

# ST. JOHNS REVIEW

Devoted to the Interests of the Peninsula, the Manufacturing Center of the Northwest

VOL. 1

ST. JOHNS, OREGON, FRIDAY, FEBRUARY 3, 1905.

NO. 13

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St. Johns

## NOTES AND COMMENTS

Various Topics of Local and General Interest Briefly and Tersely Commented Upon

Numerous Matters Which Are Before the Public for General Discussion

The temporary building erected to accommodate the present overflow in the public school will, it is anticipated, meet the immediate demands, but in the near future, even before the expiration of the present school year, will prove inadequate. More room will be necessary, and the overcrowded condition will present a similar proposition to that which confronted the district at the last school meeting. What is to be done about it? To think of further temporary structures is unbusinesslike and against public policy. It is time right now that this matter should be taken up and considered, so that whatever course is decided upon, whether to complete the present building as a ten-room school house, as was originally intended, or erect a new building in another locality. The best school authorities in the country discourage the idea of an additional school building, both from the point of expediency and financial view. It is claimed by the county superintendent, and not without good reason, that it is better for the district to have one good building, large enough to meet the present requirements, than to have two small buildings. This same authority strongly advises centralization as much as possible, until the school population has reached a point where a second good school building will become a necessity. Now is the time to anticipate the future, however, and some move should be made at once.

With the starting up of Jobs' mill an every-day commodity is produced right here at home. For no other single article of food has there been a greater amount of money sent out of town than flour. The quality of this home product is excellent, and compares most favorably with any of the brands manufactured elsewhere. If our citizens will use the local product, many thousands of dollars per annum would be kept right here in our midst, instead of going into the hands of manufacturers who have no interest in our city. Try the St. Johns flour and let's all help to foster this home enterprise to such an extent that the local market will be an important item to the manufacturers.

As Mayor Cook remarked last week in an article published in the Review, "everything can't be done in a single day." The mayor was correct, to be sure; it will take a good many days to accomplish all that is necessary to put out city in proper shape, so far as street and other improvements are concerned. But we should make every day count until the desired results are obtained. Every preliminary worked out today is that much less to do tomorrow. No time should be lost or wasted, but let us get right down to work with the view of bringing about results, exercising sufficient care to avoid mistakes. Let us guard well and carefully and see to it our doing will not be our undoing. Mistakes are easily made, but very expensive to correct, sometimes.

Isn't it possible for the city council to pass an ordinance fixing a license on all non-residents who solicit orders for goods from consumers? If it can be, it should be without delay. It is nothing short of hawking and peddling, and just because the goods are not carried around and delivered when sold, is simply an evasion. In justice to our local tradesmen all protection possible should be afforded. If the outside dealer wants our trade, let him come in and locate, invest his money and share the burden of taxation. It isn't right nor just to our home people, and it is important enough to receive the attention of our city legislators.

With miles of deep water front along one of the finest navigable streams in the world, and yet not a single wharf facility where local river trade can be handled. This is not creditable to St. Johns, and this want should be supplied without further delay. There would be plenty of traffic to justify the erection of a first-class public wharf.

With a through car service inaugurated, we believe the peninsula district will receive an impetus in home building that will be surpris-

ing as well as most gratifying. No section contiguous to Portland presents so inviting a location, looked at as you will, for home-seekers as the peninsula district. Already a large number of elegant residences are located in the district, and once it becomes less arduous and more accessible by the elimination of that antique transfer system, attention will be given it as a desirable suburban residence locality. Let the campaign for through street car service be pushed vigorously, if we would attain results.

In the effort to have through cars to Portland, the movement inaugurated in this city should strike a responsive chord among our neighbors of South and University Park, and, in fact, throughout the entire peninsula. It means equally as much to our neighbors as to St. Johns, and there should be hearty co-operation to modernize our only means of transportation to and from the city of Portland.

