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

VOL. 2

ST. JOHNS, OREGON, FRIDAY, NOVEMBER 10, 1905.

NO. 1

NOTHING DOING.

Not Enough Business To Keep Visitors Awake.

Portland papers which asserted so much business was to be transacted at the council meet last Monday evening were poor prophets; the horrible time they prophesied did not materialize.

The council was called to order by Mayor King and all members of the council were present. Preparatory steps are to be at once taken for the grading and side-walking of John street from Jersey to Modoc streets.

Several pertinent communications were received from City Engineer W. W. Goodrich. These were regarding street improvements which have been mentioned in this paper—together with a suggestion that the city should secure a steam roller for use on streets. This should not be put on the gravel until the surface had been oiled. One of the council suggesting that just at present the city was not ranking in the millinaire class—it was decided that at present the matter would have to be dropped.

Permission was asked to use the new dock as an unloading place for gravel to be used on Philadelphia street. It is desired to bring the gravel here by a scow and load direct to the wagons—thus avoiding a long haul. The council gave permission if the contractors would agree not to over-load the dock and would be responsible for all damage.

Engineer's report on Gresham and Harriet streets was adopted—and proper work will at once commence.

The fact that two streets in the city are named "Catin" brought out a little discussion. One of them is to be changed. Some favored calling it "Dewey"—and Councilman Shields suggested "Vaughn." It was figured that the latter was too heavy and too democratic for the street—hence it will probably be called Dewey.

Upon motion of Mr. Brice, seconded by Mr. Shields, an ordinance will be presented ordering that all places of business and residences shall be numbered within thirty days from the passage of this ordinance. This will be done on the "block system"—each block being a separate hundred by itself. In this way the location of any party can be easily determined. Street signs are also to be placed at all intersections.

Council adjourned to Monday evening, November 13, peace and harmony prevailing.

Gained A Son.

Considerable unpleasant comment has been engendered by the marriage of E. E. Woods, aged 38, to Ella Shultz, who is, her mother and neighbors say, under 14 years of age. The ceremony was performed by Rev. E. E. McVicker at the child's home at the desire of the father—Charles Shultz.

From all accounts the case is a sad one. Judge J. W. Hanks refused to perform the ceremony when he learned of the condition of the child—and Marshal Hanks went to the house where the ceremony was about to go on and explained that any marriage of that sort was a travesty upon all marriage vows. Mr. McVicker states that he performed the ceremony under protest—so reports say.

Possibly, all things considered, the marriage was the better way out; although it is a question if the child-wife realizes all that it means. Mr. Shultz says that he figures he can support the girl and her husband; and if he can do that all may be well for a time. The matter is now in the hands, so it is reported, of the district attorney.

Become Co-Operative.

The well-known Portsmouth grocery, Reynolds, Dotson & Company, is now conducted upon co-operative lines—their old employees, John Schafer and Ed McKeen, having an interest in the firm. The boys and their friends are enthusiastic over the new deal.

We are glad to see business men reward faithful, energetic workers in this manner—and there is no doubt this firm will largely increase its already prosperous business by this generosity. People like the "square-deal-for-every-man" idea.

REVIEW DID IT.

Started Investigation That Results In General Health.

Some time ago when much sickness was spreading through University a correspondent of THE REVIEW "stirred up things" by stating that the disease was largely augmented by foul back yards and outhouses which needed purifying.

Some of our readers at first thought this a "fling" at the community but later saw that it was merely the truth and grew less indignant. The more conservative saw that the article was along the same lines THE REVIEW had adopted to secure the purifying of like spots in St. Johns, and commenced to get busy and investigate.

The result was as the correspondent of this paper had stated—and work of purification commenced. Outhouses were cleaned or removed to new sites—debris cleared and burned—and work of that sort progressed nicely. The result has been very pleasing to all the citizens. No new cases of illness have been known, and those who had been sick gained rapidly towards health.

Too much care cannot be exercised regarding excretions from the sick-room of a fever or diphtheria patient—and the greatest precaution possible should be taken that no seepage—even in a year to come—shall pass from the vault to where drinking water is obtained. Nor can too much care be taken in any community to prevent the accumulation of rubbish or trash of any kind.

The fight which THE REVIEW took up was well-meant—and it proved fruitful.

POOR SERVICE.

Traffic Increases But Timecard Shows Backward Tendency.

For several months St. Johns has enjoyed a car service which was not to be sneered at.

While the schedule was ample at first, however, the city has outgrown the service—even when the cars were supplemented by large trailers. The city has grown so rapidly that every car carries its full limit—while the majority carry twice the number of passengers for which the car was built. On one recent evening trip the motor car carried 135 passengers and the trailer 104, a total of 239 passengers—or about 140 above the capacity.

