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

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OIL COMPANY

Recently Organized by St. Johns Parties

Saturday afternoon, the Eastern Oregon Oil & Gas Company was organized in St. Johns with the following officers: Honorable K. C. Couch, President; John A. Collier, Vice-President; John A. Collier, Secretary and Treasurer; and M. F. Loy, Manager. The directors elected by the company were K. C. Couch of St. Johns; F. J. Catterlin, T. W. Davidson, J. P. Wilbur, Portland; Edward Wilson, W. H. Kink, J. S. McKinney and M. F. Loy, St. Johns.

The company has its discovery work all done and recorded and is making arrangements for the lumber necessary for derricks and buildings to be erected within a few weeks.

The company starts out with considerable money in the treasury, and in addition to this has approximately 25,000 shares subscribed for. It is the purpose of this company to have a standard deep drilling outfit on the ground so that boring can begin at an early date.

The Eastern Oregon Oil & Gas company will be a very strong organization and will push the work at a fast pace. As nearly all of the stockholders are Multnomah county people, the operations will be followed closely.

From extensive operations on the Columbia Oil & Gas company and the Malheur Oil & Gas company, oil in large producing quantities is bound to come from the ground at Vale, and as the new company, The Eastern Oregon Oil & Gas company, have large holdings (Six Sections), the company will be one of the largest producers in the country. It is understood that the Standard Oil company has made strenuous efforts to get a footing in Malheur county in the vicinity of Vale, thus showing their faith in these oil fields, and after going over the territory and thoroughly experting the ground, they gave assurance of the producing quantities.

From reports coming continually from the Vale Oil Fields it would seem that they will in a short time rival the big oil fields of California. The stock of the newly organized company will be placed on the market this week and we predict that it will be readily taken up, as some of our best citizens are financially interested in the new company.

Ontario, Or., Jan. 27.—The well being drilled here by the Ontario Co-operative Gas & Oil company is now at a depth of 2200 feet and is progressing steadily with no interruptions in the drilling at any time, either day or night. For the past two weeks oil has been continually visible on the surface of the water coming from the well, and this showing was steadily increasing at last reports. The shale which has been the principal formation in evidence for several weeks has all carried small quantities of oil, but this distinct showing of it on the water and the drilling tools is a late manifestation, and at first caused a great deal of excitement. This week a different formation is encountered, a hard sand rock, through which the drill is being forced by hard work. An under-seamer is being used to force the shaft through this hard rock. It is considered the best indication so far found, as it may foretell the near approach of the sand which will hold the daily expected oil. Interest is at its height here, as it is believed this is the cap rock which covers immense deposits of petroleum.—Telegram.

Rabbits Galore

During the ten days' cold period, January 5 to January 15, the ranchers along miles northwest of Prineville, Oregon, organized a great rabbit hunt. In one week they shot to death 4771 rabbits, the highest single day's score being 1004, with an even 1000 the concluding day. The snow was so deep, 25 inches on the level, and the cold so severe, that the rabbits, losing all their animal sagacity and fleetness of foot, roamed about in droves like bands of sheep, seeking for the food that was not. J. T. Creamer, with Fred Grimes, the leader of the hunt, shot 30 rabbits without moving from the spot where he shot the first, and this man killed 94 that day. Shotguns were mostly used, though some of the men had rifles.

Be a booster for St. Johns.

TUBE WORKS

Prospects Bright for Securing This Project

J. M. Charters, representing a large tube works, now doing business at Seattle, was a business visitor in St. Johns last Saturday. The object of Mr. Charters' visit was to look up a suitable location for the manufacture of various kinds of pipe. He discussed the proposition with several of our business men and looked up several available sites that looked good to him if the price was satisfactory. He likes the situation here very much, and it is very probable that the works will be built. A full block of ground will be necessary, and on account of economy in the shipping rate must be located on the Harriman lines somewhere. Mr. Charters says the plant will employ at least twenty men to start with and that more will be added from time to time. The Commercial club will take the matter up this (Thursday) evening and lend whatever aid it can in securing the plant.

