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SPLENDID TIME

To Improve the Thoroughfares of St. Johns

The season of the year when street work should get under way in good shape is now at hand. Labor is more easily secured, teams are less difficult to acquire, and the condition of the ground is better adapted to street work than would be the case later in the spring. As many streets as possible should be gotten in shape for improvement at practically one time. More contractors become interested in the proposition and as a result keener competition will ensue. A contractor can do work cheaper on two streets than on one for the reason that it requires the same equipment for one as it does for half a dozen, and there is more or less expense attached to getting apparatus in shape for street improvement. Many contractors will not put in a bid for one street, while if there are half a dozen or more advertised it is a different matter.

Good streets add greatly to the appearance of the city, and very materially increase the value of the property. While the cost seems pretty heavy to many property holders who are not endowed with many of this world's goods, yet the Bancroft bonding act, which all may take advantage of, makes the proposition comparatively easy. It gives ten years in which to make the payment, and while the interest is an item, the increased valuation of the property will much more than offset this extra expense. Several of our citizens are laboring under a mistaken idea regarding the operation of this act. They believe when the act is once applied that it will be held against the property until the ten years have expired and that it is impossible to pay up at any time within that period and have the lien removed. This is a wrong conception of the act. Any party who has taken advantage of this act can pay at any time by including the interest up to the time the next payment is due, and have the lien removed from the docket.

There are many streets that should be improved without delay, and while the cost may be a little heavy to some of the property holders at the time the benefit derived will so far offset the cost that it should be pushed through even if it does require a little sacrificing at the outset. Petitions for nearly all the unimproved streets in St. Johns should at once be presented to the council for action thereon. Cement sidewalks should also be laid in as many cases as possible. While they are more costly at the start they pay in the end. Let an era of street improvement begin at once.

Will Help Some

No news that has been received by the people of Oregon during the last twenty-four months is so important as the announcement that the trans-continental railroads will make a rate, beginning March 1st and continuing until April 30th, from Kansas City, Omaha, St. Paul, and Minneapolis, Winnipeg and other similarly situated towns, to all main line railroad points in Oregon, for \$25.00. The people of no state in the Union have profited more by these one-way tickets than have those of Oregon during the last four years. The rate from Chicago is \$23, from St. Louis, \$30.50, with a proportionate low fare from all points in the United States. This should add many thousands of actual settlers to the population of Oregon. These are one-way tickets, and if travellers desire to return to their former homes in the older eastern states they would have to pay full fare.

The Aftermath

Rain beats snow any day. Gum boots are now in vogue. The river is getting pretty full. The soft pedal has now been turned on. We will be good now, Mr. Weatherman. Please don't do it again. The wicked stood in slippery places the past week. Then there were others. Several people in Portland had a narrow escape from getting a biscuit of flesh taken from the back of their necks by falling icicles last week.

Be a BOOSTER for St. Johns.

WILL BE BUSY

Charter Commission Will Have Its Hands Full

The charter commission appointed to make some important changes in the present charter have the same under consideration and will likely make their report in the near future. The commission consists of S. C. Cook, B. T. Leggett, K. C. Couch, S. L. Doble, A. W. Davis; ex-officio members, H. E. Collier and H. W. Brice. The changes are to be gotten up in the way of amendments to the charter and will be printed in pamphlet form and mailed to each voter in the city. A vote will be taken on the proposed amendments at the general election in April.

The most important amendment under consideration is in regard to the election of city officials. The way in which the charter now reads the officers are elected for only one year, and it is possible to elect a full new set of officials each year. Were this to happen much time would be lost by the new officials in getting on to the forms and the status of business taken up by the preceding members, and much confusion would likely ensue. The commission intends to alter this so that three new members will be elected to council one term and four the next, thus leaving at least three old councilmen in office all the time. In this amendment the time of election will be changed to December instead of April, so the new officials can be sworn in the first of each year, and to take effect in December of next year. This would allow the officers elected in April to continue in office about eighteen months. The terms of Mayor, Recorder, Treasurer and Attorney would also be extended to two years under the proposed new dispensation.

The elimination of the liquor question from the hands of the council is another proposed measure. This may be done by voting upon the question at each election if the people desire. After it is voted upon once it can be brought up again at the next election by a certain percentage of the voters signing a petition to that effect. The commission believes the people should decide whether the city should be licensed or not, and then the question of a candidate's standing on the liquor question would have no bearing on his election. This certainly would be a good feature and should be satisfying to all.

