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ST. JOHNS REVIEW

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More on Salary Question

Ed. Review: Noting in last Wednesday's Telegram that one who signed her name "Georgia Lewis" of Portland takes up the cudgel in favoring a raise in the teachers' salaries in St. Johns, would beg space for a few lines in reply. In the first place this lady with the Southern name starts out by saying that "teachers are born, not made. There are numerous women teaching school who might do better scrubbing floors." That is where the great trouble comes in. It is the scrub-women teachers that drag down the salaries of the heaven-made ones. The former want just as high salaries as the latter, and are generally the first ones to ask for a raise. The "scrubby" ones are ever a mill stone upon the necks of the heaven-made ones. It is often difficult to pick the wheat from the chaff even among school teachers, hence, the apparent unjustness in the wage scale of teachers. The poor ones get some of the salary that rightfully belongs to the good ones.

Mrs. Lewis claims she is not a teacher, but a widow who has earned her living for 15 years. For some unaccountable reason she has taken a warm interest in the teacher-salary question in St. Johns. That she has passed through some trying experiences in life, the following quotation will attest:

"Mr. Equity also scores the teachers because they do not care to live in St. Johns. Now, is it reasonable to expect any woman of refinement, education and culture, such as the first-class teacher, to live in a house that is ill-furnished, ill-kept and vermin infested; where she must sit down to a table covered with a dingy red cloth, stained with yesterday's eggs and last night's coffee, flies in the butter and cat-hairs in the soup; the man of the house reeking with perspiration, sits down to the table in his overalls, swills his tea, shovels his food with his knife and wipes his mouth with his shirt-sleeves; his wife presides in a greasy 'mother Hubbard' and curl papers; two or three sticky, ill-mannered children and a mangy dog complete the picture. Am I exaggerating? I think not, for I know that the small towns of Oregon and Washington present hundreds of houses and even hotels that answer the description I have given. I have seen them myself."

Isn't she to be pitied? To think that she has visited herself, individually and collectively, "hundreds of houses and even hotels that answer the description that I have given." No wonder her soul is obsessed in nausea and disgust at the thought of a well groomed lady teacher having to submit to such conditions. How abhorrent the "smell of a working man" must be to her soul, and in what lowly surroundings her life must have been at times cast. These conditions, however, do not obtain in St. Johns. They may in Arkansas, Tennessee and Georgia, but not here. Mrs. Lewis is judging St. Johns from a too lowly and uncouth basis. I believe the majority of homes in this city are just as cleanly, as comfortable and free from vulgarity and crude table manners as is Mrs. Lewis' or is the home of the great majority of lady teachers in St. Johns.

Mrs. Lewis gives an inkling of the kind of men with whom she has been associated or came in contact with by stating: "I suppose it is all right for a man to spend \$30 a year for tobacco and whiskey, and what man does not spend \$30, nay, twice, thrice \$30, for whiskey, beer, tobacco and cigars?" The fact is that few, very few working men can afford that much for the delicacies mentioned.

Mrs. Lewis terms the 20 per cent increase asked as "meagre." If meagre, why ask it? Why not ask for something worth while?

Equity.

Evangelistic Meetings

Slate Evangelist Gregg of the Christian Church began a series of meetings in the tabernacle on New York street, last Sunday which are being well attended and are proving of interest to all. Tonight the speaker's theme is "The Life of Christ", which he illustrates with lantern handled by an expert and will be particularly interesting. All are cordially invited to attend all these meetings. No collections taken except at the regular Sunday evening meeting.

C. C. Oihus has again been elected chief of the fire department. Chris makes a "goodner."

Council Should Act

Editor Review: I would like to revert to and discuss to some extent that subject which is by this time rather painful to some—annexation. The question has been raised as to the legality of the November vote taken upon the issue, and it seems that good grounds for this objection have been taken. Now, whether or not the city council shall take the matter up and have it decided by the courts is getting to be a bone of contention and I believe the members of the council, with two exceptions, are undecided as to what they should do in the premises. That the annexationists do not want the vote attacked on the part of any one can readily be conceived. They would much rather have the question lie dormant until too late to object—that is, some of them are of this frame of mind. Others believe in fair play, a square deal and justice. To them a decision of the courts has no terrors. They would much rather be right than be part of Portland. If the vote is illegal, they want to know it, and have the wrong righted in the proper way. The faction that was out to win by hook or crook, led by a city official, who was sworn to uphold the city government instead of placing it in jeopardy and attempting to destroy it, are afraid of a decision of the courts. They KNOW the vote was unfair, illegal and should not stand. Everything was kept as secret as possible. No notice of election was given and the voter was left in the dark unless he favored dissolution of the city of St. Johns. The election boards exceeded their authority when they in any way handled the annexation votes. They were absolutely unscrupulous as to these ballots and were not paid for counting them. Names were forged on the petitions, unlawful and criminal circulars were issued to delude voters, the Portland council was misinformed as to the sentiment prevailing here, and all manner of false and misleading statements were made to influence the gullible and "insky" voters. Whether the leaders were paid for their efforts has not come to the surface yet, but sure it is that some of them raised enough money to remove from St. Johns immediately following election, after preaching that St. Johns would become ideal by annexation. It was well known that Portland has long wanted St. Johns, and that some money was spent to influence the election does not seem unreasonable.

