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

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WORDS OF COMMENDATION

Booklet Issued by Commercial Club and Enterprise of Citizens Lauded by Portland Press.

There is an old poem which begins: "Kind words can never die." It goes without saying that the following kind words from the big paper, the Telegram, of St. Johns' big sister on the Willamette, will live long in the memory of the people here. Of course, our people all know that every word of the article is true. It is no news to them, but it was a very gracious thing for the editor of that great newspaper to do, and our people just simply can't help but make a nice little bow and say: "Thank you," and while we do not wish to become a little part of the big city, we do wish to be her hearty, growing, busy, prosperous, energetic, helpful little sister until we grow up and do up our back hair, wear long dresses and be able to go about without a chaperone:

Whenever Oregon enterprise is summarized St. Johns is not left out of account. The growth of this Portland suburb is rapid and substantial. The energy of the St. Johns citizen has assumed a proverbial status. The future of St. Johns, as it shall develop in a record of diversified industries, is a matter that we need not worry about.

No community in Oregon has shown such splendid achievement in the first few years of its existence as a municipality as has St. Johns. No town in the state is paying closer attention to the encouragement of a variety of industries. No town better appreciates the value of the small concern as well as the value of the bigger plant. There is no community in Oregon in which is evinced a more earnest desire to get things going and keep them moving than in St. Johns.

The St. Johns Commercial club has just published a booklet which adequately sets forth the facts pertaining to the material development of that place—a publication that deservedly should attract attention abroad. Its service is hardly needed in the immediate vicinity; as everyone who pretends to keep in touch with the progress that is made in Western Oregon cannot fail to know of the energy which characterizes the growth of this Willamette city, and of what that energy has accomplished and is bringing to pass. Nevertheless, the St. Johns citizen is wise in outlining his own campaign for outside advertising. He believes in getting busy with his own affairs, and he is doing that handsomely and effectively. From the Portland viewpoint he commands nothing but the heartiest commendation and best wishes for success.

The community interest which binds this city to St. Johns is clearly apparent. Every Portland advance is a St. Johns builder; and every item of progress which the smaller city achieves adds to the fame of the larger. From the Portland commercial bodies St. Johns enterprise is entitled to receive every possible encouragement. That the upbuilding is in the name of two corporations instead of one does not signify to the contrary. Whether known by one name or two, the process is one of general community development which is destined to proceed without stop until the entire Peninsula is a hive of industry and an area of well built homes.

It is not the product of vain imagining to say that the day is not so far distant when the river front from above South Portland to far below St. Johns will be one unbroken line of docks, warehouses, ship-building plants and factories of one description or another; when from one river to the other the territory will be city-built and city-occupied. The future of this state and the destiny of this section make the realization of such conditions imperative in the course of time. St. Johns enterprise is hastening that day in marvelous measure. Let Portland do her proportionate share of the work and that time will arrive much sooner than many of us realize.

Miss Ethel Crosby invited a number of her young friends in to assist her in celebrating her—th birthday. They entered into the spirit of the occasion and had the best time they have experienced since her—th birthday.

THE GOVERNMENT MOORINGS

Description of This Important Base of Supplies and Storage Located Just Across the River From St. Johns

Very few, if any, of our people have any idea of the vast amount of labor that is being performed by the engineers' department of the rivers and harbors improvement in the Pacific northwest. In fact, there has gone out an erroneous idea that the men in this department have a soft snap and in the heart of a great many American citizens is a longing for what they denominate a soft government job.

The Review man called Monday on an old friend, Mr. Clark, now in the paymaster's office of this department, located in the custom house at Park and Davis streets, Portland. We found him hammering the typewriter to beat the band. Mr. Clark kindly took the time to show us over the suite of rooms occupied by the engineers' department, where we met some of the brightest engineers of the government service, among them a Mr. Hubert, if we remember correctly, who is engineer in charge of the great C-lilo canal. Mr. Hubert informed us that they were working as yet on the first half mile of the canal, at the upper end, and displayed a fine chart of the entire canal, giving in detail all the excavations, rock work, concrete work, elevations, in fact, a perfect picture of the entire canal. All this was drawn to an exact scale from field notes taken by the engineers on the ground, and yet we think these engineers have a soft snap.

We met Colonel Bagnall, who has the supervision of our own division of the territory known as the Pacific Northwest. Mr. Bagnall is a good executive, has at his finger tips the operations of all under his charge, met us very kindly and said he had no secrets, invited us to inspect the government moorings opposite St. Johns and tell the people all about them, assured us that we would find Captain Batter, officer in charge, thoroughly imbued with his work, a careful officer and hard worker, that we could depend upon him for any information we wished in regard to the moorings. Mr. Bagnall said, too, that it was intended to make extensive improvements in the moorings in the near future, that they had under consideration the erection of a large dock, excavation of a basin where the small boats could be moored out of the way of all drift brought down by the spring freshets, and thus protect them from the possibility of being damaged by the jamming of the debris.