The simplifying of street work was also to have been taken up, but it was found that the charter is rather broad on the subject and it is thought the matter can be adjusted without amending the charter.

An amendment changing the time of making reports by the treasurer and recorder from the 15th of the month to the first will no doubt be adopted by the commission.

Other changes will be considered, and the commission will have their hands full for some time to come.

Will Open New Tract

A contract for clearing 65 acres of land, lying between Newport Station and Smith's Crossing in East St. Johns, was awarded this week to Charles Foss. This tract will be opened by the Holbrook interests, streets will be graded and lots plotted off. This contract secured by Mr. Foss will be one of the largest, if not the largest, ever let in St. Johns, and no better man for the job could be found anywhere than Charles Foss. The opening of this tract marks another era in the march of progress in this vicinity. It is well located, convenient to get to and bids fair to become one of the most important building districts in St. Johns. Work will begin at once and pushed through in an expeditious manner.

Making Improvements

The St. Johns Laundry is making many changes and alterations in its laundry. They have moved into the more commodious quarters recently occupied by the West Coast, and are rapidly getting in shape one of the finest laundries in the state. Churchill Bros. are hustlers in every sense of the word, and fully deserve the success that is now assured their efforts.

Bonnyville's Monthly for sale at this office.

TRADE FROM TUALATIN VALLEY

This Rich Farming Community Could Be Induced to Swing Their Patronage to St. Johns if a Well Directed Effort Was Made to Secure It

COMMERCIAL CLUB ACTIVE IN THE MATTER

The St. Johns Commercial club met in regular session in their comfortable rooms in the Holbrook building last Thursday evening. Despite the inclement condition of the weather a fair attendance of representative citizens was in attendance. After the minutes of the previous meeting were read and duly approved the matter of the proposed trolley line from the Swift plant to the ferry slip was taken up. Secretary Perkins reported that the United Railways still had the proposition under consideration, and he believed they would reach a decision in the matter in a week or so. Owing to the bad weather, the committee on the matter of having St. Johns mail matter on the North Bank line put off at St. Johns station, asked for an extension of time for another week, which was granted. The North Bank officials having so many troubles of greater moment on hand it was deemed advisable by the committee on a phone at St. Johns station to delay the matter until a more propitious time. On the suggestion of President Hindricks this committee was requested to interview the same officials in regard to having a night man at this station in order to direct the late arrivals to St. Johns. As it now is the depot is closed when this train arrives, and St. Johns visitors, especially those who have never been over the route, are in a dilemma when they step off the train. Until that section of the Peninsula is more thickly populated and regular conveyances meet each train, it is quite desirable that some means be employed to direct the people aright. The committee agreed to assume this duty and make an earnest effort to have the matter taken care of in a satisfactory manner.

A resolution endorsing Hon. K. C. Couch's action in fathering a bill for the operation of a free ferry at St. Johns was unanimously passed, and it was the sense of the club that any aid the organization could furnish in furthering the project would be cheerfully extended. The free ferry proposition was freely discussed, and it was the opinion of all that such an institution would be of vast benefit to St. Johns. There are in the neighborhood of 1800 people living in the Tualatin valley and it is believed that the great majority of these would come to this city to do their trading if a free ferry was in operation. It is quite natural that the farmers living over that way would much rather bring their produce to St. Johns than make the long tiresome drive to Portland, but the tariff of 70 cents for the round trip imposed by the ferry company is prohibitive. If these farmers could be induced to do their trading in St. Johns it would make a great difference in the business done by the local merchants. The banks, grocery, hardware, dry goods and confectionery stores would all feel the benefit immediately. Farmers as a rule are heavy buyers, and when a wagon is tied up at one of the stores it means that there is some business being done on the in-