But what shall council do about it? After looking into the situation carefully, it does not seem that a monstrous wrong would be committed if the council asked the courts to decide the question. Of course it would be as dead Sea fruit to one official at least, but why not force the issue in spite of this fact?

If the annexationists were in the wrong as to mode of procedure, and this fact has been made quite plain by Mr. Perkins, it is not more than right that they should help pay for a decision of the courts. Had they followed the law instead of attempting to evade and dodge it in regard to procedure, the question of its legality could not have been raised. Therefore, it is their place to help "pay the piper" in correcting a mistake made by them, and by no one else. And why should not council be the party to have the question decided? A private citizen could ill afford to take the matter into the courts. Then, it is more vital to the city government than to anything or any one else. The city government was entirely ignored when the annexation question was hurried through. Let it now show that it has something to say as to whether it shall be dissolved or destroyed without its knowledge or consent. Certainly, council should have the matter decided and decided soon. The people look to it for guidance and to be set right upon any question affecting city affairs. If the city officials do not know about this most momentous question, they are open to censure for not knowing, since it is in their power to find out. Of course a howl will go up from some of the "hook or crook" fellows with their perverted sense of justice, but the great majority would commend the action. All right thinking people want to know the truth. Men with little souls are afraid of the truth. The people want to know, and it is up to the city council to advise them—after it has been advised itself by the courts.

Justice.

For Rent—A large six room house, newly kalsomined, close in, on South Jersey street; \$12 a month. Call Columbia 297. gtf

Objects to Its Use

Editor Review: Winding along on the east banks of the Willamette river, from Portland to St. Johns, is the Willamette Boulevard; gracefully curving, it parallels the river, and from it one has a beautiful view, making it one of the most magnificent drives to be found anywhere.

Now, there are rumors that a street car company is contemplating laying its tracks on the boulevard, and is about to apply for a franchise to operate its cars on the same.

By all means, let us welcome street cars to our city; but let us require them to enter the city over OTHER than the most scenic route of all. Across country cut, or any ordinary road, will just as well answer their purpose—which is one of commercialism—and let us preserve and conserve the beauty of the boulevard by denying to any railroad company the right to run a streetcar—useful but not beautiful—on this street.

If we cannot be original in this matter, we can at least follow the example of many other places, Chicago, for instance, and its Lake Shore Drive; or Milwaukee, Wis., and its Prospect Avenue. In these cities streetcars are relegated to the side streets, and the scenic Lake Shore Drives reserved for pedestrians, carriages and autos. Even heavy teaming is not allowed on them.

Let us endeavor to create a public sentiment against cars on the boulevard, and require our representatives in the city or county governments to vote against such a franchise. Let us conserve and preserve these gifts of Nature and enjoy the beauty of tree, hill and water which is our common heritage.

And further, we are wise in our day and generation, if we exact adequate toll for franchises granted. Fair play.

Deserves Commendation

The Electric Theatre of St. Johns deserves commendation as to the class of pictures it runs and the character of its entertainments. This was shown by the advertising campaign and entertainment just closed by them through the assistance of Mr. H. W. Whitacre, a professional lecturer, which was high grade, greatly interesting and elevating beyond the average. Mr. Whitacre lectured to packed houses each night. The last two nights people were turned away, which showed the appreciation of the public.

Mr. Whitacre has gained a host of friends here by his above board methods and will be welcomed by the people upon his return to St. Johns. The success of this entertainment was greatly assisted by the new manager, Mr. Ole Nelson, who is well known to our people.

