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Historical Society

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GET IN THE HABIT

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HUGE GRANARY MILL ON SLOUGH

Likely to Locate on West Side of the River

ST. JOHNS MAKES STRONG BID

Its Representatives Preach the Gospel of St. Johns in a New Territory

A. W. Davis and J. F. Hendricks, who espoused the cause of St. Johns at the meeting of the Farmers' Educational and Co-operative Union, held at Spokane, Wash., Feb. 8th and 9th returned home Wednesday morning. While there they did a great work for St. Johns. Armed with big bundles of literature, maps and specifications relative to this city, they spared neither time or expense in informing the delegates present of the great possibilities, facilities and natural resources of this city. Many had never heard of St. Johns, did not know where it was located and were not aware of the fact that it was on the map. But before these gentlemen took their departure the fame of St. Johns was familiar to all. Both Mr. Davis and Mr. Hendricks addressed the assembly and told in glowing terms the bright features of St. Johns, its shipping facilities, nearness to the markets, excellent harbor, magnificent location, superb scenery, fine streets, and the advantages to be derived by the union in securing the new city dock.

Representatives from Portland Board of Trade, Vancouver, Astoria, Tacoma and St. Johns were present and all made bids for the securing of the proposed docks, ware houses and elevators.

The representative from Portland, however, made a proposition that seemed to meet with more favor than any of the others. Everything under the sun that any union could hope for was offered by the Portland Board of Trade through their delegate. Docks that were modern in every respect, ware houses equipped with the latest improved facilities for handling grain, and a system of elevators second to none in the country would be theirs if they would bring their grain to Portland. The entire expenditure in erecting and installing these utilities would not be less than half a million of dollars, and almost any kind of terms would be agreeable. Besides this the representative requested an audience with the executive committee stating that he still had some special inducements to unfold. The nature of the extra inducement was not disclosed, but was regarded as a clincher by many of the delegates present.

Vancouver made a strong bid for the enterprise, also, and offered almost as much as Portland, but the location is not so pleasing, and it is a question whether they could fulfill what they promised. Astoria made a fair offer, but the location was against them, and Tacoma's bid was scarcely considered. The representatives from St. Johns made a strong plea for the proposition, but the inducements offered by them was so far overshadowed by Portland's offer, that it is feared the plum will be lost to us.

There is one fine feature about it, however, and that is if Portland is decided upon, the docks and ware houses will be constructed directly across the river near the Claremont tavern. This fact was divulged to Messrs. Davis and Hendricks by the architect who accompanied the Portland representative to the convention. If this should prove correct it will do St. Johns almost as much good as if it were located in this city. The new dock could then be leased to some other concern, and thus we would derive double benefit.

The matter will not be definitely settled until a committee with power to act makes a final tour of the points under consideration, which will occur in the very near future.

While the St. Johns delegation apparently failed so far as landing the project is concerned, they performed a very good missionary service, and they deserve the thanks of the community for the part they played in furthering the cause of St. Johns.

Mrs. G. L. Eppe was called to the bedside of her aged father, who is in a critical condition at Eugene, yesterday morning.

Purchases Immense Tract of Fine Timber

GREAT AID TO THIS CITY

When This Hive of Industry Gets in Full Running Order at the East End

Approximating 2,000,000,000 feet of logs, now standing timber in the forests of Washington county, will be brought to the lower peninsula and converted into merchantable lumber.

The acquisition of the tracts is an assured fact, according to well authenticated reports from interested parties in the deal. Not only has the timber land been secured, but it is part of the plan to build a line of standard gauge railroad from the timber belt to connect with the Southern Pacific at a point near Gaston, a distance of about 22 miles.

The two tracts secured are known as the Schrader and Simpson properties. Transfer of the Simpson tract involves a consideration of about \$500,000 and that of the Schrader of \$550,000. The company concerned in this big purchase is the Monarch Lumber Company, of which L. W. David is the head. Ground has been bought adjoining the Union Meat Company's holdings on the Peninsula and a temporary saw mill is to be erected thereon to cut lumber for a plant that will be the largest one on the Pacific Coast when completed.

It is understood by those in close touch with the enterprise that the Swifts have become financially interested in the project and that L. C. Menefee also has taken a large share in the new enterprise. Mr. Menefee was for many years engaged in the lumber business in Texas, and about two years ago came to Oregon and has invested heavily in timber lands both on his own account and in partnership with capitalists of his former home state. He bought several sites on Portland Heights and erected a residence there.