side. It is a pleasing sight to bustle men to see farm wagons strung along the public highways, and would at once give a stranger the impression that St. Johns was a busy city. It would also mean much to all our citizens. The cost of farm produce would be less, and it would always be fresh and good, and in greater abundance. As the Tualatin valley is practically the only outside territory that St. Johns can hope to draw from in a commercial way, it behooves our business men to put forth every effort to secure it. A number of the residents of the valley have expressed a willingness and readiness to do their trading in this community if a free ferry was in operation, and a number of inquiries have been made as to the stability of our banks and the ability of our merchants to handle their produce. Therefore, if a free ferry is the only obstacle that prevents St. Johns from securing this desirable trade, it certainly cannot be secured too soon. It would also have a tendency to bring more trade from Linton and Whitwood Court, and as these places are growing in a rapid manner their patronage is well worth looking after. St. Johns is their legitimate trading point, and any business from this section that now finds its way to Portland should be diverted to this city. With a trolley line reaching to the ferry slip and the ferry run by a cable system, there seems to be no reason in the world why St. Johns should not secure all the business that naturally belongs to it. But we can hope for little from that territory until these improvements and conveniences have been put in practice.

The proposed extension of Richmond street through the Caples tract was discussed to some extent, and it was the consensus of opinion that this should be pushed through at once, as the matter has been "holding fire" for too long a period already. It is quite likely that unless arrangements are made at once to have this improvement done the club will take the matter up and render what assistance it can in having the street opened up.

While the attendance was not as large as could be desired, the one present were quite enthusiastic and very earnest in their desire to aid in whatever way possible for the progress and advancement of St. Johns. One thing the club needs to make it the power for good that it should be, and that is more members. There were 34 members enrolled Thursday evening, but there should be at least 100 good, energetic and hard working members, and it is believed that this will be accomplished in a few weeks.

The Commercial club is not strictly a business men's club, as some imagine. While it is a fact that every business man in the city should be an active member, nevertheless any respectable citizen who has the good of the community at heart will be heartily welcomed by the members. The rooms are cozy and comfortable, the furniture and fixtures first class and the fellowship congenial. M. L.

Holbrook has proven that he still takes an active interest in the welfare of the city, by becoming a member and also reducing the rent of the rooms to a very nominal figure. The initiation fee is small and the dues are within the ability of all to meet, and there seems to be no good reason why the St. Johns Commercial club cannot become one of the strongest organizations of its kind on the coast.

It has been stated several times that the club was of no benefit to the city and that it had never accomplished anything of any real importance for St. Johns. Conceding that to be partially true, at whose door should the blame be laid? Surely that little band of faithful members who attended nearly every meeting in good weather and foul but whose power was weakened by lack of members and interest shown by the community in their efforts should not be charged with making a practical failure of the organization as far as good to the city was concerned. Mistakes may have been made, and probably were, but the intention was good. Efforts were made time and again to entice our business men into joining the club, but without avail. Harmony was lacking, and we believe all our members were never present at any one meeting, and it was seldom, indeed, outside of the faithful ones, that the same members were present two meetings in succession. Had harmony prevailed and the proper amount of interest been aroused there is no doubt but that a different tale could have been told.

However, it is of but little use to revert to what is now history, except to draw a wholesome lesson for reference in the future. Better rather to let the "dead past bury its dead" and start out anew with fresh vigor and a steadfast purpose to aid in every way possible to make 1909 a banner year in St. Johns history.

That commercial clubs in general are great factors in the development and advancement of municipalities, when conducted with a unity of purpose and a proper amount of energy and enthusiasm, has been proven over and over. It is a place where all the grievances of the community of a public nature can be threshed out and if possible rectified; where new industries seeking a location can be assisted and succored in many ways; where public improvements can be freely discussed and ways and means found to bring them about; where men may mingle together in a friendly, social way, creating a better feeling and a heartier interest in one another's welfare. The future lies before us with all its golden opportunities, and it is the duty of the citizens of St. Johns to be ready to grasp them when they appear. It is better to build up than to tear down, better to forgive than harbor ill feelings.

Join the Commercial club and make a firm resolve to do all you possibly can for the well being and upbuilding of St. Johns, and at the end of the year you will feel better and happier for it.

of Oregon, 1897-98, pp. 151-2.)
Oration, Abraham Lincoln.—(By a member of the school or some prominent citizen.)
Song, "America."
Note: Complete copies of the readings and recitations cited above may be secured free of charge by writing the Registrar, University of Oregon, Eugene, Oregon.

