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

VOL. 5

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Historical Society

NO. 13

STOVE WORKS

Have Secured Site and Will Locate Here at Once

A combination of practical stove builders have purchased the building vacated some time ago by a ship building plant at the foot of Richmond street and will at once convert the same into an up-to-date stove manufacturing plant. One of their representatives, M. A. Shirley, was here Tuesday looking the situation over in regard to shipping facilities, and was well satisfied with the outlook. These gentlemen who will launch this very welcome industry in our midst are practical stove men in every sense of the word, and have banded together in order to secure the direct benefit of their knowledge and experience. St. Johns as a location pleased them very much when they first viewed it, and being entirely in the hands of such practical men its success as a business venture is assured. The location at the foot of Richmond street is certainly an ideal one, being in close proximity to the old city dock and adjoining the Harriman railroad. This property had been previously purchased with a view of converting it into a gas plant, but it seems this idea has been abandoned.

This new plant will manufacture different kinds of stoves, but we understand their specialty will be the manufacture of steel ranges. Mr. Shirley states the company will employ 25 men when in operation and it is the intention to begin installing machinery immediately. The coming of this new industry will be heartily welcomed by the people of St. Johns. The company will do business under the title of the Pacific Stove and Range Manufacturing Co., and the incorporators are H. B. Bierdsdorf, M. A. Shirley, N. A. Peery, E. M. Hitchcock and J. H. McKenzie, with M. A. A. Shirley as manager. The temporary quarters are at 425 Mohawk building, Portland, and the concern is incorporated for \$50,000. The freight rates from the east are so high that it will be an easy matter for this company to compete successfully, and there seems no doubt but that the new enterprise will do a flourishing business from the start.

Progress at Packing Plant

The trestle work on the roadway to the Swift Packing Co. plant has been completed except the laying of the plank which will also soon be finished. The dredge has resumed work with two crews and is operated 24 hours daily. Work on the construction of the stock yards will be rushed through and Contractor Wakefield who has the supervision of the cement and concrete construction will commence work on the concrete bulkheads and the concrete flooring in the yards at once. Work has been received from the Eastern officers that the work must be in condition to start slaughtering by July 1st and the force here will use every effort to see that the plant is so far completed that active operations can be commenced that date. The exchange building is to be a Colonial style building 10x20 feet one story high with arrangements that will allow an additional story later.

Affairs in Good Hands

The following officers have been elected by the Pythian Hall Association to look after the details connected with the construction of the castle hall on Jersey street: President, B. T. Leggett; vice president, F. W. Valentine; treasurer, L. F. Clark; secretary, J. H. Black; legal adviser, Judge R. G. Morrow of Portland. Directors—Robert G. Morrow, W. J. Padlicord and A. J. Capron of Portland, and L. F. Clark, F. W. Valentine and J. H. Black of St. Johns. Building committee—B. T. Leggett, chairman, A. J. Capron and F. W. Valentine. Everything is moving along in a satisfactory manner in regard to this structure, and it will not be long before actual construction begins.

Willard L. Plummer, contractor and builder, has a new ad in this issue. If you need anything in his line you may be sure of getting satisfaction by securing his services.

PAINT FACTORY

Will Build a Large Plant in East St. Johns

The Oregon Sienna Mineral Paint Co., this week, purchased an acre of ground at East St. Johns and preliminary work will begin at once for the erection of their buildings. The principal building will be three stories high with a full concrete basement underground and cover a piece of ground 50x100 feet. A dryer, roaster and wall tint department will be run in connection. The plant when completed will represent an investment of \$100,000, and the industry will be in full running order before fall. The services of at least thirty employees will be required, and the pay roll will amount to \$2500 per month. The President of the new company is M. A. McCorkle of Portland, and W. Y. Richardson, ex-county treasurer of Marion county, is secretary and treasurer. D. H. Weyant, who is one of the directors, consummated the deal. Mr. Weyant is at present president of the Union Paint company of Portland, and Mr. Richardson has charge of the Oregon Forestry exhibit at Seattle. The output will be strictly an Oregon product manufactured by Oregon people, and will be gladly added to St. Johns' list of industries.