We visited Captain Batter the same day and found him all that Colonel Bagnall had prophesied. He is not only a hard worker, a thoroughly competent engineer, but is a genial, interesting entertainer. When we stated our desire to visit all the different parts of the moorings and see what he had in charge he invited us into his "den," where he has his apartments for sleeping, cooking, his office, all fitted up in the best of shape. He is just now retinting the walls and doing what our housekeepers call house cleaning. A large tank supplies water for fire protection and the necessary hose is attached ready for use.

Mr. Batter treated us like a prince, took his keys and led us to the different buildings which he opened and explained their contents. We first went to the row of buildings along the west side of the enclosure, which are used as warehouses for the different parts of the service. There was one room wherein were stored the fixtures, implements and appurtenances belonging to the service of the Celilo canal construction. Here everything from a sail needle to an anchor and all kinds of mining and rock work tools are stored. In another apartment the bedding and camp equipment for the men are placed; in another the old ropes and cordage which are worn out in the service are cached until certain dates when it is all segregated in alphabetical order on the grounds. All other condemned stuff is also arranged in the same way then a sale is made, and all that can be sold is disposed of in this manner and all that can't be realized on is burned. The money recovered by the sale of this junk reverts to the general treasury of the United States.

There is a perfect system for handling all this material. Captain Batter receipts for every article he receives and he must show at invoice days either the article or a receipt for the same. This is carried out to the limit, the same strictness obtains in regard to a sail needle as to a gun boat, and if a needle is short the captain will have to make good.

After these half dozen store rooms had been inspected Captain Batter took us to the oil house. This structure is a model of fire proof construction. It has an iron roof and cement sides, the walls being composed of the same material as that used in the fortifications at the mouth of the Columbia. In the house overhead is arranged a double set of tracks so that a barrel of oil put down at the door can be picked up by this carrier and transferred to any part of the building and placed upon the racks, which are arranged around the walls, on end with the same ease one would place a pail of water.

From the oil house we went to the carpenter shop where all kinds of wood work is done by Mr. Batter and his men. It is fitted up nicely for this kind of work and besides has stored in it a large number of articles for use in the different departments. This building has the distinction of being the oldest structure on the grounds. It was brought here in a scow four years ago when the moorings were first established and was then the only building, and was removed and placed by Captain Batter. All the other buildings and improvements have been made since by Mr. Batter. Returning, we passed through the machine shop. Here the captain has a fine screw cutting lathe, forge, anvil, drill, emery wheels, full set of stocks and dies for bolt cutting and all the tools of a first class blacksmithing establishment. Here, too, he has a chart or drafting room, where he showed us the draftings and specifications of the new dock referred to by Colonel Bagnall, also the plan for the basin to be dredged. The sketch also showed the present topography of the grounds and that of the proposed grounds after the dredging necessary to make the basin. All this was the work of the captain and was most excellently executed. Colonel Bagnall and the captain both assured us that they hoped at an early date to have a slip built where they could take their vessels out of the water for any repairs that were necessary to be made to the hulls. They have already constructed several hulls for different boats there, but it is a serious handicap not to have a slip to handle them on. The Lincoln, a small boat or tender, is being calked so that at the next rise she can be floated. She is awaiting the condemnation of the inspector, as she is not now considered serviceable for the department. The captain receives different engines from works being done by the government, many of them in bad shape, and these he reconstructs or rebuilds and either puts in use here or sends out for use on other works. The engine he now uses to handle the heavy material to and from the shops and the water front is a donkey engine that was worn out at the government works on the Siuslaw and sent to him, and which he rebuilt.

These moorings are the base of supplies and storage for the entire Pacific Northwest for the engineering department. There are three divisions: the Snake river country, the Columbia and the coast, and all three have their stores here and their accounts are all kept separate. So, when you read in the papers of all the different operations in these big districts, and consider the numerous articles which are at all times being handled between here and the "front" it will give you some idea of the soft snap our government employees have on their hands. We trust the hopes of these gentlemen as to the improvement of the moorings will be fully realized, for they are in every way worthy of them and we believe it would greatly add to the efficiency of the moorings and the best outlay the government could make of the money required for the work. We are grateful to these gentlemen for their kindly reception of the perambulating question mark and the information given.

CHANGE IN CIGAR FACTORY

P. J. Peterson & Co. Manufacture a Superior Quality of Cigar.—Reception for Mrs. Weeks

P. J. Peterson & Co. have been making some important changes in their cigar establishment on Ivanhoe street. Mr. J. E. Stevens has been made manager of the cigar factory and he has shown his fitness for the position by remodeling the building so as to make it convenient and comfortable for the workmen. He has put a large window in the northeast room, cut doors between the stripping and stock rooms for the convenience of the employes and made several other improvements in the factory.

