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 FRIDAY, DECEMBER 15, 1905

**DID WELL.**  
 TO have an established fire district—within which limit no fire-trap building should be erected—has long been urged by THE REVIEW, and this paper feels like patting the council on the back because of the creation of such a precinct.

Every community is more or less in danger of having serious fires and St. Johns has been particularly fortunate in having had but the one. The major portion of the buildings have been nothing more nor less than tinder-boxes, wherein a dropped match could easily wipe out half the city. With no fire-walls in any of the blocks—save the one new brick just being finished—a fire in one small shack could do more evil in thirty minutes than would be repaired in thirty weeks.

It is barely possible that the council may find the district has been created too large upon the start and take off a half dozen or so blocks. If it shall be found that any real hardship will be put upon anyone or that any unfair measures are to be taken there is even a possibility that the whole ordinance will be rescinded—although that extreme measure should by all means be avoided.

It is to be avoided the construction of any more of these buildings that the fire-limits have been made. It may seem like a hardship upon some—but when the matter is consistently viewed it will be readily seen that it is the only progressive method to be adopted.

**HUNTING TROUBLE.**  
 OVER in Prineville there promises to be trouble over the assault of W. J. Crain by the city marshal of that town. The man Crain had been a witness in the Williamson case at Portland, and thus made enemies at his home. If his story is to be believed Marshal Harrington is a brute—because he assaulted Crain without cause and then beat him as he lay in his cell in the city jail.

The people of that community should not—and probably will not—stand for that sort of dirty work. If Crain tells the truth—and his accusations seem to be well substantiated by reliable witnesses—Harrington should spend a long term in the pen. It is possible that those who side with Crain are too good shots to allow the critter to go to jail.

**MAKE LEVY.**  
 WITHOUT doubt the city council will make the levy for the year's taxes at the Monday evening meeting—as it must be done prior to January 1. There is some anxiety to learn what levy will be made—but as yet none of the council has expressed his views publicly.

A ten-mill levy will give the city about \$12,000 for expense money—which will be none too much. Some, however, contend that with the \$3,000 or \$4,000 license money now in sight that an eight mill levy will be sufficient for all needs. Some even go as low in their estimate as six mills.

The council is doing some hard figuring—as the desire is to make the levy as low as possible.

**DEAD.**  
 NOW that Death has robbed Gossip of all her venom and even caused Truth to be gagged in silence, all that is being said of Senator John H. Mitchell is of praise. The press, the pulpit and the public—the three great juries of the world—now bar all incriminating evidence, and consider only the bright portions of his life.

**SHOULD TRY IT.**  
 THERE is great need of an arc lamp at the stopping place of the trolley cars corner of Fessenden and Jersey—at the Heights and near the French block. These spots are dark and frequently dangerous—and if a passenger should be injured the car company would be the defendants in a damage suit.

An ordinance should be adopted making the erection of an arc light at these three points compulsory upon the railway company. Hundreds of precedents for such legislation may be found all over the country—and there has been no trouble over the enforcement of such an ordinance. Any progressive road is willing to avoid risk of damage suits when so small an outlay is required; and when the accommodation of so many patrons can be made for a trivial sum there is no doubt the road would yield with grace.

The city should not for a moment consider putting in arc lamps at those points—for such a matter lies wholly within the jurisdiction of the road. In fact, the imitation lamp at Liberty square could be moved to some other point and the road forced to substitute a real lamp in its place.

Any railway must take all proper steps to protect its patrons—and usually does so. One lost case for damages would pay for a dozen lamps for several years—and the car line knows it. But if the company can get the city to pay for those lamps along the track it will do it—and who could blame it?

**WHY BETTER?**  
 SOMEONE has been figuring on what New York city spends for liquor each day, and has now asserted that more than one million dollars pass over the bar in each twenty-four hours. That is more than half of what is spent for meat, vegetables, bread and pastry—and ten times what is spent in car-fares.

Statisticians avow, also, that the quality of the liquor is so poor, so vile and so impure that steps will have to be taken by the state to stop the sale of doctored stuff. We really cannot see why any legislation along that line is necessary—because if the drinkers dislike it all they have to do is to quit. And if they are so far along that they can't quit the sooner it kills 'em off the better.