Rebekahs Install

Although there was a regular "down east" snow storm raging, a large crowd of Rebekahs turned out to see the installation of the officers of Laurelswood Rebekah lodge Wednesday night of last week, when Mrs. Hattie E. McKinney, District Deputy President, installed the following:

Anna Glover—Noble Grand.
Mary Cheney—Vice Grand.
Alda Overstreet—Recording Secretary.
Effa Beam—Financial Secretary.
Cora E. Merrill—Treasurer.
Susie Davis—Warden.
Mayme Monahan—Conductor.
Cynthia Hewitt—R. S. N. G.
Ada Holcomb—L. S. N. G.
Emma Bredeen—R. S. V. G.
Daisy Harrington—L. S. V. G.
Florence Grey—Inside Guardian.
Gilbert Ward—Outside Guardian.
Matilda Hill—Chaplain.

United States engineers have officially approved the project for a 30 foot channel to the sea from Portland and they have recommended an appropriation of \$520,000 for starting the work. The officials contemplate the dredging and maintenance of a channel 30 feet deep and 300 wide. This will be far easier, it is believed, than was the original improvement of the river, which has been deepened from 17 to 27 feet at low tide.

The St. Johns Cleaning, Pressing & Dye Works have moved their establishment from South Jersey street and will occupy the building vacated by the Fashion Pressing Parlor on West Philadelphia street.

A Main Thoroughfare

What will be the permanent north-south main thoroughfare of communication on the East Side between the bridges and the Peninsula and the Columbia River?

A multitude of property owners and prospective investors would pay well for the information, if brought with a satisfactory brand of authenticity. If some one with a guiding thought can come forward with sufficient assurance and persuade property owners along any given street to widen it into a great boulevard, he will be hailed as a benefactor by the ones bordering that highway.

While Civic Architect Bennett is working out the trunk lines of communication for the future great Portland, it is expected he will make definite recommendation about a boulevard through this tremendous region, which in another few years will become a hive of habitations and business. But what he intends to suggest cannot be fathomed now. Men desiring to get a business location on the main thoroughfare of communication are kept speculating. These men believe the time is near when a solid belt of business establishments will reach from central East Portland to Packington and the lower Peninsula. Anyone desiring to erect a permanent establishment on a route is forced to make a tentative selection, which is not conducive to permanency of construction.

Union avenue has gained complete ascendancy through its splendid pavement, out so far as Killingsworth avenue at least, but beyond that the guessing is rampant again. Widening one general course to the needs of future periods and permanently fixing it as the main artery of communication would cause one of the strongest realty flurries witnessed in the city since advent of the North Bank road.—Portland Daily.

Treatment of Pavements

They took a little gravel
And they took a little tar
With various ingredients
Imported from afar;
They hammered it and rolled it,
And when they went away
They said they had a pavement
That would last for many a day.
But they came back with picks
And smote it

To lay a water main;
And then they called the workmen
To put it back again,
Just where it was before.
They took it up for conduit
To run the telephone;
And then they put it back again

As hard as any stone.
They took it up for wires
To feed the electric light,
And then they put it back again,
Which was no more than right.
Oh, the pavement's full of furrows,
There are patches everywhere;
You'd like to ride upon it,
But it's seldom that you dare.

It's a very handsome pavement,
A credit to the town;
They're always diggin' of it up
Or puttin' of it down.

At the Stock Yards

Receipts for the week have been 2296 cattle, 82 calves, 1263 hogs, 2893 sheep and 99 horses and mules. Under the influence of increased cattle receipts prices eased off a quarter to fifty cents from the high point of the week before. The unusual prices of the week before were not representative of the intrinsic worth of cattle, but were the result of unusual scarcity. The market is still high, being 30 cents to 75 cents higher than Omaha and \$1.00 higher than Omaha for same quality of cattle. The hog market was characterized by liberal receipts from Oregon points. The quality was good and prices eased off 10 cents to 15 cents toward the end of the week with the best selling at \$8.90 to 9 cents. The establishment of a central horse market has been undertaken at the Portland Union Stock Yards and buyers and sellers of horses throughout the country will be gratified to know that there is a basing point for establishing prices in anything in the horse and mule line.—D. O. Lively, General Agent.

The green grass and foliage is again in evidence. It takes more than a little snow storm to kill it.

Means Much For St. Johns

Satisfaction seems to be the keynote of the comments in St. Johns with regard to developments in the Mt. Hood railway project, in so far as they affect that city, says the Portland Journal. Ground has been broken and building operations begun for the erection of a power house of the most modern design, which it is estimated will cost close to \$200,000 by the time that the traction and light units are installed. The site selected by the company is immediately south of the present dry dock, and apart from the ultimate benefit to the city from having so great a reserve electric power within its boundaries, the active building operations will afford immediate employment to a considerable number of skilled artisans and laborers.

