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LOCAL PIONEERS CELEBRATE NEW COLLAPSIBLE BOX FACTORY U. S. BIG DREDGER CHINOOK

Old Times Picnic at Cedar Park and the Knights of Pythias and Oddfellows Play Great Ball

The initial anniversary pioneer day was an ideal one; bright, sunny, not too warm for comfort, just the kind of days St. Johns is noted for. A good bunch of pioneers and interested citizens met at Cedar Park where they were addressed by Messrs. J. M. Long and George H. Himes, both pioneer Oregonians, on Wednesday of last week.

Mr. Long eloquently eulogized the early pioneers who braved the danger of the great American desert, dangers from wild beasts and wilder men, to open the way to this great western empire. He emphasized the duty we owe to these old heroes, the least of which is to see that a suitable monument be erected to their memory, that the generations to come may learn to love and respect them for their lives of devotion and self sacrifice. To this end he started a fund with a cash donation, and within a few minutes, about \$15 were collected.

Among other things Mr. Long said was that men would not be remembered particularly by the vast stores of wealth they may leave, but by the kind of government they establish and leave as the heritage of their children. That the man who displayed the greatest love of country was greater than the multi-millionaire, that patriotism rather than commercialism should be the ruling spirit of our day, that the memory of the great commercial kings would not live as long as that of the men who planted the little red school houses.

To illustrate the need of training in patriotism he declared he would warrant that there were not 50 students in the city who could tell where the Stars and Stripes were first planted in Oregon, and that there were not 100 pioneers in Oregon who could tell. He declared the place was on Clatsop Plains, at Ft. George, now Astoria. He also paid an eloquent tribute to the memory of the founder of the city, James John, who gave all that he had to the city and the public schools.

George H. Himes, the historian followed with a good talk on the history of Oregon and James John. Of James John, he said that he crossed the plains in 1841, took up his claim where St. Johns now stands, about 1845, that he had been able to gather some data as to the doings of the founder of the city, but that his history was incomplete and he hoped this association might be able to supplement his data.

Mr. Himes spoke of some of the associates of James John, of one Joseph Gale, who was instrumental in building the first boat on the Willamette, which was built at Savies Island, and was 48 feet 8 inches long, and of which Gale was master. Running up to Vancouver, which was a British post, they raised their flag on the vessel for the first time, to show the English what the Yankees were capable of doing. Incidentally, the speaker mentioned the fact that Portland came near being located where St. Johns now lies. The speakers were warmly received and there were others to speak who were not able to do so for lack of time.

Mrs. Susan Boyles rendered some excellent solos and Miss Ethel Thayer piano selections and the audience arose and sang America. Then followed a picnic dinner in the grove which was greatly enjoyed by the pioneers and their friends.

In the afternoon the ball game between the "Chain Gang" and the "Pythagorians" was called at 3 o'clock. The players on both sides were in fine "fettle," in fact the larger number of them were in better flesh than practice and were just like a bunch of happy, overgrown schoolboys out for a holiday.

The feature of the first inning was Salisbury's ineffectual slide to third. Splinter, as the rooters lovingly dubbed our watch carpenter, made a race with the ball from second to third, sliding the last half of the run a la Beelzebub and stretched his anatomy out to such an attenuated degree that the Pythagorians had to stab at him twice with the ball before he landed. But he got him, and a minute later when Salisbury's shadow caught up with him they jogged along