NEW PLANING MILL

And System of Dry Kilns Will Locate Here

The Breslin & Redmond Lumber Company of Vancouver, has reincorporated as the Pitchless Lumber Company, for \$25,000, fully subscribed. The incorporators of the new company are citizens of Vancouver. The company will establish a planing mill and system of dry kilns at St. Johns, near Mosley Junction. The mill and kilns will be 170 feet long by 30 feet wide and capable of handling 50,000 feet of lumber a day. This rough lumber will be obtained from Bell Mountain, 23 miles northwest of Vancouver. The lumber is dried and seasoned by the dry steam process, which removes all pitch and turpentine from the grain. The contracts for the concrete foundations will be let next week and for the erection of the plant as soon as the foundation dries sufficiently to receive it. The headquarters of the company will remain in Vancouver.

IMMENSE SAW MILL

And Box Factory Beginning Construction

Work on the excavation for the foundations of the Monarch Lumber company's immense plant on Oregon slough, near the Swift packing plant, began Monday morning. Until the mill is ready for operation a large force will be employed at construction. This company, headed by the David brothers, will have one of the greatest lumber manufacturing plants on the Pacific coast. The saw mill proper will cut 200,000 feet in ten hours. In connection a box factory will be operated. The company will at once erect a temporary mill with which to cut timber for the main buildings. Logs from the company's vast holdings along the Columbia and Lewis rivers will be delivered into Oregon slough within the next ten days. St. Johns will derive great benefit from the installation of this mammoth plant along its borders.

How About This?

Mrs. N. F. Bolton, writing from Vancouver, Wash., to the Telegram, makes the following statement: We had an old well 60 feet deep. We filled it with the dirt from our new well two years ago. It had not sunk at all. Grass had grown over the top. The horse and cow walked over it many times. It seemed perfectly safe up to the snow storm. When the snow left the well was perfectly clean and empty to the bottom, 60 feet—the walls of the well not caved in a particle. Where did all that filling go? Will anyone please explain? The empty well is here but no sign that it was ever filled.

Note the label on your paper.

WANTED---MORE INDUSTRIES

St. Johns Offers a Fertile and Profitable Field for Many and Various Manufacturing Plants Seeking New Territory and More Suitable Locations

ALL CAN AID IN SECURING MORE FACTORIES

What St. Johns needs and needs badly in order to expand and develop at a more rapid rate is a large number of manufacturing plants. While the immediate water front is pretty well taken up already with industrial plants, there are plenty of good locations in close proximity peculiarly adapted for factories of all kinds. In so many lines of industry there are no representative factories in the Northwest. The field is here but it has not yet been taken advantage of. The resources and natural advantages of St. Johns and the Pacific coast have not been properly presented to the capitalists who are most vitally interested in expanding their present business and opening up new territory in an industrial manner. Entirely too many different articles are shipped from the East that could just as easily and more profitably be made here. There are many such concerns seeking new fields where their products may be manufactured and disposed of at a profit. Keen competition in the East is causing many to look around for new territory, while many young men are succeeding in their father's business and naturally want to expand and enlarge and cover all the country possible with their manufactured articles. Excessive freight rates is a serious obstacle in shipping manufactured goods to the coast, and this is one reason why the Peninsula will eventually become one of the greatest manufacturing centers in the United States. Whom these parties are and best method to adopt in reaching them with descriptive matter concerning this part of the continent from a manufacturing standpoint is the great problem that is up to our citizens to solve. It is very apparent to all that new industries are a necessity and should be secured as soon as possible. There are plenty of laboring men residing in St. Johns to run all the works now located here, and before more settle it is advisable that more labor-employing institutions locate in St. Johns. While new residents are at all times heartily welcomed to this community, the fact remains that if more industrial plants were to locate here first the better hope they would have in securing employment and more chances there would be to enter different lines of business. One large plant employing 500 to 1000 men would make a vast difference in this city. With all these men living and doing their buying here everything would be much more lively. The streets