That the Mt. Hood company will put forward a bid for lighting the city and will supply power in the district is considered certain. In view of the present car service and equipment, an alternative route to Portland would be heartily welcomed by the St. Johns public.

The announcement last week by an official of the Weyerhaeuser company that the long awaited mammoth sawmill is to assume material form during the coming summer, is likely to prove a prelude to the erection of extensive workshops, a dry dock, repair shops and car building factories for the Hill system in close proximity, for the statement that Hill holds a valuable interest in the company to erect a series of shops and foundries in the vicinity. With the Hill interests undeniably backing the Mt. Hood project and a large reserve electric power within easy access, the natural sequence will be the construction of an electric line to give the workmen employed in these shops transportation facilities to the Hill lines at East St. Johns depot and thence as far as the Swift Packing plant would give the city of St. Johns a vast asset.

The route outlined would tap all the warehouses and the growing manufacturing concerns along the waterfront and would give residents of East St. Johns an opportunity of reaching the retail center of St. Johns without undergoing their present trials of a two mile trip along a quagmire road, or a journey to the heart of their own city by way of Portland, a distance of about 15 miles. The extension of trackage to the Swift Packing plant would enable the many employees engaged there to do their weekly marketing in St. Johns without the necessity of negotiating a two mile tramp over treble and tie, and would give the railway system easy access for their passengers to Vancouver, extending thence to Seattle and northern points. The entrance into Portland has already been decided by way of the Broadway bridge, and though the route over which the cars will leave St. Johns is still a matter of conjecture, several prominent citizens acknowledge that they have received assurance that an application for a franchise to operate street cars within the city limits will be made to the council in a few weeks and that the route the new line will take will be the most natural line of communication between Portland and St. Johns, namely by way of Willamette boulevard. Two distinct surveys have been made during the last few days busy in this vicinity.

The adoption of the boulevard has been for many years publicly advanced by uninterested residents, believing that the utilizing of the road, the only 100 foot street in Portland, would create an attractive scenic highway. The county recently transferred to the city such part of the boulevard as lay within its boundaries, and they have more than once told the council of St. Johns that they are prepared to hand over the St. Johns section as soon as the council is prepared to accept it. The reason that the Portland council agreed to take over and maintain its portion of the boulevard is considered undeniably due to the receipt of tentative proposals for a street car franchise, and there is little doubt that the Hill interests, acting through some intermediary, were the power that formulated this proposal.

That events towards such a competing car service have moved rapidly during the last few weeks is patent and in view of the active preliminary work that is being carried out, important developments are expected in the immediate future.

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Innocents (?) Doing Fine

A special dispatch from the chief of the Juvenile Department of Chicago to certain parties in St. Johns states that the "Webfoot Twins", R. W. McKeon and Paschal Hill, sent by the Jersey street property owners to that city at the expense of Westrumite to investigate the hard surface conditions, are getting along as well as could be expected. They both retire regularly at 8:30 p. m., and for mutual protection against invisible foes, occupy the same bed with the gas burning full until daylight. Early each morning, armed with a kettle of boiling water, broom and magnifying glass they start out upon the streets. One pours the hot water upon the street in places every few yards apart to melt the snow, while the other with broom and glass diligently inspects the hard surface for crevices, flaws and other irregularities. Teamsters and others have been making considerable complaint about the oasis at intervals on the streets, but when informed that they were made in the interest of science and for the good of St. Johns, their mutterings ceased. The chief states that outside of red noses and watery eyes, caused by the fresh breeze off the lake, the boys are in good health. Ninety-seven miles of hard surface have so far been minutely inspected, and as there remains only about 200 more miles to go over, the lads may be expected home in a few days with a voluminous and unprecedented report. The mayor of Chicago is making arrangements to banquet them in royal style on the eve of departure. The city feels that it is honored by the visit to a far greater degree than when the president was a guest of the municipality. The boys have swollen with the responsibility of their position to such an extent that their overcoats which they took with them now just fit them nicely as vests. Their many friends here have reason to feel proud of their emissaries, and it is proposed to greet their return with a huge barbecue and several brass bands.

Else Vandermeer, aged 48 years, a prominent real estate dealer of Sellwood, dropped dead into the arms of Paul Lancy, this morning at the corner of Thirteenth street and Spokane avenue, just after leaving a drugstore, where he had gone to purchase a cold cure. Vandermeer was on his way to Vandermeer Park, an addition to Sellwood which he owns, with Lancy, a prospective purchaser, when he stumbled forward in the man's arms. He was removed to a nearby store and Dr. Grim was called, but Vandermeer was dead before he arrived. The coroner took the body in charge.

