250 people January 1st, 1902, at present St. Johns has more than 2000 inhabitants. It is composed of home owners, whose coming has been steady and gradual. St. Johns has had no boom, just a natural healthy growth. Its industries support its residents, the pay roll now reaching upwards of \$40,000 per month.

Many handsome and substantial residences have been erected and the many pretty cottage homes with their neat lawns and flower gardens are fast making this little city a very desirable place to live.

While the business and industrial life of St. Johns has been flourishing the civic side has not been forgotten. Some six months ago the St. Johns Improvement League was organized. It now has a membership roll of over forty names. The officers are: Presi-