would show more life as the stores would be busy constantly and everything look prosperous. If such a plant could be secured it is but natural that others would follow. For several years it was hoped and expected that Weyerhaeuser would erect an immense saw mill at the north end, and every one was jubilant over the prospect. But this project seems to have become a myth and so far the Weyerhaeuser people have been more of a detriment than anything else to St. Johns. They have the north end cooped up so that it is said no one can purchase a foot of their ground for love or money, and they will do nothing themselves in the way of opening up this section of the lower peninsula. There are many different manufacturing plants that would find it to advantage to locate in St. Johns. Many articles made of wood, for instance, are shipped from the East, the freight on which is as much or more than the cost of manufacture. Clothes pins are all made in the East and the freight is more than it costs to make them. An enormous quantity of wood that could be turned into many useful household articles goes to waste each year around the saw mills. A factory for the manufacture of toys could find a very fertile field for operation in St. Johns. A factory recently constructed by Mr. Bailey south of Collapsible box factory, we understand, will be utilized in making various wooden articles, and eventually will become one of the busiest institutions of our city. As a location for a paper mill St. Johns has no equal. The shipping facilities are incomparable, and the same in which the logs can be towed here makes it a valuable point for that purpose. The Oregon City paper mill is at a great expense to section their raw material, which they have towed to this point and then dragged out of the river and placed on cars, making their extra expense on this account in the neighborhood of \$175 per day. While the company obtains cheap power, this saving is nothing compared to what it would be were the plant located at this point. There are so many different lines of industry that would be greatly benefited by locating here that it is almost impossible to enumerate them all. One obstacle said to be much in evidence is the high price asked for waterfront by the present holders, but compared to prices asked in the vicinity of Portland the prices seem

comparatively low yet. It is a matter, however, that is difficult to adjust, but we believe industries that would be a great help to St. Johns will receive fair treatment at the hands of the present owners of this property. There is no question but that the city is in need of more and various industries in order to obtain that rapid and substantial growth that we all desire, and if we get the industries building up of the city will take care of itself. It is well known that Portland waterfront is almost impossible to secure, and any new industries seeking waterfront in this section are of necessity compelled to come out on the Peninsula. Therefore no stone should be left unturned in an attempt to interest manufacturing plants in coming to St. Johns. The best plan for getting capitalists interested in this part of the world would be to get out literature describing St. Johns as the most feasible manufacturing point and get every citizen in this community to send some to their moneyed friends in the East. Nearly every one knows some capitalist in the East who might be induced to come to this city if the proper inducements were presented to him, and we believe all would be willing to help in this distribution. The printed matter need not be of an expensive or exhaustive nature, but rather a plain, neatly printed pamphlet just large enough to fit nicely in a medium sized envelope. The matter contained therein should deal strictly with the excellence of this section as a location for manufacturing purposes, what natural resources the city possesses, what the shipping facilities are and the nature of the plants already located here. Plain facts rather than flowery language and beauty of diction should prevail. Another good plan would be to have a large quantity of this or similar literature placed in the Oregon building at the Alaska-Yukon exposition, when the fair opens, for free distribution. Many moneyed men will visit this attraction and it is desirable that they visit St. Johns before they leave the Coast. Any effort made along this line would prove to be money well invested, and would bear much fruit in years to come. A couple of boat houses along the river front were washed away in the raging current last week, and the loss is quite a severe one to the owners.

FESSENDEN STREET

This Thoroughfare Will Soon Be Improved

The Fessenden Street Improvement club is not dead or in a dying condition as several of our citizens have intimated recently. Erstwhile much stir and bustle was in the air concerning the club and great things were predicted when the organization got in good running trim. Then, somehow, energy seemed to depart, ardor cooled off and the stir settled, so that once more Fessenden street assumed its former tranquil and placid appearance. This was only a surface indication, however, for work has quietly continued and everything is now in about the shape the club desired it to attain. The right of way has been practically secured for a seventy foot thoroughfare from the packing plant to Newport station, the street car company has agreed to give ground along their property and the matter will soon be presented to council for condemnation proceedings on any property along the proposed right of way not already secured. We understand the street car company will change its track so that it will run direct south from Smith's Crossing, that a fine steel bridge will be erected to span the cut, and that Holbrook interests will macadamise the street from the cut

to Smith's Crossing. The opening up of this thoroughfare with a 70 foot street from the Swift packing plant to the river at the foot of Fessenden street would certainly be a wonderful improvement. That this street is badly in need of improvement is readily discernible to the naked eye, and it would be a long step in the onward progress of St. Johns to have this thoroughfare go through with the least possible delay.