The location of the mill plant on the Peninsula will provide water transportation as well as outlet on three railroad lines. Logs are to be brought over the new road into the timber belt, a distance of about 22 miles, to the Southern Pacific which will haul to the Steel bridge and thence on the tracks of the O. R. & N. to the mill site.

Will Be Improved

After a long period of inactivity and delay the matter of the improvement of Philadelphia street has been taken up, and as soon as the rain ceases work will no doubt be begun upon its improvement. This street is one of the most important in the city, as it leads directly to the city dock and the ferry slip. When it is improved in the manner it should be an enormous amount of travel will pass over it. It may, and it now looks very probable, that a large assessment district will have to be created in order to pay for this improvement, for the reason that if the property owners along the street were compelled to bear all the expense the assessment would in some cases be as much as their property is worth. It is likely the new district will reach from Fessenden to Richmond streets, and all property between these streets will come in for their proportionate share of the expense. It is to be hoped that at least an eight per cent grade may be obtained, in order that teams with heavy loads may ascend the incline without much difficulty. There will be a large amount of heavy hauling done on this highway, and the better the grade the better it will be for men and beast. The street is the only one in the city that is 100 feet wide, and with cement sidewalks, an easy grade and a macadamized surface it is bound to be a thing of beauty as well as utility.

We understand that the contract for the grading and preliminary work for the erection of the steel plant on the west side of the river has been let. If this report is correct it will mean great things for that side of the river.

ST. JOHNS FINE PLACE TO INVEST

Nowhere on God's Green Footstool Can Be Found a Spot So Favored and So Sure of Profitable Returns from an Investor's Standpoint

ANYWHERE, EVERYWHERE, ALL IS GOOD

From an investor's point of view no city in the entire Northwest offers better inducements than St. Johns.

Nowhere within the city limits can one go wrong by investing in realty at present prices. In many instances the price asked by owners at first glance may seem strong, yet, when the admirable location and magnificent shipping facilities afforded by the lower peninsula are taken into consideration, any piece of property now offered for sale anywhere in the city is cheap at the price asked. There can be no mistake about this, and a backward glance a few years hence will fully carry out the assertion. St. Johns is bound to grow. It is so written and nothing can prevent it, however much its progress may be retarded.

Portland proper is now crowding out upon the foothills, and for every building erected on the west side there are six constructed on the east side. The available building space there has about all been taken, and the only thing left is either to seek the hillside or put more stories on the buildings already erected. The water front from one end of that city to the other cannot be secured except at a most exorbitant price. As a result all eyes are being directed toward the peninsula, and St. Johns occupying the lower extremity, will be the fountain head of one of the greatest manufacturing centers in the United States. No one can doubt for a minute but that Portland will double in population within the next five years. This being true, there is no place to expand to on extent without coming to the peninsula, and what two hundred thousand more inhabitants on the peninsula

will mean is something that few can realize.

The several bridges thrown across the river in Portland, making navigation slow and annoying, is a factor that will eventually be of vast benefit to St. Johns. Its nearness to the great Columbia river, absence of bridges of any nature and its immense strip of deep water for harbor purposes will make it a favorite stopping point for all manner of water craft. There is not a vessel now plying the waters that would not rather transact their business in St. Johns if the necessary facilities were here to take care of the business. This will come, however, in good time. The construction of the new city dock marks an epoch in St. Johns' history, as it is her first serious attempt to secure a portion of the trade now going to Portland. There is no doubt but that the railroads will get to the dock as soon as there is business enough there to justify it.

With navigable water on three sides of the city, trolley lines and the transcontinental railroads that now traverse its boundaries, there is little room to be desired for making this an ideal spot for either manufacturing plants or residences.

While there are numerous locations especially adapted for industrial plants, there are acres and acres of the finest residence sites to be found anywhere in the world. A trip along any of the boulevards or streets will convince any one that as a location for a large city no more magnificent site could be imagined. The beautiful stretches of level ground that greet one on every side is a sight to make glad the heart of the most exacting. The fact can be readily appreciated

that it is only a question of a very short time when Jersey and Philadelphia streets shall cease to be the only business thoroughfares of St. Johns. If this was not so, the opportunity of this city ever attaining any size would go glimmering. Ivanhoe, Richmond and Hayes streets will undoubtedly be very busy streets within the next few years, and the prices now asked for lots on these streets will seem ridiculous viewed from a period of a few years hence. Others streets must also necessarily become business ones, and it is a rather difficult problem to determine at this time where the most valuable lots may be obtained as an investment.