This company employs twelve cigarmakers, and the beauty of it is, none but the best, steadiest and most reliable help will be employed. This insures first class work. In keeping with this characteristic of the management, they buy the best of tobaccos, domestic and imported. To insure an even run of quality, they buy the entire output of a tobacco plantation, and have the tobaccos graded, 1st, 2d, 3d, etc., so that when once you get a cigar from one of their boxes, you know that the next one of that brand will be exactly like it. This uniformity is making their cigars very popular.

Their two choicest brands are La Salvana and White Crow. These are made from the best imported tobacco to be obtained. The former is put up in two sizes, ten cent and bit cigars and the latter in ten cent only. If you want a cool, deliciously flavored easy smoker buy one of these. You will find them all alike, the best; or, as Mr. Stevens naively puts it, "as good as the best and better than the rest."

Last week they sent an order for \$3000 worth of fine Havana tobacco which will run them until near the holidays. Besides the leaders mentioned they manufacture several other cheaper grades, but all are made with the same care and neatness that is manifest in the more expensive stock. In addition to the 12 cigar makers, they employ about a half dozen strippers and other helpers, and all are as busy as bees in a hive. Their cigars are sold in all the cigar stores in the city and they have a salesman on the road all the time advertising St. Johns by selling some of the best brands of cigars, "Made in Oregon" all over the state and elsewhere.

The Rebekahs gathered at Odd Fellows' hall Saturday evening and gave an informal reception in honor of Mrs. John W. Weeks, who with her little ones left this week for her old home in Wisconsin to spend the winter with her parents.

The evening was spent in pleasant conversation, games and punishing a delicious lunch of good things prepared by the ladies. It will be remembered that Mr. Weeks died very suddenly about two months ago. He was most faithful to his little family and prepared them for just such an unlooked for event, by insuring his life in two reliable societies. Mrs. Weeks is now enabled to take care of her little ones, the two eldest of whom were with her at the entertainment, and are bright, sweet little girls. It will be a source of the greatest pleasure to their friends in the Woodmen and Beavers lodges to know that they were instrumental in providing for the future comfort and welfare of these little ones.

After the banquet Revs. Gates and Young expressed the sentiment of the Rebekahs in well chosen words, wishing Mrs. Weeks a safe journey to the old home, a pleasant visit this winter and a safe return to our society again in the spring.

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Bound Over for Court.
Of the three gentlemen who were arraigned before Judge Esson last Friday, Harry French and John Fitzgerald were bound over to the circuit court on the charge of larceny from the person, but John Finck was discharged for lack of evidence against him. In default of bail, French and Fitzgerald were taken to the county jail, and turned over to the tender mercies of Sheriff Stevens.

W. W. Raser of Clackamas was in the city last Saturday shaking hands with old friends. He says he is meeting with the best of success growing pigs and chickens. Of the latter he has 150 fine ones.

Mrs. Wm. Whitrell was taken sick and removed to the hospital by ambulance Thursday of last week, we are told.

Mr. and Mrs. C. R. Organ returned from Long Beach Friday, after a most delightful summer outing.

Bert Nelson of St. Johns has been in Canby the past week, going over his old stamping ground.—Canby Tribune.

Miss Anna Ryan left for her vacation at her old home in Saginaw, Mich., Thursday of last week.

Having a Strenuous Time.
Teddy Roosevelt, Jr. is having as strenuous a time as his illustrious father used to have in the wild and woolly west. Recently he was obliged to leave a body of troops he was out with for an outing because of the attentions he received from the pretty girls and now he is to be arrested for hunting in Minnesota without a license. The president should send a chaperone along to care for the youngster.

W. Scott Kellogg book keeper at the Woolen Mills left for Saginaw, Mich., Tuesday of last week for a visit at the old home. Mr. Kellogg expects to be gone about two or three weeks.

Mrs. B. F. Hoover arrived from the hop fields Saturday and reports having a fine time and making lots of money. She was fortunate to get home before the hard shower Sunday.

Mr. E. F. Wheaton of the St. Johns Gas Light & Heat company was in the city last week looking after the interests of his company.

Miss Carrie Armstrong returned from the hop fields Friday of last week.

Miss Alma Beurey has been very ill the past week.

Has It In For St. Johns.
The sporting editor of the Oregonian who dishes up the ball news for the Tri-City league certainly has it in for St. Johns. In almost every writup of a game here some slighting remark is made about the team or some of the players. The management of this paper should take the youngster to task, and if he cannot say a good word about our team sometimes it would be appreciated very much if he would not say anything.

Just as we went to press last week Fred Larwood and J. H. Carmichael two hustling Hood River men made us a pleasant call. They said that they were looking around and thought if they liked the city well enough they might buy it. The boys are alright and we would like to see them buy St. Johns, or as much of it as they could handle.

W. L. Thorndyke recently bought the printing plant at Illwaco and has moved it up to Astoria where he has fitted an up-to-date job office. The plant is a valuable one, fully equipped for any and all kinds of job printing, and the capitol of Clatsop county will be given metropolitan service in her job work.

The Ingledue and Hunkins families returned from the hopfields in the rain Sunday.