Streak of Hard Luck

The ferry company had another streak of bad luck last week. A large root drifted down the river and lodged under the ferry slip on the west side and tilted it up so that it almost stood on end. This company deserves much credit for their pluck and perseverance in surmounting all obstacles, as their expenses have been extremely heavy at different times owing to damage done to their approaches by the swelling of the water. They took charge of the ferry business in the first place when it was in a much run down condition, and it was only after the expenditure of a large amount of money that any degree of service could be obtained, and the traveling public between the east and west sides have reason to feel grateful for the trouble and expense put forth by the present company.

Be a BOOSTER for St. Johns.

ST. JOHNS ALL RIGHT

This Fact Apparent to All Our Neighbors

It is generally admitted that St. Johns, the growing suburban city at the lower end of the Peninsula, is one of the most progressive cities in the vicinity of Portland, and that it is far from being an undesirable place in which to live. Its main drawback for the man having business in Portland is the distance to the larger city, but it has many of the comforts which the metropolitan burg possesses, and some day, along certain lines, will rival Portland. Even today it has fine docks and shipbuilding yards which are superior to any further up the Willamette, and being close to the mouth of the Columbia, offers opportunities as a sea port which even the older city cannot boast of.—Peoples Press.

Twenty acres of ground on the Peninsula owned by W. K. Smith may be purchased by the city council of Portland as a park at a price of about \$3100 an acre, it having been offered the city at that price. It is located at Albina avenue and Portland boulevard and is so situated that it will serve as a park for a very large district, including Upper Albina, Woodlawn, Piedmont and Swinton.

COUNCIL MEET

Interesting Session Held Tuesday Evening

Council met in regular session Tuesday evening with all members present, and it was rather a late hour when the motion for adjournment was made.

After the minutes of the previous meeting were read and approved, a petition from Contractor Paquet asking for an extension of forty days time on the construction of the dock was taken up. Mr. Paquet claimed that it was practically impossible to secure material from the mills when he desired it, as many of them were compelled to close down for a brief period. Council favored granting an extension of time, but forty days looked a little too big, and on motion of Councilman Davis the matter was laid on the table for further consideration.

A petition for an arc light at the corner of Hayes and Mohawk streets was accepted and placed on file. As only ten new arc lights were provided for when council made up its assessment list and there are more than thirty applications, some disappointment along this line will no doubt ensue. Each arc light costs the city \$5.30 per month, and with the ten additional lights the total cost to the city for this purpose this year will be about \$2500.

A communication from E. Hill protesting against the street assessment on several lots on Willis boulevard in Hill's addition was read. Mr. Hill claimed the assessment was unjust and says that he will resist payment of same. Matter was tabled.

Petition was then taken up to improve South Hayes street by side-walking same from Burlington to Richmond, and by both sidewalk and grading from Richmond to Mohawk. Petition was accepted and placed on file. Messrs. Bellinger, Bailey, Schurtz and Learned asked for permission to lay their own walks along this street which was granted on condition that the work is done by the time the other improvements are completed.

A petition to improve Portland Boulevard from Buchanan to Fessenden street was referred back to petitioners to permit them to state what kind of pavement was desired, this point having been omitted.

A petition to improve Learned street and Hamilton avenue, Jersey street to Willis boulevard, was laid on table until an ordinance had been prepared changing the name of this thoroughfare. Several other changes in names of streets will be embodied in this ordinance, which will be presented to the council next meeting.

A communication from the Chief of Police was read in which he requested that some action be taken toward maintaining destitute families while under quarantine. Matter was referred to board of health with authority to use their judgment in taking care of any case where assistance was absolutely necessary.