A widow, from whom Vandermeer had separated, and four children survive. The family home is at 1604 East Eleventh street. Vandermeer was reputed to be wealthy. He was of German descent and had made his home in Sellwood for some time.—Telegram.

For several years Mr. Vandermeer was a well known citizen of St. Johns. He came here when St. Johns was just coming into prominence. Coming here with practically only "a pack on his back," in three years time by judicious investments in real estate when the price was low, he cleaned up about \$35,000. Van had many old acquaintances here who will regret to learn of his sudden death.

It is claimed by those who profess to know that a large saw mill will be erected on Columbia Slough by the Pitchless Lumber company as soon as McCrum avenue is improved. The large mill owned by this company near Vancouver was burned to the ground last year, and instead of rebuilding on the old site, the mill will be erected nearer their present plant on the peninsula. A resolution to improve McCrum avenue was adopted by the council Tuesday night, which will provide an egress to the slough.

The new railroads up the Deschutes River into interior Oregon are going forward at a rapid rate and are both practically ready for trains for a distance of 71 miles from the mouth of the river. The Harriman line expects to reach the 83d milepost by February, leaving 51 miles to be built to Redmond. It is expected this will be accomplished in May. The Hill road will probably be completed as far as Bend early next summer.

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Council Meeting

Mayor Hendricks called council to order Tuesday evening, after which he asked to be excused on account of not feeling well. President of Council Davis then took the mayoralty chair. All members were present.

A petition for the improvement of Buchanan street from Dawson to Fessenden by grade, 6 foot cement walks and macadam was received and a resolution adopted directing the engineer to prepare the necessary data for such improvement.

A petition for the improvement of Charleston street from Hudson to the county road was also received and was accorded the same treatment.

A petition for the improvement of McCrum avenue from the O. R. & N. track to the Columbia Slough was likewise received, and a resolution providing for said improvement was adopted.

A protest was received from W. S. Lathers regarding the condition of the Burlington street sewer, claiming there is too much dirt left lying upon the ground, was turned over to the street committee.

A communication from E. Durand, census manipulator, giving the official census of the city as 4872 was received and ordered filed.

Attorney Fisher and Chief Engineer Smith of the Mount Hood Light & Power Co. presented a proposed franchise for using the streets and byways of St. Johns for erecting poles, etc., for the transmission of power to this city. Mr. Smith stated that their plant near the dry dock would be completed by May first and that their immense terminals would be erected somewhere upon the peninsula, presumably in or near St. Johns; that 65,000 horse power would be eventually developed. President Davis asked concerning their plans in regard to a trolley line to St. Johns, and Mr. Smith intimated that such a thing would not be improbable, yet was loath to give any definite information. He stated that their plans were not fully matured, but their line would undoubtedly be extended sooner or later. The franchise received first reading and then was turned over to the city attorney for investigation. The city is offered two per cent of the gross earnings and power at a low rate. It will no doubt receive second reading next week and publication be ordered.

Bills to the amount of \$108.20 were allowed.

Upon request of Councilman Downey an arc light was ordered installed at the corner of Jersey street and Maple avenue.

An ordinance assessing the cost of the Jersey street walk from Chicago to Burlington street was passed.

A proposition that the St. Johns Lumber Co. purchase the same width of ground east of Bradford street in lieu of that now occupied by them on that street aroused the ire of Mr. Downey. He stated that it was only a subterfuge to get out of vacating the street and vehemently vociferated that if council would consider such a proposition for a minute they were utterly devoid of backbone.

Coasting Accident

Miss Lucille Whelan met with a painful accident Thursday evening of last week while coasting with a party of young folks on the Burlington hill. The coaster upon which Miss Whelan was seated ran into a dog, overturning the sled and throwing the occupants off. Miss Whelan fell upon her head, inflicting a bad laceration of the scalp. She was taken to the residence of K. C. Couch, and Dr. Vincent was summoned. Half a dozen stitches were necessary to draw the wound together. She is now getting along in fine style. The other occupants of the sled escaped without injury, with the exception of Dr. Scott, who is nursing a game leg. He says he was on his way home and was induced to make the trip on the bob. With the aid of a good sized shalah he has been able to hobble around in fairly good style ever since. He feels that it is quite an honor to be temporarily crippled in a coasting accident in St. Johns. The opportunities are so rare.

For fashionable dressmaking and tailoring, call upon Mrs. Lunn, 108 North Fessenden, corner Charleston. Also day work and general housework wanted by party at same address.

14p

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