Civic pride is being rapidly developed in the cities and towns throughout the state. A general desire to clean up the streets, alleys, yards and lawns in anticipation of the coming of visitors this year to attend the fair and incidentally to look around over the state. The people of many of these places will vie with each other in their efforts to make things presentable. A worthy ambition, certainly, and their example might very properly be emulated by those cities and towns which have not yet moved in this direction. St. Johns, which will probably receive a greater number of visitors than almost any other city, should get a move on. Clean up.

serve the laws of the state in which they are permitted to live. We presume these gentlemen will be given immunity from punishment for the years they have openly and brazenly defied the law and outraged the decency of the sovereign people. Tom Word has done the trick, and to this old veteran knight of the grip belongs a whole lot of praise for doing his whole duty.

### SKILLED BURGLARS.

Blow the Safe of the Acme Lumber Company.

Sometime during Wednesday night, safe blowers entered the offices of the Acme Lumber company, on Willamette boulevard, at the foot of Westanna street, and did a professional job that elicited the admiration of the officer sent from the Portland police office to investigate the affair. The offices were evidently entered through the back door, and after finishing their work the marauders left by the front way. Nitroglycerine was the explosive, and it evidently required two charges to complete the work. The outer doors were first forced by a good-sized charge, and then a second explosion blew off both of the inside doors, throwing them across the room with sufficient force to demolish some of the furniture.

It so happened that the company had paid off its force of men in coin the day before, and there was only between \$20 and \$30 in the safe. The safe-blowers probably had knowledge that quite a sum would be used on pay day, and it was this money they were after. However, they were a day behind in their calculations. Besides the small amount of money, a check was also taken, and all of the private papers of T. H. Cochran, the St.

## ST. JOHNS DRY DOCK

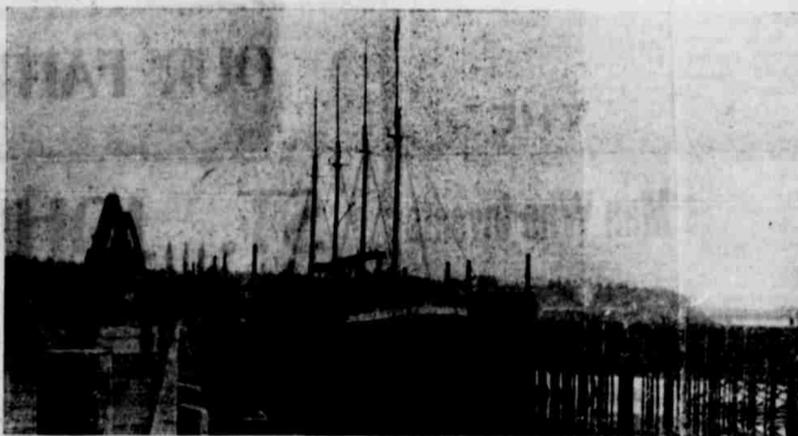
One of the Most Useful Accessories to the Merchant Marine Interests on the Pacific Coast.

A Full Description of the Dry Dock and Its Usefulness to Shipping.

In a discussion of the big things in, around and about St. Johns the drydock cannot be overlooked. It is not only one of the largest institutions ever established at this progressive point, but it is one of the greatest of its kind on the Pacific coast. It will lift the largest ships afloat more inexpensively than can be done at the average drydock anywhere. It is a marvel of completeness, mechanically, and under the supervision of Superintendent Robert McIntosh its work is done with a precision that has called for special commendation from those who conceived the plans of the great project and urged their early execution. St. Johns (and incidentally Portland) is, by the completion of this great work, placed in a position to compete with all other ports of the Pacific coast for the docking and repair of ships of any size which are likely to be found in this port for many years. Ships 50 feet long and weighing 10,000 tons dead weight can be lifted by this dock which is the utmost that will be required by the commerce of the Pacific coast until that remote time when the port will be easily able either to enlarge the present dock or build a new one of larger dimensions. The readiness with which ships have already come to use it is good evidence that it will pay for its operation and