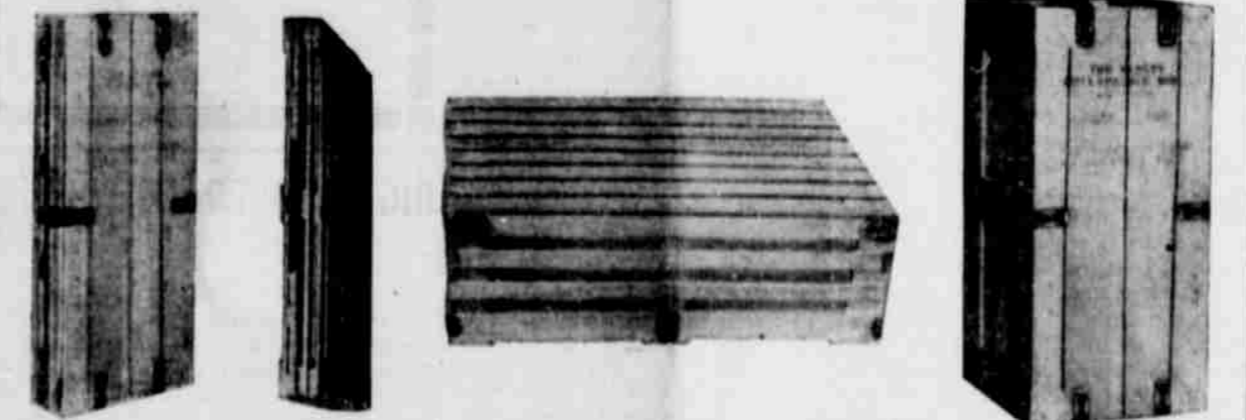
A New Industry in St. Johns Which Will Revolutionize the Manufacture of Shipping Crates and Cases

The Portland Collapsible Box factory which started operations last week is busily working on contracts for poultry shipping coops for Portland and Vancouver.

A visit to that new industry Tuesday disclosed a wonder in the manufacture of shipping crates. The material used by this firm in the manufacture of these crates is but three-eighths of an inch in thickness. The bottoms of the coops are made tight while the sides and ends are slatted as per cuts herewith. The crates for shoes, boots or other commodities are made tight all over. Instead of being nailed as is the case with common crates, these are stapled together in such a manner that instead of pulling out, as do the nails, they will hold until the boards are broken before they will part.

Taking these shipping coops as a sample we find the weight reduced from 75 to 150 pounds per coop to 24 pounds making a saving in the express charges of the packages from 300 to 600 per cent. The heavy weight of the common coops is such as to make the return charges more than the coops are worth, while with these collapsible coops they can be cleaned, folded flat and returned at nominal expense.

It is almost impossible to give the life of these coops as yet, for they have not been in use long enough but they have been in constant use for over a year without having to be repaired at all. The H. L. Griffin Co., of Ogden, Utah, who has been in the business for more than 25 years writes that he has been using



these coops for two years, and after trying everything in the shape of shipping coops he has never seen anything equal to them, but that they are certainly the best in the market. The Utah Fish and Poultry company, heavy users of coops say they are the very best they can find.

The coops and cases are put together with these staples so as to bring the grains of the wood across each other thus preserving the full strength of the wood, giving the greatest strength for the amount of material used. While the company has installed machines for using three-eighth-inch stuff only, they are arranging to put in a machine which will be able to staple 1/2-inch material, and with this machine will be able to make cases strong enough to carry the heaviest products.

The operation of the machines are almost noiseless and an interesting process. There is a heavy cutting machine which cuts and punches the angle irons for the sides and ends of the cases as easily as a hot knife cuts butter. These irons are then taken to the slappers, five in number, where a simple motion of the foot sets the machinery in motion, all working on the trip hammer principle, and the pieces are shaped ready to place on the different kinds of packages. There are three stapling machines, with which the different parts of the packages are stapled together, and two boring machines which bore holes through the wood under the iron fastenings. One of these is a horizontal, boring four holes at once, the other perpendicular, boring six holes at one operation. There is also a squaring shear, which slices off the different sizes of iron so as to true them up when necessary. All this machinery is operated by means of a 7 1/2 horse power electric motor, which is capable of furnishing power for double the number of machines.

Just now the company will operate but this number of machines with which they are able to turn out 150 coops per day, but as their business increases they will add others until their building is filled with the machines. This will more than double their present capacity.

The great saving of freight and express charges, the ability to use them over and over again dozens of times, thereby saving the expense of building, the ease with which they can be knocked down, the compactness of the package in the knockdown, all contribute to make them the most desirable shipping packages manufactured, and as soon as the factory becomes known the company will have all they can possibly do to supply their trade, and will be able to give employment to from 50 to 100 men and boys.

together smiling to the bleachers. Galloway and Bredeson did good work, too.