Data About City Dock

City Engineer C. E. Andrew has furnished the data concerning the new city dock which follows: Least depth of water at edge of dock at extreme low water 21.2 feet. Least depth of water under dock at low tide 26.0 feet at extreme low water Soundings taken January 29, 1908. Elevation of upper floor of dock 34 feet above extreme low water. Extreme high water elevation 33 feet. Length of substructure 540 feet, width 120 feet 6 inches. Length of covered dock 440 feet, width from center to center of posts 100 feet. The only obstruction being a row of posts through the center spaced 20 feet from center to center. Distance from the top of floor to bottom of lower chord 14 feet 3 inches. Dock designed to carry a safe load of 550 pounds per square foot being equal to the weight of a layer of water 12 feet in depth. Roof of sheet asphalt patent roofing 2 ply weight laid on tongue and groove flooring with inside drains. Doors spaced every 40 feet on either side of dock to loading platforms. Doors 9 feet 3 inches wide by 12 feet 3 inches high, there being a continuous row of windows on either side of the dock. Dock supplied with electric lights and a suspend slip to the upper floor which may be lowered or raised to any position between high and low water. Clear width of slip is 12 feet, capable of carrying safely a concentrated load of 45 tons. Dock reinforced for a space 40 feet by 50 feet to support grader bins. Reinforced to support a load of 1100 pounds per square foot.

"Dan's Grill" Expanding

To accommodate a large and growing patronage "Dan's Grill" has secured a lease of the room on Jersey street formerly occupied by E. O. Magoon as a confectionary store, and after a thorough renovation will be ready to serve the finest meals in town. The new quarters will afford ample room for serving the short order and family trade, and with its already fine reputation, Dan's Grill promises to become famous on the Peninsula for its delectable meals. And Dan fully deserves all the success that is now coming his way. He believes the best is none too good for the people of St. Johns, and it is his intention to ever conduct an establishment that will be a credit to himself and the public at large.

Saloon Opens Up

Sam Cochran opened up his saloon on Burlington street, Monday evening, as per license recently granted. It is expected that one or two others will follow suit in a few days.

FUTURE BRIGHT FOR ST. JOHNS

New Manufacturing Plants Already Secured and a Number of Others in Prospect and Business Blocks and Residences Getting Ready for Construction

ALL INDICATIONS POINT TO A BANNER YEAR

The year 1909 will, from present indications, pass into history as the most prosperous one in the history of St. Johns. The air is fairly teeming with rosy promises and bright prospects for a glorious spring and summer. It is hard to find a citizen within the borders of the city who is not imbued with the fact that there are particularly good times ahead. Even the worst pessimists grudgingly admit that prospects do "not look bad." Real estate men are looking more cheerful and the smile is deepening on their good natured countenances, merchants are becoming enthused with the air of prosperity that prevades the city, and the private citizens feel that all will be well with St. Johns this year. On every hand indications point to an era of new buildings and expansion exceeding anything ever before experienced here.

And why not? In a political sense everything the money power and the great majority of citizens desired has been acquired in the United States, the dark gloom of the recent panic is rapidly vanishing and giving way to the bright light of a golden future, the fields promise to yield in abundance and the husbandman is supremely happy over the prospect, the trend of travel and wealth is westward and the opportunities for manufacturing plants and capitalists to make good is unexcelled in St. Johns. Therefore, if there is any spot in the universe that will feel a quickening and an increase in business activity the coming summer this city should by long odds be that point. Continual and persistent harping on our great natural advantages and resources cannot help but bear good fruit, and this year will experience some of the benefits derived from "bread cast upon the waters" in the years that have gone.

One of the indications that points to St. Johns advancement this year

is the surprising manner in which vacant dwellings are being filled up. Scarcely a day passes but that a new family moves into the city, and there is more demand for houses to let than has been the case for many moons. Activity in real estate circles is taking on new life, and sales are becoming quite frequent. From nearly every street car come people inquiring about St. Johns realty. Its fame has gone abroad and many there are who come to see for themselves, and the invariable rule is that seeing is believing.

Manufacturing plants are beginning to recognize the sterling advantages of locating in this city, and several have made plans to locate here, while a number more are considering the advisability of so doing. Prospects are certainly bright for securing many industrial plants this year. Several brick blocks are contemplated for this year. The Knights of Pythias will soon begin construction of their handsome castle hall on Jersey and Charleston streets, A. D. McDonald is putting the finishing touches on his fine Jersey street block, a new high school structure on Philadelphia and Hayes streets will be constructed this summer, W. H. King is contemplating the erection of a modern two-story brick block on the corner of Jersey and Tacoma streets and the Home Telephone company is considering the construction of a large two-story brick on North Jersey street on land recently purchased for that purpose. A graded school building will be erected at South St. Johns and many buildings

are proposed for Maegley junction. In the building line there will surely be something doing all the time. In the street improvement line there promises to be a banner season. Many streets have already been petitioned for improvement, and many others will be brought before the council for action in the spring. Among those to be improved will be Philadelphia, Fessenden, Allegheny, Mohawk, South Hayes and Richmond.