about one-tenth of its area in the extreme eastern part. By an act passed in 1891 the commission was empowered to issue bonds to the proceeds in the construction of a amount of \$400,000 and use the drydock in or near the city of Portland. Of course, in the natural order of the growth of things, St. Johns was the place selected for the big drydock. The river bed and the currents were found to be most suitable. A strip of water front 1,400 feet long was bought for \$14,000 from Hartman, Thompson & Powers on May 20, 1903, and to this was afterward added 500 feet more for \$15,000, while the costs of surveys added \$806 to the price. The site now has 1900 feet of water front and, owing to the bend of the river and irregularities of the deep channel is of uncertain width, ranging from 344 feet at the extreme lower end to 704 feet from the harbor line to the shore boundary, which adjoins the O. R. & N. right of way.

While the contractor was completing the pontoons, the commission, with one of its own dredges, excavated the berth to a depth of 45 feet below low water and followed this by giving Mr. Wakefield the contract for the construction of the berth. On each side are four rows of piling and on the upper end ten rows, all driven to a depth of at least 26 feet and standing 30 feet above low water, the whole structure being strongly braced together. The water way leading to the berth has 770 feet of wharf on one side and 352 feet on the other, while on the outer side of the wharf, which fronts on the channel, there is a space of 900 feet. There is altogether 2022 feet of wharf frontage, not including that outside of the upper end of the berth or the inner side of the wharf near the shore, where



A BIG SHIP IN THE DRY DOCK AT ST. JOHNS BEING OVERHAULED.

In St. Johns nearly every state in the union is represented, and in a number of cases the are quite large representations from some of the states. Why would it not be a good idea for the people here, who come from Wisconsin, for instance, to form a Wisconsin association? The people from Dakota, Iowa, Illinois and all other states where sufficient numbers can be found, could do the same, and then let all join one central association. This plan is being adopted in many places, and aside from the splendid social features afforded, a great work could be accomplished during the coming summer for the city. Let an easterner come here and find that former residents of his state have an organization, the result would be to arouse a special interest. Who will be the first to take up this suggestion?

Hasn't St. Johns pretty nearly outgrown the custom of calling out stations within its limits by street car men, and substituting therefor the names of streets? It would seem so. In the primitive days of the city's growth, the stations were all right, but in a city boasting over 2,000 population it strikes us that the time has arrived to consign this custom to the huge pile of things forgotten and modernize a little bit.

The legislators at Salem who have been favoring a constitutional convention are deaf, indeed, if they do not heed the uproar among the people against this great grafting scheme. The proposal is born of a political grafting outfit, and is not intended for the good of the whole people. If the scheme is put through the political graveyard will have to be enlarged. Those who favor it will go to their enraged constituents marked men.

It is said the last of the big gambling horde in Portland has thrown up the sponge and agreed to ob-

Johns capitalist, who used the safe as a depository. Among Mr. Cochran's papers were a number of deeds and insurance contracts, the loss of which will be of serious annoyance to him.

The roller-top desk of W. S. Barker, manager of the company, was also broken open, and the contents of all of the pigeonholes were dumped upon the floor. Many of Mr. Barker's private papers are missing. Both telephones in the offices were broken, and burned scraps of paper were scattered around over the floor.

A brace and bit, a chisel, a small steel bar and a coat, all of which were stolen from a building in process of erection in St. Johns, were left behind by the burglars.

The cash box of the safe was carried out into the middle of the street, broken open and left there. Papers scattered along the boulevard indicated that the midnight visitors departed in the direction of St. Johns.

Detective Joe Day, of the Portland police force, who conducted the investigation, pronounces it a clever piece of work, and executed by professional safe-crackers, who thoroughly understand their business. The safe and office desks were ransacked with a thoroughness that indicated no apparent hurry on the part of the thieves. The cane seat bottom of an office chair was burned through, where they had evidently built a bonfire to assist them in their work.