The three link men tallied 5 to the good before they were counted out. The Pythagorians did not seem to get the range the first two innings, however, and when the first inning ended there was but one to their credit.

Monahan made a run in the second inning that brought down the house. He hit the ball a fairly good two-base clip and made it, but got tangled up with the ball at second, fell down, rolled over a time or two got up and ran to third before the Pythagorians could capture the sphere and stop him. The Pythagorians were delivered a complete skunk on the second inning never getting as far as first, three links hung up another five and the game was conceded to them.

The chain gang fell down on the third inning capturing but two, while the Pythagorians nailed 8 good runs to the board. During this inning Bredeson, the fly cop, made the finest catch of the entire game; Parson Gates of the Pythagorians knocked a hot one right down the thistle garden where Captain Bredeson held sway and that gentleman, to the surprise and delight of the queer boys reached out his little mit and picked it out of the circumambient like taking a peach off a tree, and the parson went to grass.

In the fourth inning the teams scored one each. The queer fellows seemed to have been somewhat rattled over the success of the Pythagorians in capturing eight runs, while the latter gained confidence. Dr. Vincent made a sensational run during this inning, when he dodged the ball and all basemen in an effort to make a home run and nearly succeeded but was captured about half way from the third to the home plate.

It was hammer and tongs from this point to the finish, both sides rattled nearly equal on the board. The ninth inning was the most interesting of the game. The chain gang was unable to score but the one run each inning the last four and when the Pythagorians went to bat on the last half they were con-

fidant they would take the bun. An error by our Adam, the mascot of the Pythagorians, lost them one opportunity to even up with the queer fellows, and at the end of the inning, Parson Gates gave the sphere a hot one which was recognized as a three-bagger by the most pessimistic and the way the man of cloth skinned around the diamond would make a coyote go way back and sit down. He ran like a scared rabbit and had his own men who were so anxious to assist him, simply kept out of his way and let the scooter scoot, he would have made a home run and won the day for the Pythians. But as it was, he ran around one or two of his own men and the ball got between him and the home plate. In trying to dodge the man with the ball his feet slipped from under him and he received a nasty fall right at the plate which took his breath. He was assisted back of the grand stand where he put in the remainder of the game reaching out three or four feet after that breath. As it was, his dandy hit brought in two men and made the score 17 to 16 in favor of the I. O. O. F. bunch. We have seen a great deal of ball playing, we do not think there is any one who likes the game better than we do, and it has been many a long day since we have seen a prettier run than that made by the parson. While we were on the side of the queer fellows and our sympathies, of course were with them, we would have given a year's subscription to The Review to have been able to keep the track clear for the parson, for we are sure he would have made a home run. It was a game full of funny situations and lively plays, many of them putting us in mind of an old farm horse at play with a lot of colts. Every base ball lover should have been there. It was well worth the price of admission. The receipts were for a most worthy object, the free library benefit, and we understand about \$40 was realized. We would have been delighted could it have been \$100 instead. The score by innings, if we made no mistake was as follows:

I. O. O. F. 5 5 2 1 0 1 1 1 1—17
K. of P. 1 0 8 1 2 0 1 1 2—16

The original lineup of the team was as follows:

- | | |
|------------------------|---------------|
| I. O. O. F. | K. of P. |
| Salisbury.....lb..... | Rev. Gates |
| Monahan.....2b..... | Holcomb |
| Billinger.....3b..... | Kerr |
| Galloway.....ss..... | Kaemlein |
| Shaw.....rf..... | Dr. Hartel |
| Bredeson.....lf..... | Skinner |
| Alderson.....cf..... | Horseman |
| Birch.....c..... | Dr. Vincent |
| Goodmansoon.....p..... | Noonan-Hudson |

Better Service Badly Needed.

J. W. Gilkyson of San Francisco, has been appointed to succeed J. H. Thatcher as division manager of the Pacific States Telephone and Telegraph company at Portland.