The new city dock will add its share to the activity of St. Johns. The concern which leases it will require the services of a number of men, and will be the means of bringing much business to the city which it otherwise would not acquire. The free ferry will be a great aid in furthering the commercial interests of this municipality. It will give the farmers in the Tualatin valley free access with their vegetables, poultry, grain and other accessories. When it is realized that 1800 people reside in this fertile locality, their patronage and co-operation will be greatly appreciated and is well worth courting.

historical review of the evolution of the means of transportation across the Columbia river from the days of the Indian in his canoe to the present time. He said the first franchise for operating a ferry across the Columbia river at Vancouver was granted in 1860, but it was not put into use until some 20 years later, when the steam ferry Black Maria was placed in commission. That boat was eventually replaced by the Salem No. 2, Beto and Beto No. 2, Albina and finally the Vancouver, which is to be replaced by the new ferry.

LAUNCHING A SUCCESS

City of Vancouver Slides Into the Water

The launching of the new ferry boat, City of Vancouver, at the St. Johns Ship Building yards on the water front Saturday afternoon attracted a large crowd of people, and for several hours a steady stream of people wended their way thither. Vancouver was well represented by prominent citizens, as was also Portland. The affair was a complete success throughout, and St. Johns may well feel proud of the fact that such a handsome and sturdy craft can be turned out by local workmen.

Amid enthusiastic cheers from the thousands or more people assembled on shore and the shrieking of whistles, the new ferry was launched from the ways of the St. Johns Ship Building company. The large boat made a slide of nearly 200 feet without a quiver and hit the water as gracefully as a swan.

Not a hitch occurred to mar the auspicious event and Foreman Thomas Thompson and his force of shipbuilders were given many compliments for the splendid launching. The cradle started on its downward flight instantaneously with the cutting of the heavy hawser that held it in place. Miss Velma Phillips, daughter of H. C. Phillips, registrar of the United States land office at Vancouver, broke the bottle of champagne over the ferry's starboard bow at the critical moment and she did it so successfully and forcibly that the ship carpenter whose duty it was to sever the hawser, got a veritable shower bath of the sparkling fluid. "I christen thee the City of Vancouver," exclaimed the pretty Vancouver girl when she heard the fall, and the next instant she swung the bottle against the side of the moving craft.

Nearly 100 invited guests enjoyed the thrilling ride down the ways.

Writes About St. Johns

The following is taken from the Free Press published at London, Ont., and was written by A. E. McDermid, the photographer of this place. It shows that Mr. McDermid is doing his duty in the way of advertising St. Johns:

Would Reduce Taxes

The question of annexing the district occupied by the Peninsula Lumber company was discussed at some length by the St. Johns Commercial club at its regular meeting last Thursday evening. President Hendricks brought the matter up and it was his opinion that St. Johns could secure this territory and also the North Bank bridge if the proper effort was put forth. If there is any chance at all of St. Johns annexing this territory it would be well worth making a strenuous attempt to acquire it, as it would increase the valuation of the city by about \$2,000,000.

Things Booming

The air is filled with roots and pieces of wood these days in the vicinity of Smith's Crossing. Chas. Foss' force of workmen are certainly making things fly in that section, and it will only be a short time until the land will be ready to plot and streets ready to grade.

HUGE GRANARY

And System of Elevators May Locate Here

St. Johns has very bright prospects of securing an immense granary. Recently a delegation representing the wheat raisers in Washington, Idaho and Eastern Oregon visited this section along with other points along the line for the purpose of looking up a suitable location for the establishment of a granary. St. Johns pleased them better than any other point, and they became interested in leasing the new dock for that purpose. The city authorities were requested to state what amount would be required to lease the dock for a certain number of years and give any further information that might be interesting to the wheat growers of the section they were representing. Council at their meeting Tuesday night decided it would be in the interest of the city to send a delegate to Spokane, Wash., Feb. 8th and 9th, to present plans and specifications of the dock before a meeting of these interests which will be held there on the dates mentioned. Accordingly Councilman A. W. Davis was chosen as delegate to bring the matter before them in the proper manner, and give all the information at his command concerning St. Johns.