Thomas Buckle asked permission to anchor his boat at the foot of one of the streets along the water front, offering to pay \$1.00 per month for the privilege. Referred to the city and dock committee.

The following bills were allowed: For sprocket wheel, 73c; board of prisoners \$4.30; George Etheridge for fumigating \$15.00.

The city engineer by resolution was directed to prepare profile and estimates for the improvement of Portland boulevard.

Resolutions were passed to improve Mohawk street, Willamette boulevard (from Richmond to Pierce streets), and Allegheny street, (from Willis boulevard to Fessenden street) and the grade was ordered to be established on the latter street.

An ordinance establishing the grade of Richmond street between Jersey street and the river passed the council.

Ordinance establishing grade on South Hayes also was passed.

On motion of Alderman Davis arc lights were ordered established at corners of Fessenden and Oswego streets, Buchanan and Stafford streets and Crawford and Pierce streets.

The constant drops of water wear away the hardest stone. The constant gnaw of Towser masticates the toughest bone. The constant, charming lover carries off the blushing maid. And the constant advertiser is the man that gets the trade.

FREE FERRY

Fathered by K. C. Couch Passes House

Representative K. C. Couch was successful on Wednesday in having his bill pass the House providing for a free ferry to be operated by Multnomah county across the river between St. Johns and the west side. It had the support in the house of the entire Multnomah county delegation. The bill does not provide for the purchase of any particular ferry.

The thanks of the community are due Mr. Couch for his efforts in having this bill pass, and is the beginning of a new era of expansion for the business men of St. Johns. With a free ferry, the trade of Tualatin valley is ours for the asking, and the patronage of 1800 prosperous people is not to be despised.

Officers Installed

At a recent meeting of the Fraternal Order of Eagles the following officers were installed for the ensuing term:

President—H. E. Knight, Vice President—George Foss, Secretary—Joseph Crouch, Conductor—Charles Foss, Chaplain—E. J. Hess, Inner Guard—Frank Jones, Outer Guard—Eli Tracey, Installing Officer—A. D. McDonald.

The members of the M. W. A. enjoyed a very pleasing season at their meeting on Thursday evening of last week. An entertaining program was rendered, which consisted of music by the Band and Galloway's Orchestra, a cornet duet by Messrs. Churchill and Chipman, piano solos by Misses Garton and Gillmore, and a recitation by Miss Georgia Bilyeu. A dainty lunch was served, and installation of officers took place. Then the orchestra played a waltz and those who enjoyed this form of amusement danced until Home, Sweet Home was rendered by the orchestra at a late hour. Following are the officers who were installed for the ensuing term:

Consul—Jas. H. Gee, Advisor—L. H. Boyd, Banker—Geo. L. Epps, Clerk—A. F. Kaemlein, Escort—V. Hanna, Watchman—S. Lloyd, Sentry—S. J. Sheller, District Deputy Shears was the installing officer.

A Good Contract

The Columbia Electric Engineering Co. has secured the contract for wiring the new Vancouver ferry boat which is now being built by the St. Johns Ship Building company for the Portland Railway Co. This boat will be a model one in every respect, and this enterprising electrical firm are to be congratulated upon securing the contract. It is quite a compliment to St. Johns that a local concern is constructing the boat and a local company doing the electrical work. When really good, neat and substantial work is required St. Johns is the place to get it done. The wiring contract is good for about a month's labor.

A Handsome Structure

Oregon was the first state to complete its building and the first to install exhibits at the Alaska-Yukon-Pacific exposition. Five months in advance of the opening of the exposition Oregon had two cars of choice apples and a car of forest products stored in its building and the entire exhibit will be installed two months before the gates of the exposition are opened. The Oregon building is a handsome structure and occupies one of the best locations on the exposition grounds. It is just off the central court and overlooks Lake Washington. The building was completed in November and since that time the Oregon commission has been engaged in the assembling of the state exhibit.

Mrs. B. S. Hoover returned from an extended visit at Weiser, Idaho, the latter part of last week. She was visiting at the home of her daughter, Mrs. H. A. Monday, who had been quite seriously ill.