**REVIEW WAS RIGHT.**  
 JUST as this paper prophesied a few weeks ago the Clackamas county gambling arrests by Multnomah authorities were not according to law. Mayor Lane overstepped himself in his zealous assault "over the line"—and Judge Frazer, after a few moments' study of the law, decided the cases could not be tried in Multnomah.

The state constitution declares that all criminal prosecutions must be heard in the county where the crime is said to have been committed, but the state law says that if crime is committed within one mile of the county boundary line the case may be tried in either county. It was merely a question of which was the greater: the state constitution or a law made for some special locality and pushed through an assembly of very intelligent men. Of course the former won out.

Mayor Lane was over-enthusiastic—and, although not under the age of consent, was led astray by some astute legal light. Possibly the next raid will be on Vancouver.

**Some More Stuff**  
 Mrs. Frank Peterson, 412 Chicago street, mother of N. E. Noren, is critically ill at her home—with but little chance for recovery.  
 Christmas Tree decorations at The St. Johns Bazar. A nice assortment.  
 R. E. Conn, prosecuting attorney in the Lake View country, was in St. Johns this week—guest of his old-time acquaintances, the Waggoner Brothers.  
 Try the "Par Excellence": the champion 5c cigar, made in St. Johns.  
 Kerr & Mossman is the name of a new firm of carpenters and contractors just located here in St. Johns. It will pay those having work to consult with these men.  
 The Boston Home Bakery is prepared to fill all orders in their line for your Christmas dinner.  
 The appraisers on Chicago and Gresham streets—Messrs. Moxon, Brederson and Thornlyke—have been ordered to meet at the city recorder's office next Monday afternoon at two o'clock.

**ORDINANCE NO. 56**

**An Ordinance to Establish a Ferry Landing at the Foot of Pittsburg Street, and Granting a Franchise to the "St. Johns Ferry Company" to Operate a Ferry Thereat for a Period of Ten Years.**

The City of St. Johns does ordain as follows:  
 SECTION 1—That a ferry landing be and is hereby established and located at the foot of Pittsburg street, and ferry boats shall have the right to come and depart from such landing without hindrance or obstruction from any vessel, raft, craft, wagon or vehicle of any description; and the owner or owners of such ferry boat or boats shall have the right to make any improvements that may be necessary to perfect a good and sufficient ferry landing at the foot of said Pittsburg street; Provided, That nothing contained in this section shall be construed as giving the right to cut or destroy any part of said Pittsburg street East of the West line of the O. R. & N. right of way on Bradford street.

SECTION 2—There is hereby granted to the "St. Johns Ferry Company", its successors and assigns, hereinafter designated as the grantee, the right to construct, maintain and operate a public ferry at the foot of said Pittsburg street for the period of Ten (10) years from and after the final passage of this Ordinance, at the rates and charges herein and hereinafter stated, subject to the restrictions and obligations herein and hereinafter written and imposed and such supervision on the part of the Council of said City of St. Johns as the public good may reasonably require under the laws and ordinances of said City.

SECTION 3—Said grantee shall at once, and at its own cost, construct, maintain and, during the term of its said franchise, keep in good repair a suitable, proper and substantial plank road way the full width of the street from the said ferry slip or landing to the West side line of the O. R. & N. right of way (on Bradford street) on the said Pittsburg street.

SECTION 4—Said grantee shall, within thirty (30) days from the final passage of this Ordinance, have in operation at said point a safe and substantial temporary ferry boat of sufficient capacity to accommodate the traffic, which shall be improved as the requirements may justify, and, within Twelve (12) months from the final passage of this Ordinance, have in operation at said point a ferry boat equally as good as that now operated across the Willamette river at Albina, in the County of Multnomah, State of Oregon, known as the "Lionel R. Webster."

SECTION 5—Said grantee shall operate said ferry boat at said point from six o'clock in the morning until eight o'clock in the evening of every day during the continuance of this franchise, and as often as the public welfare may reasonably demand; Provided, That the Council of said City may further regulate the said service as the public good may require.