If this Farmers' Alliance decides to locate in St. Johns it will mean more to the city than any one industry it now possesses. The farmers represent 25,000,000 million bushels of wheat annually and the volume is growing each year. This vast amount of grain has been stored in eighty granaries at different points in the three states, and it is the intention to ship it all to some point adjacent to Portland, where the shipping facilities are unexcelled. There seems to be too much difference between what the farmers receive for their grain and the market price, and having a large granary established here the profits of the middleman will go to the grower, and the top price can always be secured.

If the dock was leased for this purpose it would be necessary to construct an elaborate system of elevators adjoining it, and the dock would be used for docking purposes principally. While the delegation was here they intimated that if the new dock could not be secured they might secure ground here and build a dock of their own, as the city dock was hardly as large as they would desire. While it will be necessary to advertise for bids when the city dock is leased, it is hoped that this combination of wheat growers will be the highest bidders, unless they decide to erect a dock of their own, which would be better. The handling of twenty-five million bushels of wheat would require the services of a great many employees.

Uptodate Establishment

Arnold Unger is endeavoring to make arrangements with the street car company to establish a waiting room at his stand on Jersey street. The location is an admirable one for such a project and St. Johns certainly is entitled to such a convenience. Mr. Unger has made many and various improvements to his store. The front has been neatly and tastefully arranged and the interior is fitted up in a handsome manner for the serving of ice cream and other delicacies. He contemplates making still further improvements, and when completed will be one of the most swell establishments in St. Johns. Mr. Unger certainly deserves great success for the enterprise and progressiveness he has shown in making his stand so attractive. Persistence and stick-to-itiveness always win in the end.

Writes About St. Johns

Mr. H. Frank Whetter, clerk of the ninth division court, has received a letter from Mr. A. E. McDermid, a former resident of the east end, but now a resident of St. Johns Oregon, a town about nine miles from Portland. Mr. McDermid went to Portland by way of Vancouver, Victoria and Seattle. He says that the trip was a most enjoyable one. St. Johns is about nine miles from Portland, with a five-cent street car fare into that city. Four years ago there were only a few houses scattered amongst the pine bush where the town now stands, with a population of over 4,000. On the road between the two places the bush still stands, with a few houses rising out of it. The wages there are considerably higher than here.

In referring to the weather, Mr. McDermid says that when writing it was raining the greater part of the time, but that the residents enjoy this season, as it is considerably warmer. The weather is not exceptionally cold, although it is cool at nights, the coldest weather in that part of the country is about 19 above zero. The only coal used is soft coal, and

COUNCIL MEET

Interesting Session Held Tuesday Evening

Council met in regular session Tuesday evening with all members present. After the minutes of previous meeting were read and approved, a petition for an arc light at corner of Maple and Fillmore streets was read, accepted and ordered placed on file.

On motion all petitions for arc lights now on file were ordered placed with the water and light committee for investigation as to the merits in each individual instance and same to be acted upon at next meeting. Petition to improve Portland boulevard asking for plank sidewalk was read. This item had been omitted when the petition for improvement of this thoroughfare was brought up last week. Petition was allowed and the engineer instructed to draw up plans and estimates covering same.

A communication from Chief of Police Black was read in which he stated that the flag which floats over the city hall had gotten into a rather dilapidated condition and should be replaced by a new one. Engineer's acceptance of the street improvement on North Hayes from Maple street to the Weyerhaeuser tract was then taken up and accepted. The street committee expressed complete satisfaction with the work. Resolution to improve Portland boulevard was read and approved. Bills amounting to \$510.87 were allowed.

The engineer was instructed on motion to prepare plans and estimates for the improvement of Philadelphia street from Hayes street to the new city dock. An ordinance establishing a working plan in regard to the operation of the proposed charter amendments passed the council by a vote 4 to 3—Windle, Doble and Miller voting against the ordinance claiming they did not understand its purport.

The various charter amendments were read and freely discussed. With the exception of one amendment all were accepted by the council. These provisions will be printed in pamphlet form and mailed to the voters within the next thirty days. An appropriation of \$50 was advanced to defray Councilman Davis' expenses for a trip to Spokane in the interest of leasing the city dock. The Farmers' Union holds a meeting there Feb. 8 and 9, and they have expressed a desire to lease the city dock, and it seemed apparent that a representative of the council should meet with them there.

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M. A. Bitgood has been rather under the weather the past few days with an attack of the grip, but is now able to be around again as usual.