The damage to the safe and furniture is less than \$100, but the annoyance caused by the loss of valuable papers cannot be estimated. Mr. Cochran is especially perturbed, as all of his private papers are gone. There is absolutely no clue to the perpetrators.

A company of marines from the United States Navy will give daily drill and maintain a model camp at the Lewis and Clark Exposition.

maintenance and, as the commerce of Portland and St. Johns grows, will increase its earnings sufficiently to create a sinking fund for the redemption of the bonds, in the amount of \$400,000, issued for its construction.

But, even if its entire cost and maintenance had to be paid by taxation, the drydock would be a good investment for the people of the Port of Portland. It will cause ships to be sent here for repairs with the intention of obtaining charters from this port, which would otherwise be sent to San Francisco or to Puget Sound, and thus charter rates will be directly affected. It will furnish business for the shipyard and help to develop the shipbuilding industry, which has built up some of the greatest cities of the Atlantic coast and Great Britain. It will increase the volume of business done by the machinery houses, with which Portland is well equipped, included among them being the only steel-casting house on the Pacific coast, which supplies all other ports of this coast. It has already materially increased the volume of business done by shipchangers and other merchants who supply the many needs of ocean vessels. The economy to ship owners in having here a dock where their ships can be repaired can be seen from one illustration, suggested by the Oregonian at the time of the incident. When the ship Pembroke ran on a rock in the Columbia river, she was temporarily patched up and towed to Astoria, where the damage to her hull was repaired by divers at a cost of about \$12,000, whereas, if she could have gone on a drydock, the cost would have been only \$3,000 to \$4,000, and the time lost would have been only one-third.

This great work was done by the body created by the legislature of 1891, which also established a special taxing district comprising all of Multnomah county except

there is eight feet of water at low water; so that at almost all stages of the river small vessels could lie there. Altogether there is room for at least ten vessels to lie at the wharves at one time, while awaiting their turn to go on the dock. The contract required the dock to handle vessels drawing 25 feet of water, but it actually draws 28 feet to allow a margin for the curves in a ship's bottom. A description of the process of "lifting" vessels will be given in another issue of The Review.

The commission has established rates of dockage which are considerably below those charged at other docks on the coast.

Credit is due for the execution of this work to the Port of Portland commission, which serves without salary and is content with the compliments of those concerned on the able and faithful performance of an important public trust. The commission is composed of C. F. Swi-vice-president; John Driscoll, secretary; G. B. Thomas, treasurer; E. W. Spencer, P. L. Willis and Archie Pease. D. J. Maher, as clerk of the commission, keeps the accounts and records.

The Good Government League met at the city hall Tuesday evening. The only business transacted was changing the meeting from weekly to twice a month on Tuesday evenings. Both President Green and Secretary Railton were unavoidably absent. The time and place of the next meeting will be announced in the REVIEW.

Under the management of C. J. Muck, the business of the Muck Hardware Company is already showing marked improvement, and very much of the trade in this line that was going out of town is being done here at home. The stock of this firm is a most complete one, and the selling prices are correct. We urge our citizens to give this firm a trial.

## Business Room For Rent

Good Business Room on Jersey street, 25x50 feet.

Rent Reasonable.

St. Johns Land Co.

## Nice Apples!

Have a few nice Eating Apples—just fine for nice eaters right now—nice flavored and good looking, too; packed in boxes that hold a good bushel, at only

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Apples are getting scarcer every day, and now the wholesalers are asking more for these goods than we got at retail.

## St. Johns Grocery Co.

General Merchants.

## A. E. WILSON,

The Jeweler

WATCHMAKER

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All Kinds of Work Done Promptly

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## St. Johns Meat Market

Strangers coming into St. Johns will find their trade will be appreciated, and their wants supplied to their satisfaction, by

SMITH & DONNELLY

St. Johns Market

Jersey Street ST. JOHNS, OREGON

## DANIEL BRECHT . .

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IF YOU WANT A HOUSE CALL ON MR

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