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ST. JOHNS REVIEW

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

VOL. 1

ST. JOHNS, OREGON, FRIDAY, JUNE 30, 1905.

NO. 34

OUR YARD

Is right at the end of the shortest railroad in Oregon. A railroad with a 23 per cent grade. Tell your friends to come and see it.

How about lumber? Have you seen our nice new stock? It's fine.

Acme Lumber Co.

TALK OF WATER.

City Council Burns Kerosene and Talks About Several Things.

Monday evening was held an adjourned meeting of the city council with all members of the board in position. Treasurer Valentine, fearing lest dampness harm his complexion, remained at home—but the balance were in good form.

Rogers & Windle asked that the time allowed them for the improvement of Jersey street be extended—because of the delay forced on them at the commencement. This was tacitly agreed upon—but was delayed till the next meeting in order to find out how much extension was desired.

Complaint was considered about a boom of logs blocking two streets at the waterfront so that boat landing was prohibited. Recorder Hanks was ordered to notify Hartman, Thompson & Powers, who are supposed to own the logs, to remove the same at once.

J. F. Poff, who signed the papers for improvement of Jersey street as school director, desired that his name be removed from the petition, as he understood that school property, being free from taxation, was free from improvement assessments. It was stated that while school property was non-taxable the property was always liable for its share of public improvements. Therefore, the signature of Mr. Poff, as a member of the school board, was not illegal nor did it harm the school district.

The ways and means committee was instructed to procure a place for a pound.

Bids for the improvement of Burlington and Philadelphia streets were called for. But one bid was put in—although three parties had contemplated bidding. These men were here, looked carefully over the ground, and then put their heads together, agreed to pool (it is believed) and only Bechill Brothers put in a bid. This was not complete in its wording—although it implied the total cost would be \$4597.30. The bid was carefully discussed for many minutes—and it appeared to be almost the universal belief that a pool had been formed—and a per cent added for all profits. The matter was laid over one night that the recorder might have the bidders present to explain matters.

Mayor King called attention of the council to the fact that the water company was ready to consider an offer for the entire water plant—being anxious to sell its holdings. Considerable discussion followed—as to the probable cost, the feasibility of purchase, the possibility of issuing bonds, etc. Incidental to this talk was brought up the point that the water service at present was far below that expected by the people, the quality and quantity of water being supplied being not conducive to health or comfort.

By a desire of the council J. H. Shields was deputized to serve a written notice upon the water company, praying that the service be at once made good—and it was decided that in case no response should be made within a reasonable length of time the city authorities should take steps to remedy the deficiency.

Adjourned to Tuesday evening, June 27.

He Tumbled.

The other day when N. A. Gee was working on a foundation a stranger went to him and said: "Are you the old boss who has the contract for this cement work?"

"I am the gentleman, sir, who has the contract," replied Mr. Gee, as he drew himself proudly up into the air. "I'm no 'old boss' I'd have you to know!"

"Oh, you're not, eh?" returned the stranger. "Well, if you're not a 'boss' why don't you change your initials?" and he walked away.

And then N. A. G. smiled—and went back to work.

Looking After Mining.

N. J. Bailey, who has long been an important factor in the Portland Manufacturing Company, has relinquished his position and is scouring about the country, having a good time. Last week he was up in Washington—and Saturday and Sunday he was down to Seaside for the first time and made his maiden dip in the Pacific. Mr. Bailey—who is no relation to "Bill" Bailey, who wouldn't come home—is now looking after his mining property in the Quartzville district. He believes he has fine prospects.

The K. L. C. E. will meet this evening at the home of Mrs. C. T. Thayer, in the Point View district.

FIRE PROTECTION.

Fire Chief Campbell of Portland, Gives Some Ideas.

David Campbell, who is the chief of Portland's fire department, came down to the dry dock Monday morning to put the fireboat in for cleaning and caulking. With him came F. A. Ballan, naval architect, under whose direction the boat was built, and, had the dock possessed good telephone connection with Portland, the visitors would have remained all day and gone back with the boat at night.

Mr. Campbell had important business which necessitated either telephonic communication or his presence. In default of the former he was forced to adopt the latter—and he much regretted the fact. Said he:

"If that dry dock ever catches fire the fireboat would be needed, but unless some means is taken to secure better telephone service the dock would be gone before we could hear of it. I am told that poles have been set, ready to string wire, direct to the dock—but up to this time the work hasn't been done. The question should be agitated—because much depends upon quick action—and there is a possibility that the matter has skipped the heads of the departments."