SECTION 6—Said grantee shall transport across the Willamette river free of charge all gravel and rock for the improvement of the streets of the said City of St. Johns.

SECTION 7—Said grantee shall have the right to charge and collect the following maximum fares and charges for their service and no more:  
 Foot passengers ..... five cents (5c)  
 Single teams ..... twenty five cents (25c)  
 Double team or four horses .....  
 ..... thirty five cents (35c)  
 Automobiles ..... twenty five cents (25c)  
 Saddle horses ..... ten cents (10c)

SECTION 8—The said grantee shall pay to said City of St. Johns for the use of said ferry landing and the rights and privileges herein granted, and as full compensation therefor under this franchise, two and one half per cent (2 1/2 per cent) of the gross receipts from said ferry, to be paid by said grantee to the said City of St. Johns monthly on the last day of each month during the life of this franchise; Provided, That this section shall not exempt the grantee from any lawful taxation upon its property, nor from any licenses, charges or impositions not levied on account of such use.

SECTION 9—Said grantee shall keep a full and correct book of accounts and make stated monthly reports in writing to the City Recorder of the City of St. Johns, which shall contain an accurate statement in summarized form, as well as in detail, of all receipts from all sources and all expenditures for all purposes, together with a full statement of all assets and debts as well as such other information as to the costs and profits of said service as the City Recorder may require, and the Recorder may inspect or examine or cause to be inspected or examined at all reasonable hours, any and all books of account and vouchers of said grantee. Such books of account shall be kept and such reports made in accordance with forms and methods prescribed by the City Recorder, and every failure of the grantee to keep such books of account or to make reports under this section, shall authorize the City to declare a forfeiture of said franchise.

SECTION 10—Unless the grantee shall establish a good and convenient ferry across the Willamette river at and from Pittsburg street landing within the time limit mentioned in this ordinance, unless prevented by unavoidable litigation, and then within Thirty (30) days from the termination of such unavoidable litigation, which shall have been prosecuted as expeditiously as the course of law will admit, then the right of grantee under this ordinance to the use of the foot of said Pittsburg street as a ferry landing shall terminate.

SECTION 11—Grantee shall have the exclusive privilege of transporting all persons and property over and across the Willamette river from the foot of Pittsburg street, and shall be entitled to all the fare arising therefrom; Provided, That nothing herein contained shall be construed to prevent any person from

crossing the river at such ferry in his own boat, or to take in and carry over his neighbor when the same is done without fee or charge and not with intent to injure grantee.

SECTION 12—All persons shall be received into the ferry boat and conveyed across the river by grantee according to their arrival at the same; and if grantee shall act contrary to this regulation, it shall forfeit and pay the sum of three dollars for every such offense to the party aggrieved, to be recovered, before any Court having jurisdiction; Provided, That public officers on urgent business, post-riders, couriers, physicians, surgeons and midwives, shall in all cases be first carried over where all can not go at the same time.

SECTION 13—For the effectual securing of efficient service; for the prompt and complete compliance by grantee with its agreements and undertakings herein and hereunder; and for the continued maintenance by grantee of the property in good repair and condition throughout the entire term of this franchise, the said grantee shall, on filing its acceptance of this franchise, give to the City of St. Johns a good and sufficient Bond in the sum of one thousand dollars (\$1000.00).

SECTION 14—The power and right reasonably to regulate in the public interest the exercise of this franchise and rights thereunder shall remain and be vested in the Council of the City of St. Johns.

SECTION 15—Any person or persons violating any of the provisions of this Ordinance, where the penalty has not been designated, shall, upon conviction thereof, before the Municipal Court of the said City of St. Johns, be fined not less than five or more than twenty-five dollars.

Passed the Council December 4, 1905.  
 Approved by the mayor December 4, 1905.  
 W. H. KING, Mayor.  
 J. W. HANKS, Recorder.  
 Published in THE REVIEW December 8, 1905.

**Proposals for Street Work**

Sealed proposals will be received at the office of the Recorder of the City of St. Johns, Oregon, until December 23, 1905, at 4 o'clock P. M., for the improvement of Thompson street from Meyers street to Lively street in the manner provided by ordinance No. 62, subject to the provisions of the charter and ordinances of the City of St. Johns, and the plans, specifications and estimates of the City Engineer of file.