But any one can go out with his eyes shut, buy any piece of property offered for sale, pay the price now asked, and he can feel content that he has made a good investment. This was true five years ago, as we all know, and it is just as true today, even more so, but it requires more money to make the deal now than it did then. It is almost a daily occurrence to hear visitors tell how much money they could have made had they accepted the opportunity of buying property here several years ago. And the reason many of them did not purchase then was because they deemed the property too high priced at that time, and as a consequence they have nothing but regrets to show for it. The outlook now is certainly more bright and more promising than it was then. It is less of a gamble and more of a certainty.

Looking the situation over from every possible point of view, we arrive always at the same conclusion, that as a place for investment St. Johns stands without a peer.

MAUD PETERSON DEAD

Passes Away While En Route to Her Home

Maud, the eldest daughter of Mr. and Mrs. P. J. Peterson, formerly of this place, but now residing at McMinnville, died on the cars between Los Angeles and San Francisco, while en route to her home from the former point. The deceased has been ill for some time with tuberculosis, and it was in the hope that the change in the climate would be beneficial to her that she was taken to Los Angeles by her father one month ago. At first she seemed to improve quite rapidly, but the ravages of the disease had made such rapid progress that it was soon evident that she was beyond the hope of earthly power, and when it was apparent that her death was only a question of a very short time, her father started with her on their homeward way Wednesday afternoon of last week, but before San Francisco was reached the spirit of Maud Peterson had returned to its heavenly home.

The deceased was well known in St. Johns where she had spent some of the best years of her life. Modest, unassuming, with a sunny smile and pleasant word for every one, she made many friends wherever she was. But at home is where she will be most sadly missed. Ever cheerful and industrious and always ready to assist with the household cares, her death will be bitterly mourned.

It is sad, indeed, to see young, happy and sunny lives, like Maud Peterson's, abruptly terminated at a period which should be the happiest of existence. But a higher and wiser power has use for these bright gems in his kingdom above, and while it is very hard for earthly parents to give up their children, they may take comfort in the fact that it is all for the best.

The heartfelt sympathy of this entire community, where she was so universally liked, go out to the

FREE MAIL DELIVERY

Will Not Go in Force Till Stamp Sales Increase

The proposition of free mail service for St. Johns has been pretty freely discussed the past week in various loitering places. Many seemed imbued with the idea that it would be necessary to become annexed with Portland before this could be expected, but this is a false conception of postal rules as regards free delivery of mail matter. This is governed entirely by the amount of stamp sales made in a locality, and inquiry at the postoffice here has developed the fact that the receipts from the sale of postage stamps need only be increased to the extent of less than \$5,000 above what they are now to secure this much desired service. This would mean that if every inhabitant of St. Johns would purchase one dollar's worth of stamps over what is now used in the present regular course of mailable intercourse this service could be acquired.

It would be a great convenience to the people of St. Johns if the free delivery of mail was in vogue here. It is something that is greatly appreciated wherever it is in force, and it will be a long step in the right direction when it has been secured. It is seldom that a town of less than eight or ten thousand inhabitants does enough mail business to make it eligible for the securing of free delivery, but if every one here would use double the amount of postage now used it would soon be ours. One way to increase the sale of stamps would be to induce all the school children in St. Johns to write letters descriptive of this section to friends or relatives in the East. It would in this way serve a double purpose—advance the cause of free mail delivery and be an active force in advertising St. Johns.

New Amusement Hall

R. McFarland is opening up an Arcade in the building recently occupied by the Novelty theatre, on the corner of Tacoma and Jersey streets. A vaudeville will be run in connection, and the very best attractions that money can secure is promised for this amusement hall. Mr. McFarland is quite a noted baseball man, having pitched for Oakland last season, and is booked as twirler for Portland in the Northwest League the coming season. He promises to give St. Johns the best that is going in the amusement line at the Arcade.

Be a BOOSTER for St. Johns.