Buys Half Interest

F. E. Phillips, brother of F. M. Phillips of this city and a recent arrival from Buffalo, N. Y., has purchased a half interest in the Geo. M. Hall barber shop on Jersey street. Mr. Phillips has been a tonsorial artist for the past twenty years and there is no doubt but that he will be warmly welcomed in our business circles.

Be a BOOSTER for St. Johns.

COUNCIL MEET

Interesting Session Held Tuesday Evening

Council met in usual session Tuesday evening with all members present. The session was an interesting one and the business before the house was well taken care of. After the minutes of the previous meeting were read and approved the nomination of Chas. Bredeson as chief of the fire department, presented by that organization, was read and approved by the council. Mr. Bredeson was also added to the committee to put the chemical on four wheels. It is likely that this will be done without delay and in a workmanlike manner, as Mr. Bredeson has a reputation second to none as a blacksmith, and all around worker in iron, and after it passes his inspection the job will be complete and substantial in each detail.

A communication was received from E. H. Collins & Co., public accountants, offering to audit the city books, including the dock fund, for the sum of ten dollars per day each for two experts. This company evidently misjudged the size of this work, as it will likely require less than half a day to go over the books of the treasurer and recorder, and the checking up of the dock fund will be a small matter. The proposition was ordered placed on file.

A report of the St. Johns Transportation Co. for the month of December was read. The receipts for the month totalled \$376.29, and a check was enclosed for \$5.64 as franchise tax.

A contract prepared by the city attorney to be presented to Mrs. Caples in consideration of her dedication and proposed grading of Richmond street from Willis Boulevard to Jersey street was read and placed in the hands of the committee appointed for that purpose. It is obvious to all that this street be opened up, and it is the sense of the council that this shall be done with as little delay as possible. The opening up of this street has bobbed up intermittently for the past two or three years, and definite action should be taken at once.

A resolution to improve Stafford street from Learned to Wall street was adopted, and may be found elsewhere in this issue.
Bills allowed against the general fund amounted to \$4.99, viz.: J. R. Welmer and George Hughes, fees in Turner case, \$1.00 each; John Poff case of rock crusher, \$2.00. Allowed from street repair fund—Samuel Simpson, \$5.00; John Poff, labor on West Burlington street, \$5.00; Jefferson Davis, ditto, \$3.00; Alex McGregor, ditto, \$1.00; Tom Cochran, men and teams on same job, \$25.00.

A resolution was adopted directing the city engineer to prepare plans for improvement of Dawson street, from Columbia boulevard to the city limits. These plans will call for a 60 foot thoroughfare owing to the fact that the ice plant is on the line and the street can not be very well extended to a greater width.

An ordinance providing for the improvement of Richmond street, from the car line to the city dock was passed and also appears in this issue of the Review.

C. J. Anderson presented a statement on behalf of the property holders residing along Philadelphia street, in which they agree to lay concrete sidewalk and curb, and grade the thoroughfare in a uniform manner from Ivanhoe street to the city dock if the city macadamizes the surface of the street. Mr. Holbrook has also agreed to drive the necessary piling for the roadway entering into the dock free of charge. The council seemed to regard the proposition favorably and it is likely that a large district will be assessed to cover the cost of this improvement.

Hard on the Pheasants

A farmer living near Eugene says that many China pheasants have perished in the late snow. He counted 192 pheasants lying in the snow coming from his place to town. The pheasants, especially the roosters, have a hard time of it during the cold and snow. Their long tails accumulate snow, which melts with the warmth of their bodies and then freezes into chunks of ice and becomes so heavy that they simply lie in the snow and freeze or starve to death.

INSTALLATION

New Officers Installed in Various Orders

Laurelwood Rebekah Lodge, No. 160, installed the following officers by District Deputy Minnie Hall, Jan. 15th.

N. G.—Rose Robinson,
V. G.—Mayme Monahan,
Sec.—Mary Chaney,
Treas.—Ella Aiken,
Fin. Sec.—Hattie McKinney,
Ward—Mrs. Day,
O. Guard—Pascal Hill,
Conductor—Ruby Markell,
I. Guard—Minnie Black,
R. S. N. G.—Mrs. Hendricks,
L. S. N. G.—Cynthia Hewitt,
R. S. V. G.—Kate Rambo,
L. S. V. G.—Alma Derric,
Chap.—Minnie Hall,
Musicalian—Jose Castie.