Bids must be strictly in accordance with printed blanks which will be furnished on application at the office of the Recorder of the City of St. Johns, and said improvement must be completed on or before sixty days from the date of last publication of notice for proposals for said work.  
 No proposals or bids will be considered unless accompanied by a certified check payable to the order of the Mayor of the City of St. Johns, certified by a responsible bank, for an amount equal to ten per cent of the aggregate proposals.  
 The right to reject any and all bids is hereby reserved.  
 By order of the city council.  
 J. W. HANKS, Recorder of the City of St. Johns.  
 Published in the St. Johns Review December 8, 15, 22, 1905.

**ORDINANCE NO. 60**

**An Ordinance Assessing the Cost of Improving Catlin Street from the East Line of Lively Street to Jersey Street, in the City of St. Johns and Directing an Entry of such Assessment in the Docket of City Liens.**

The City of St. Johns does ordain as follows:  
 SECTION 1—The Council of the City of St. Johns having ascertained the cost of improving Catlin street from the East line of Lively street to Jersey street in said City of St. Johns, as shown by a resolution of Council, of record and date September 19, 1905, and notice thereof having been published in the St. Johns Review for three consecutive weeks from October 27, 1905, to November 10, 1905, inclusive, as shown by affidavit of foreman of said paper on file, and the legal posting of notice of such street improvement as shown by affidavit of City Engineer on file with City Recorder, as provided by resolution of September 18, 1905, to be the sum of \$15,000, as a preliminary estimate made by city engineer, and as to time within which such same is to be completed, which is now fixed at sixty days from last publication of notice for proposals for said work; proposals to be filed by January 2, 1906, at 4 P. M.

Now, therefore, it is hereby ordered that said street be improved accordingly and that the Recorder shall give notice by publication for not less than three insertions in successive publications in a newspaper of general circulation in the City of St. Johns, inviting proposals for making said improvement, and said sum to be raised shall finally be determined by city engineer, not exceeding said sum, is hereby assessed to the lots and parts of lots and property especially and peculiarly benefited thereby, and which is declared to be all the lots, parts thereof and parcels of land within 100 feet from the outside line of each side of said Catlin street, in their several proportions in the said assessment district of said Catlin street aforesaid, in the respective amounts to be hereafter determined and assessed to said lots or parts of lots and tracts as being benefited by said street improvement.

The Recorder is hereby directed to enter at the proper time the said assessment hereby made in the docket of city liens, and cause notice thereof to be published as provided by the City Charter.

Passed the Council December 6, 1905.  
 Approved December 7, 1905.  
 W. H. KING, Mayor.  
 J. W. HANKS, Recorder.  
 Published in THE REVIEW December 15, 1905.

**The G. HEITKEMPER CO.**  
 Watchmakers, Jewelers, Silversmiths.  
 Importers and Wholesale Dealers  
 286 Morrison Street, Between 4th and 5th Sts. PORTLAND  
 Keep Your Eye On St. Johns.

**Familiar Figure Gone.**

Residents of St. Johns have frequently seen A. B. Wooley, an old Grand Army veteran, about the city. He lived upon one of his lots, in small quarters—but owned other property and had enough to keep him from want as long as he lived.

He was arrested last Saturday near the Multnomah Field charged with drunkenness and placed in the city jail at Portland. Sunday morning it was found that he was in a precarious condition and he was taken to a hospital—where he died the same night.

The blunder of the police in arresting Mr. Wooley is looked upon by all who knew the deceased as inexcusable. He was merely suffering, as the autopsy showed, from a blood-clot on the brain—and has never been known to be drunk. His sister, Mrs. J. H. Smith, feels the charge very deeply; while the many who met the man every day condemn the arrest in strong terms.

But for W. J. Peddicord's name being upon a match-safe in a pocket of the injured man his identification would doubtless have been impossible. As soon as notified Mr. Peddicord promptly went to Portland and there found the dying man.