Mr. Campbell then took up the question of the water supply of St. Johns. He knows the needs of this city—and realizes what it would mean if a fire should attain much headway in the business portion of the town. When asked if the fireboat would come to Saint Johns in case an alarm was sent in, Mr. Campbell at once replied:

"Yes, sir; the boat would be sent at once if it was needed and a call should be made. That is one reason why you should have better telephone service—so you could get us quickly. It required 24 minutes to get to the dry dock this morning—so we are sure that we could get busy in Saint Johns in half an hour. But you know the boat is not capable of doing work more than 1000 feet from the shore or dock. If one of the mills should catch fire we could do lots of good—and we would, too, if notified!"

A suggestion was then made that a six-inch main be laid from the new dock up the hill to Jersey street—and an arrangement made at that juncture whereby a connection could be made with the fire plugs. Fire Chief Campbell was highly enthusiastic over such a plan. Said he:

"That would be the proper thing. As it is now your water-force is not adequate for the city's needs. Let a strong fire break out at the end of one of your blocks and, unless you had outside assistance, or could handle the fire with one of your chemical engines, the whole block would be a goner."

"Now, if your city, or your business men, or the insurance companies, or anyone else, would put in a pipe from the new dock right up Richmond street to Jersey there'd be something doing when the fireboat commenced work. If the pipe was so trapped that a flow could be made into the city main direct we could send water all over the city in splendid shape—if we didn't burst your pipes. The fireboat can throw 30000 gallons of water a minute—and that's going some. She can do better than that; but if we should send that amount of water up that long hill at that rate your fire company could put out any fire that showed up."

"To be sure, the boat could not commence work till about thirty minutes after your fire chief had phoned us for aid; and again, there would be one chance in a thousand that the boat would be in use in Portland; but the chances are against the latter. What a splendid thing it would be to have a fireboat within call and to know that when a fire started there would soon be a vast quantity of water! THE REVIEW should suggest this pipe question—and see how the people of Saint Johns would look upon it. I believe it would be a great factor in reducing the rate of insurance—and a rate of from eight to ten per cent ought to be reduced. And here's my street," concluded Mr. Campbell, "I'm off now. We'll get the fireboat back to Portland tonight. Come in and see me when you have time, and don't forget that method of fire protection."

This paper would like to know what people think of this method of fighting fire. So far as we can see the only disadvantage would be in the time consumed in the arrival of the fireboat, yet the plan might be worth the trial.

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The Bashful Judge.

It was last Saturday. Within his office, calmly stroking his long white beard and smoking one of those Oregonia Peruna cigars that come with every package of "Eatenative Breakfast Food," sat Judge J. W. Hanks. As he sat there pondering how he would invest his surplus salary after paying for his new auto, his dreams were interrupted by the entrance of a man and, what was better yet, a woman. The judge instantly killed his cigar by tapping the ash end against the gilt window-casing, doffed his hat and said:

"Good morning!"

"Morning, judge. Say, can you marry us right off quick?" replied the visitor.

"Well, I'm from Missouri—and I can 'show you' that my marrying holds good anywhere you can find it!" answered the astute judge, as he proceeded to arrange his tie and get ready for business.

"All right, go ahead! This is us," continued the visitor. "This is the girl—and I'm to be her husband. Now get to it!"

Just then Marshal Hanks and C. R. Organ, who had seen the couple enter the city hall and "sorter had ideas," carelessly sauntered in and commenced to rubber.

As soon as the ceremony uniting Joseph E. Perrault and Flora O. Robertson, both of Portland, had been consummated, the judge and the two witnesses prepared to salute the bride. But the groom interposed. Said he:

"Go slow, there, go slow. You don't have to do that, judge, an' I know it. You tall fellow, he can't neither. As for the young lad—well, I don't care, provided the missus wants it. But I guess I rather pay the money and let you all go out and get a smoke."

"Two dollars," murmured Judge Hanks—and the entire scene was over. The happy couple went forth on the next car.

At the Brick Yard.

The output of the first kiln of brick burned in this city is now before the public. So far as quality is concerned, the brick have a clear ring and are nicely burned—the shape, however, is not clean and square. This detriment, Manager Loy informs us, is the fault of the machine, which was not a good one, although it was highly endorsed by the manufacturers.

A new machine of large capacity is now on the way from Ohio and when this shall have been installed and properly started the pressed brick will be the real pressed brick. The new machine will be of large capacity and the amount of brick turned out will be large. It will receive power from the new 75 horse-power electric motor recently installed.

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ST. JOHNS ABSTRACT & TRUST COMPANY

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