After installation services were dispensed with, delicious refreshments were served and a good social time ensued.

At a recent meeting of the W. O. W. the following officers were elected:

C. C.—D. Tallman,
A. L.—J. A. Cole,
Banker—E. S. Wright,
Clerk—W. E. Swengel,
Escort—G. E. West,
Physician—A. W. Vincent,
Watchman—Bert Johnson,
Sentry—B. H. Darling,
Managers—L. A. Crane, M. A. Haggood and R. C. Clark.

Installation will take place January 27th, when the work will be put on by Multnomah Camp.

Deputy Supreme President of the Fraternal Brotherhood F. E. Taylor, installed the following officers of St. Johns Lodge last Friday evening:

President—L. H. Hopfinger,
Vice President—Ina Kingsbury,
Chap.—Katherine Quay,
Sec.—J. H. Gee,
Treas.—Ed. L. Stockton,
Sergeant—Raymond Lee,
M. at A.—Susan Galloway,
Inner Doorkeeper—W. C. Heck,
Outer Doorkeeper—J. E. Kilkenny.
After the installation exercises were over dancing and whist were indulged in and a very enjoyable time had by all.

Holmen Lodge, No. 101, K. of P., installed the following officers for the ensuing term at a recent meeting.

Deputy Grand Chancellor L. F. Clark being the installing officer:
C. C.—L. W. Brunson,
V. C.—B. F. Horsman,
M. of W.—Arnold Unger,
Frelate—A. Carl Nelson,
M. of A.—B. F. Noonan,
K. R. S.—W. A. Storr,
M. of P.—J. N. Edlefsen,
M. of E.—C. H. Finch,
Inner Guard—F. W. Valentine,
Outer Guard—J. H. Black.

Good Advice for Boys

Remember, my son, you have to work, whether you handle a pick or a pen, a wheelbarrow or a set of books dig ditches or edit a newspaper, ring an auction bell or write funny things, you must work. If you took around, you will see the men who are most able to live the rest of their days without work are the men who work the hardest. Don't be afraid of killing yourself with overwork. It is beyond your power to do that on the sunny side of thirty. They do some times, but it is because they quit work at 6 p. m., and don't get home until 2 a. m. It's the interval that kills, my son. The work gives you an appetite for your meals; it gives you a perfect and grateful appreciation of a holiday. There are young men who do not work but the world is not proud of them. It does not know their names even, it simply speaks of them as "old So and So's boy." Nobody likes them; the great busy world doesn't know that they are there. So find out what you want to be and do, and take off your coat and make a dust in the world. The busier you are the less harm you will be apt to get into, the sweeter will be your sleep, the brighter and happier your holidays, and the better satisfied the world will be with you.—Bob Burdette.

Earl Crouchley has been quite ill for the past few days with an acute attack of bowel trouble.

OREGON DAY

Good Program Suggested for Schools

Following is a suggested program for Public Schools and Literary Societies for Oregon Day, February 14, the 50th anniversary of the admission of Oregon into the Union. The act admitting Oregon was passed February 12th and signed by the President Feb. 14, 1859. In as much as the 14th falls on Sunday this year, it is suggested that the exercises be held on Friday, Feb. 12th, and that the centenary of Lincoln's birth be commemorated in the same exercises. This program is suggested by the University of Oregon and was prepared by the departments of History and Education.

ORDER OF EXERCISES.

Song, "Oregon"—(Oregon Teachers' Monthly, Sept. 1908.)

Reading, Jefferson's Instructions to Lewis.—(For the exploration of the Columbia river. Comes The History of the Lewis and Clark Expedition, 1 p. 23, from middle of page to end of second line on p. 24.)

Declaration, Bayles' Speech in Congress.—(Justifying the expectation that Oregon would be settled by Americans. Annals of 17th Congress 2nd Session, 1822-23. Selections pp. 681 and 682.)

Reading, Applegate's "A Day with the Cow Column"—(Schafer's History of the Pacific Northwest, pp. 186-192.)

Recitation, "Campfires of the Pioneers," Simpson.—(Fifth and sixth stanzas) "Pilgrims of the Plain," Joaquin Miller (3d stanza) (Both in Quarterly Oregon Historical Society, Dec. 1900.)

Reading, Act for the Admission of Oregon.—(From Report Sec. State