**Wedding Was A Surprise.**

Few of our readers are aware that D. C. Rogers is a happy husband—but such is the case as THE REVIEW well knows. The happy bride came from her home in Edgington, Illinois, a few weeks ago—and on the evening of Thursday, December 7, D. C. Rogers and Miss Ascenath Richardson were joined in wedlock.

The ceremony was performed at the home of the officiating clergyman—Rev. A. J. Montgomery—on East Fifteenth street, Portland—and the newly-wed couple will next week take up residence on John street, East.

Those who have noticed the very mysterious air that Mr. Rogers has worn for the past ten days may now breathe easier—as he is now perfectly rational. THE REVIEW extends best wishes to the couple for all future time.

**Notice.**

Now is your time to buy Logan Berry tips at 50c per dozen. Buy the tips and make your own transplants and save \$1 on a dozen. See F. E. Baker, (old Organ place), agent for The Carlton Fruit Tree Company.

**Has The Contract.**

The contract for making and placing the street signs in St. Johns has been given—and work has commenced. F. L. Freeburg, who has been placing house numbers, has the contract and the streets will soon be tagged so that any man can tell his friend where he lives. The signs will be on metal, and a white block letter will stand nicely out upon a white background. Mr. Freeburg was the only bidder—but his price was very low—19c per sign.

**Card Of Thanks.**

During the late illness and death of our dear mother we have been the recipients of much kindness and many favors. We take this opportunity of expressing our sincere thanks for all assistance rendered.

Z. M. KNIGHT AND WIFE,  
 MRS. M. A. JACOBS,  
 J. I. KNIGHT,  
 W. E. KNIGHT.

**Had Serious Loss.**

Two of the large 375-kilowatt transformers just installed by the General Electric company were burned out the latter part of the week. They had but recently been placed here in St. Johns—and went out like a flash.



**WATCHES JEWELRY, CUT GLASS**  
 and everything to wear for Men, Women, Boys and Girls  
**\$1.00 A WEEK**  
**Eastern Outfitting Co.**  
 The Store Where Your Credit Is Good  
 WASHINGTON AND TENTH STREETS, PORTLAND  
 JERSEY STREET, ST. JOHNS

**NO SMALL POX.**

**Not One Case Of This Disease In All St. Johns.**

Rumors have been rife that one or several cases of small pox were now in St. Johns—and there are some who believe it. But this is not so.

THE REVIEW has been to the trouble of tracing these rumors and finds no truth in them. Not one case of small pox is inside the city limits—nor has there been a case this year.

**Merely Rumor.**

The citizens of Cottage Grove have donated to the Edwards basket shop, now at Albina, a \$3000 site for the plant—and the offer has been accepted. When the plant is located there it will take an additional line of manufacture—that of axe helms, hammer handles, and the like; and a large force of workmen will be employed.

Upon this for a basis it is stated that at an early date Mr. Edwards will resign from the city council—as his business will demand his entire time at some distance from St. Johns.

For first class and reliable fire insurance companies see the list at the Peninsula Bank.

**Made Quick Turn.**

U. S. Calkin, who is a partner of C. D. Edwards in the basket business, sold his nice home on Burlington a few days ago to F. A. Smith for \$2000. Mr. Calkin desired to go to Forest Grove where the new works are to be.

A couple days later Mr. Smith was offered \$3000 for the same property—and it required only about three minutes for him to make the deal. Having sold all his holdings here Mr. Smith is looking for new investments.

A pretty Christmas gift for any smoker—a special box of our fine cigars. Boxes of almost any size—with prices to suit the purse. Valentine's Cigar Store.

**Baptist Church.**

Sunday school at ten o'clock. Preaching at eleven. Topic—"Heaven." Evening service at seven-thirty. Topic—"The Rich Man versus The Poor Man." Thursday evening at seven-thirty prayer meeting is held. All are cordially invited to attend these services.  
 E. A. LEONARD, Pastor.

**Cream Puffs and Lemon Pies—ready Saturday—at Boston Home Bakery.**

**K. L. C. E.**

The monthly business and social meeting of the K. L. C. E. of the Evangelical church was held at the home of Gordon S. Ogden last Friday evening. There were forty in attendance. There was an interesting business session followed by a very pleasant social hour. All agreed that they had a most agreeable and interesting evening.