But now the service has been cut down! As if the aim of the car company was to do as much harm as possible to the outside precincts the schedule has been reduced from 55 cars a day to 46—and this will result in more crowded cars, fever sitting upon seats provided, and more tired passengers.

In place of adding more cars for increased traffic the company seems to believe in working matters by an inverse ratio: the greater the patronage the fewer the cars. It knows it holds the whiphand—just as the O. W. P. company has the bulge on the residents along its lines.

Citizens all along the line should use all influence to have a 15-minute service established—because the patronage will warrant it.

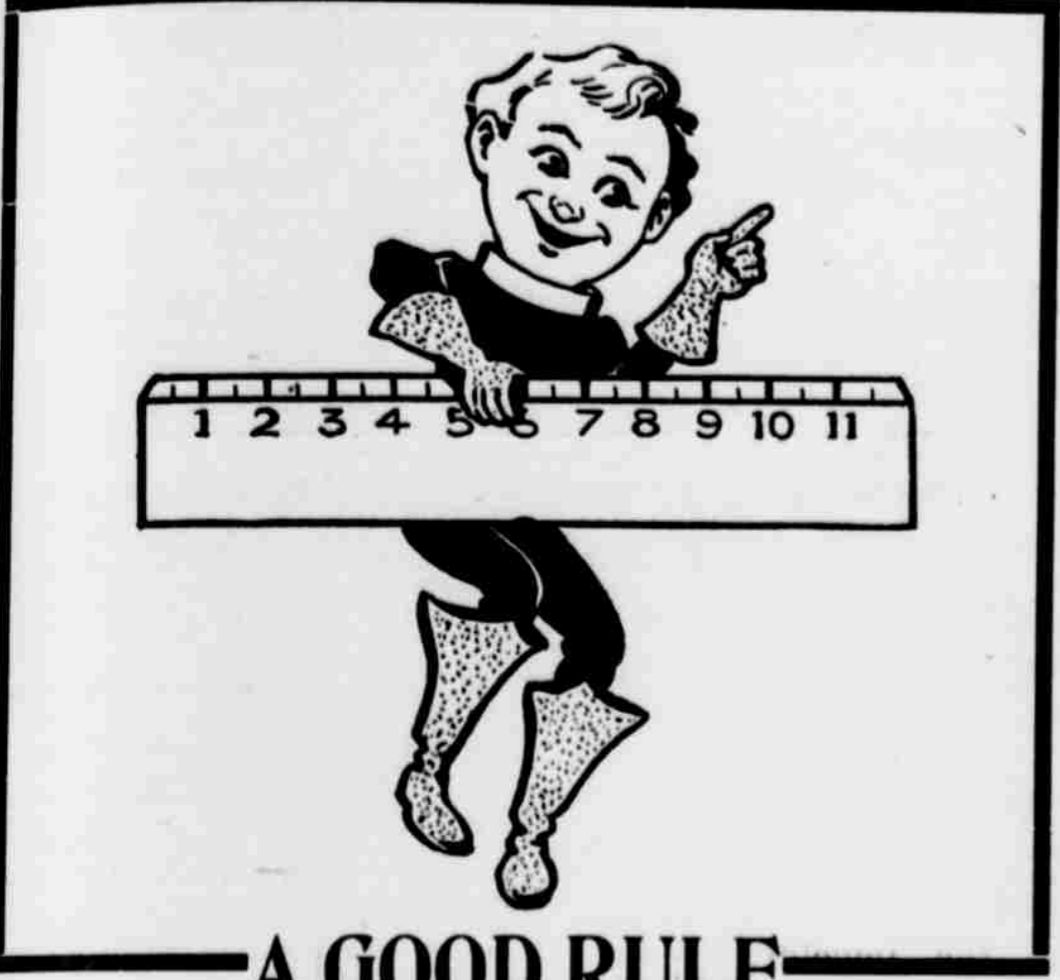
A missed car now means a wait of a half-hour—and this bum service means the crowding of every car.

The company is now building five cars—each of them being ten feet longer than the cars now used—for this line. The present cars will be put on the Woodlawn run when the new ones are installed—but that will help matters but a trifle if it does at all. What St. Johns run needs is the addition of these cars to what are already on.

The East Side Improvement Association, which met Tuesday evening, took decided steps along this line. It not only adopted resolutions decrying the lack of cars but appointed a committee to confer with the company and see if the morning and evening service cannot be bettered.

The following committee was appointed: W. L. Thorndyke, St. Johns; D. M. Donagh, Sellwood; Dr. A. W. Moore, Mount Tabor; J. T. Gregg, Woodlawn; Councilman F. S. Bennett, East Ankeny.

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