The report is that Mr. Thatcher has been promoted to general agent for the Oregon division and that Mr. Gilkyson will have immediate supervision of the exchanges and will give his attention particularly to the minor details of the system. It is hoped that Mr. Gilkyson will be able to bring some order out of the chaos which seems to have overwhelmed the Pacific States system, for that company has been giving absolutely the most abominable service, particularly here in St. Johns that it seems possible for any phone system to give. To use a common phrase, "It is rotten."

Location Not Given.

The Daily Abstract of August 31 says Goodrich & Goodrich, architects, are preparing plans for a new building to be erected in St. Johns 25x75 feet, and that it is not yet decided whether it is to be of brick or concrete, and is to have two stories. There have been all kinds of rumors as to what the building is to be and we are on the anxious seat. It has been said that Mr. Bickner was going to build next to this office. The article in question states the building is for P. H. Light, whether it is the same location or not the paper does not state.

Miss Lillie Brecke has returned from Astoria.

Description of the Immense Vessel That Has Been Anchored in the Willamette for Two Years

Tuesday we went over to the government moorings to take a look at Uncle Sam's big dredger, Chinook. One who has not been over the big vessel has any idea of the vastness of the big pile of steel. She is 458 feet long 49 feet beam and is about 50 feet from the shade deck to the keel. She was built in Belfast, Ireland, in 1892 for the Atlantic Transportation line, and was named the Mohawk, her load being 8000 tons. In 1898 she was bought by the United States government, rechristened "Grant," remodeled at Bath, Maine, and was used in the transport service, carrying 2200 men, 150 officers and a crew of 130 men, making 2500 men in all. Much of the equipment for the transport service still remains in the vessel. The big coffee boilers which will hold four or five barrels of water and require a case of coffee to make the regulation army beverage. The lavatories, of which there were four, but one remaining on the vessel, where 100 men could wash their dirty faces at once.

In 1903 she was converted into the big dredger and named Chinook at Mare Island, California. She is a twin screw propeller, operated by two immense triple expansion marine engines. The propeller shafts are 12 inches in diameter and 205 feet in length. The propeller blades are about seven feet in length and nearly a yard in width. The ones in use are of bronze, while the extra blades in the ship's hold are of the same dimensions but are made of iron.

The dredging apparatus is most interesting. There are immense pipes 20 inches in diameter connected on the inside with suction fans and the outer end with what Captain Dunbar calls hoes, great masses of steel with a blade four feet long at the bottom and hollow on the under side. These hoes, as the boat advances, scrapes on the bottom and the suction caused by the fans draws the water and sand up and empties them into the hold into two big sand vats with a combined carrying capacity of 5000 tons. Here the sand settles to the bottom while the water runs off at overflow ports into the ocean. When the vats are filled the vessel steams out to deep sea bottoms and by means of brake wheels on the upper decks four traps are opened in each vat and the sand is dropped out.

One looking at the big vessel standing so far out of the water and the big heavy machinery in the upper deck naturally thinks there is danger of it turning turtle, but it is not built that way. Away down in the hold there is stored an immense quantity of pig iron and granite blocks for ballast. There are 1100 tons of this ballast and in addition, when working there is 1100 tons of water ballast in the hold also. The lower decks too, are fitted with water tight partitions in bow and stern so that if by accident the vessel is rammed or strikes a reef these partitions can be closed from the upper deck and the vessel saved from foundering.

The vessel is steered ordinarily from a pilot house on top of the shade deck, the highest part of the hull where a clear view may be obtained to any point of the compass. This house is fitted with double signalling apparatus so that the engineer may be instantly signalled in the control of the vessel. Should this steam gear become disabled, there is in the lower deck at the stern a double wheel requiring the service of four men to operate, which can be thrown instantly into service. In the pilot house and at the hand steering apparatus are located the best compasses made, known as the Thomas compensating compass.

There are speaking tubes connecting the pilot house with the captain of the deck and also to the engine and the hand steering room, so that the pilot may have the vessel under full control under all circumstances at all times. When the vessel is in operation she will pump from 30 to 40 tons of sand per minute through the two big pipes by the big wheels which make 250 revolutions per minute and require 525 horse power to operate. While the vessel was a transport it required (Continued on page 2.)

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