**Can You Afford**

To carry the risk of total loss on your buildings when a small amount will insure you against loss? It does not pay to do it. See the Peninsula Bank about rates.

**Suggests A Mardi-G as.**

Captain W. W. Goodrich is always anxious to bring St. Johns to the front. He believes that a great future awaits this locality and thinks that it should be brought more into prominence. He is now favoring a "Mardi-Gras" to be pulled off as soon as the weather settles—and desires the city council to back the entertainment.

That Red Rose Water set at The Bazar would make a fine Christmas gift for your wife.

**At Methodist Church.**

Rev. F. L. Yofing, pastor. Services next Sunday: Sunday school at ten o'clock—Mrs. C. E. Thurston, superintendent. Preaching at eleven. Epworth League at six-thirty. Preaching seven-thirty.

**F. J. Koerner,**

**CONTRACTOR AND BUILDER**  
 Plans and specifications promptly furnished on application. All work done with neatness and dispatch.  
**N. F. NOREN & CO.**  
 Real Estate, Loans, Insurance and Business Chances. S. C. Norton, corner Brunswick and Hudson streets, Resident Agent. Phone Union 1140.  
 JERSEY STREET, ST. JOHNS

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 Local or general anaesthetics administered if desired.  
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 Residence: 611 Leavitt Street. ST. JOHNS  
 Phone Union 1133
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 FASHIONABLE MODISTE  
 Prices Reasonable. Satisfaction Guaranteed. Entrance at rear stairway, 301 Richmond Street. ST. JOHNS, OREGON
- HARNESS SHOP**  
 Nice stock of new goods. Lowest cash prices. All sorts of harness repairs neatly made. All our goods are guaranteed to be up-to-date and satisfactory.  
 W. E. SWENGER, ST. JOHNS  
 Tacoma Street, near Jersey.
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 Office: Cochran Block, next door to postoffice.  
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- Carpenter & Dolbow**  
 Plasterers, Brick Masons and Cement Workers. Estimates given and satisfaction guaranteed. Refer to editor of this paper, 755 Welandstreet, University Park. Phone Union 6797.
- F. J. CARTER**  
 BOOTS AND SHOES REPAIRED  
 Shop next door to Anderson's Bakery on Tacoma street. Give me a trial order.  
 St. Johns, Oregon
- ST. JOHNS EXPRESS**  
 HARRY LYLES, Proprietor  
 Goods delivered, crated or uncrated, in city or Portland. Pianos a specialty. Leave orders at Bickner's. Phone Union 6998.  
 ST. JOHNS, OREGON
- THE EASTERN HOME**  
 J. S. CAIN, Proprietor.  
 Meals by the day or week. Board per week, \$4.00.  
 Cochran Block - Jersey Street  
 Saint Johns - Oregon
- N. A. GEE**  
 House Mover and Repairer  
 Houses moved, raised and repaired. Odd jobs of all kinds. Prompt service, reasonable charges. Ivanhoe and Catlin streets.  
 Saint Johns, Oregon
- P. W. HINMAN**  
 Chicago Rooming House.  
 Good rooms from \$1 a week up. Corner Chicago and Ivanhoe streets  
 Saint Johns, Oregon
- MRS. N. McCANN**  
 CLOTHING CLEANER  
 Clothing cleaned, pressed and mended with care and promptness. Ladies' clothes a specialty. Old Postoffice Building  
 Saint Johns, Oregon
- G. W. OVERSTREET,**  
 PLUMBER  
 Columbia Boulevard and Central Avenue.  
 Saint Johns, Oregon
- MISS AMY B. ROWLAND**  
 INSTRUCTOR ON PIANO  
 50c per Lesson  
 In St. Johns Wednesdays and Saturdays  
 1671 Portsmouth Avenue, University
- The Hazelwood**  
 E. P. TOGNINI, Prop.  
 Is an up-to-date quick Lunch Cigar, Confectionery and News Stand. The Celebrated Hazelwood Cream and Butter left in stock.  
 Corner Jersey St. and Broadway St. Johns, Oregon