

ST. JOHNS REVIEW

J. C. CROME, Editor and Publisher

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Friday Evening, December 30, 1904.

THE OLD AND THE NEW.

The year just closing has been an eventful one for St. Johns. In the twelve months wonderful advancement has been made toward building up a great city, and while in some respects the odds have been against us, so far as civic improvements are concerned. But capital has been attracted and most liberally invested, forming a nucleus of a manufacturing center the outcome of which is hard to foretell, so vast and extensive is it most likely to be before the close of the coming year. The total amount expended on the water front and throughout the city will reach in the neighborhood of one and a half million dollars, and the population has increased about tenfold. The output of our mills and factories cannot be fairly computed, for the reason that many of them have just started up, and few are running to anything near their full capacity. Employment has been given to about one thousand people. For a new town, because the new St. Johns is less than three years old, this showing is indeed creditable.

The year has been a prosperous one, and the people of the district have every reason to feel proud of their achievements.

What of 1905? Basing our forecast on what has been accomplished in the last year, it is safe to say that 1905 is full of promise and encouragement. We believe that some things will be done compared with which the past accomplishments pale into insignificance. Investments involving a far greater sum than has hitherto been put into industries in the district are almost a certainty. In fact it is difficult for the ordinary layman to encompass the great results of next year. Every natural inducement is here beckoning to the captains of industry, and they are not slow to appreciate the opportunities and exploit them to a finish. Let every citizen wake up to as full a realization as possible and by every laudable effort lend encouragement.

In the matter of civic improvements everything remains to be done. Nothing in this direction has so far been accomplished. True, the authorities have been hampered by the limited powers conferred by the old charter, but now that we have every reason to believe the new charter will soon become the organic law of the city, and under its provisions the greatest latitude is allowed, every point necessary for a progressive city administration is provided, and if the right kind of men, broad, liberal minded men, are placed at the head and in the legislative body of the city, St. Johns will not only be an industrial beehive, but from a scenic point of view a model place for permanent homes. The Review urges that all petty jealousies be laid aside, and that we all get in and labor for the good and welfare of St. Johns, and resolve that when 1905 shall have become the old year, we can look back with pride to a period in which we all labored for the common good.

SUNDAY CLOSING MOVEMENT.

The movement for Sunday closing has brought forth a great deal of comment, from all sides. Public opinion is pretty well divided, and it is difficult to judge where the preponderance lies. A great deal may be said for and against the proposition. Precedent favors the advocates of keeping open. In all new towns, where trade is yet in an unsettled and unsteady condition, it has been found advisable to allow business places to be kept open for the accommodation of strangers, and this is especially true in the case of food supply houses, so long as their keeping open does not interfere with the comfort of others. In Portland the business

houses all close, except the saloons, billiard halls, cigar stores, restaurants and drug stores, the suburbs excepted. The same state law applies there as here, but is only enforced by the associations which exist among the tradesmen, and not by officers of the law. A great many laws on the statute books are more strictly observed in the breach than in enforcement, which is due to local conditions and demands. Of course, every citizen will acknowledge that the keeping open of some particular places in every town is a nuisance and menace to the peace and quiet of the Sabbath, while other places are not so regarded. If the agreement signed by the business men was signed by a desire to close, and not under threats or coercion, we can see no harm in enforcing it, but, on the other hand, we know of no bad results likely to follow if the reform along this line is interpreted with a reasonable view to expediency and public demands.

THE HOLIDAY SEASON.

The annual holiday season, Christmas and New Year, is one of the most beneficial and useful institutions given to mankind. It is during these festal days that the better parts of all civilized people are brought out, developed and strengthened. The milk of human kindness flows more freely and the nobler elements of character shine forth in their most brilliant aspect at Christmastide. Of course, in some cases, in many, in fact, a spirit of deep sadness and sorrow pervades. This cannot be helped, but the feeling of "peace on earth and good will to men" predominates, and well that it is so. The lovely custom of Christmas tokens is another feature that is commendatory and fruitful of good. While the custom may seem burdensome in some cases, yet in most instances it is productive of a vast amount of good. There are thousands of ways by which the annual holiday season is of benefit. It creates in men the desire to make those about them happy and more contented with their lot. It softens feelings of antagonisms, and strengthens the fraternal feeling, broadens the brotherhood of man. May all of the readers of The Review enjoy a prosperous and happy new year, and many returns of the annual festal season.

EXTREMELY ABSURD.

The Review has met with much encouragement and has endeavored to merit it. Only once has any reflection been made that the editor is influenced by any other person than himself. Such an insinuation, while utterly unworthy of notice, is so extremely absurd that it provoked no reply. We don't believe the source from which such aspersion came believes that it is true. The Review is a candidate for patronage purely and entirely on its merits. It is untrue that any man or set of men control it to even the most limited degree, except the publisher. It is entirely independent, has no friends to reward or enemies to punish, as we have said

before. If you consider the paper worthy of your support, give it to us. If you don't so consider it, refrain from supporting it. But when any person asserts that The Review is under the influence of any outsider he simply don't know what he is talking about.

THE COLUMBIA RIVER BRIDGE.

What It Means to St. Johns and the Peninsula

It has been definitely settled that the long-delayed project of building a railway bridge across the Columbia river, near Vancouver, is at last to become a reality. The Northern Pacific Railway company is back of the project, but it is also stated that the Portland Consolidated company will become a party to the enterprise. In case the latter company joins in the scheme, the bridge will be a double-decker, the lower deck for steam traffic and the upper to be used by the electric line and possibly foot and team traffic.

The spanning of the Columbia at this point cannot help but be a big thing for this city and the entire peninsula. Already the congested condition of the railway yards at Portland is becoming a serious matter, for both the N. P. and the O. R. & N. The space now used is little more than is required for the accommodation of the local traffic, and it is well known that for some time both of these great transportation companies have been casting about with the view of getting more room. The only logical solution that presents itself is the peninsula. Here they could acquire all the space required for stock yards, docks fronting on deep water, and all other necessary adjuncts for handling and transferring their largely increasing traffic. It is quite safe to predict that within a very few years that nearly all, if not quite all, the outgoing and incoming ocean freight from and to eastern points will be loaded and unloaded along the lower docks of the port. Along the water front of St. Johns we have the deep water, without dredging, to accommodate the largest ships that float, and it may be depended upon that this fact will not be overlooked when transportation companies are looking for more room to handle their big ocean trade.

The proposed bridge will be commenced as soon as the necessary material can be secured. It will cost between \$4,000,000 and \$6,000,000.

Spoiled Christmas Dinners.

A serious inconvenience was caused Saturday night and Sunday by the breakdown of the machinery at the water works. For about sixteen hours the water supply was entirely cut off, and many was the Christmas dinner that had to be postponed on account of it. The company made all possible haste to repair the break, but did not succeed in getting the supply started until a good many people had expressed themselves in language more forcible than elegant.

C. W. Miller, of the law firm of Miller & Miller, Portland, was in the city on important business matters.

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