THE GAS PLANT

Has Proper Backing and May Do Business

ERECT \$150,000 PLANT

Provided the St. Johns Council Adopts the Desired Changes in Franchise

An adjourned meeting of the city council was called Wednesday evening for the purpose of conferring with representatives of the St. Johns Gas Light & Heat Co. On account of Attorney Collier being absent from the city, the full text of the proposition was not made quite clear, but according to Mr. Donnell, who is one of the officers of the company, several changes are desired in the present franchise. He stated that the project had plenty of money back of it now, that a man worth his millions had become interested in the enterprise, and was more than anxious to take hold of the proposition, provided the changes desired are agreed to by council. He intimated that the hot air had now all been eliminated from the concern and that they were willing and ready to talk business upon a business-like basis. He advanced the information that if the concessions were granted, within sixty days the material and machinery would all be on the ground and construction of the necessary buildings be under way, and that within nine months the plant would be completed and the mains laid. The \$5,000 cash bond required by the council with a forfeiture clause attached would be put up immediately by the capitalist backing the project. Instead of a \$30,000 plant, as first projected by the company, one costing \$150,000 will be erected and installed, so says Mr. Donnell.

On the surface the proposition looks very good, and if the changes desired do not materially alter the quality of gas required in the franchise, it is more than likely the alterations desired will be conceded by council. Mr. Donnell, who is a very pleasant gentleman, stoutly maintains that the gas will be of the first quality and much better than the product now furnished by the gas company of Portland. He stated that where the poorest quality of oil was used by the Portland Gas company, only pure oil and possibly coal would be used for the manufacture of gas in St. Johns.

We need gas in St. Johns. Every time it becomes necessary to dole out four lovely silver dollars for a load of wet, splintery slab wood, the fact becomes more apparent. But we want good gas and we want it at the right price. If these two potent points can be guaranteed, let us have it, and have it quickly.

We believe, however, that an entirely new franchise is necessary in order to prevent any misunderstanding in the matter. It is likely the question will be threshed out at the next regular meeting of the council.

Rink Changes Hands

The St. Johns skating rink last week made another change in its management, and now Oscar Hall and Chas. Garlick, two local young men, will endeavor to lift the hoodoo that seems to have settled over this structure since it was built a couple of years ago. Manager after manager has tried to win fickle fortune through this medium, but either through mismanagement or hard luck, the result has not been satisfactory. The new management, however, promises to conduct the rink in a business like manner, and solicits the support of the public. Manager Thomas, who was the latest man to take a try at it, has left us, and according to our books, left us rather badly.

Making Improvements

The Boston Bakery has caught the improvement fever, and many and various changes and alterations are taking place at this well located establishment. Hewitt & Wright, the skillful contractors, had the job in charge, which insures it to be first class in every respect.

Big Time Promised

The M. W. of A. will give a dance on the evening of Washington's birthday, Feb. 22. The affair promises to be one of the most pleasing that has happened for many years. The boys know how to make a good time and no effort will be spared to make this better than any other of the like nature that ever took place in St. Johns. If you are a lover of dancing and a good time in general, do not neglect to be present on this occasion. Paste the date in your hat and take it off and glance at it occasionally. It will be a gentle reminder that there is a pleasant time ahead.

Be a BOOSTER for St. Johns.

COUNCIL MEET

Interesting Session Held Tuesday Evening

ELLIOTT AFTER HIS PAY

For Engineering Work Done on Various Thoroughfares in the City

Council met in regular session Tuesday night with all present except Alderman Davis, who was in Spokane in the interest of the new city dock. Minutes of the previous meeting were read and approved.

A communication from W. C. Elliott asking that the council reimburse him for engineering work done for W. W. Goodrich on various and divers streets in the city. It seems that Mr. Elliott was unable to secure anything for his labor from the Goodrich estate, and he believed the city should make good, as it received the benefit of the work done. It was the sense of the council that the city was not liable for what Mr. Goodrich had contracted for, and on motion the communication was accepted and ordered placed on file.

A communication was received from Chief of the Fire Department Bredeson asking that council have the alley back of the Cochran block kept clear in order that the fire apparatus could have a free passage in case of fire. As the fact developed that this was a private alley, the Fire Chief was requested to ask Mr. King to see that all obstructions were removed from the alley.

The following bills were presented and ordered paid: Iron works, supplies, \$30; Edmondson Co., plumbing, \$10; Jas. Latham, work on material on chemical, \$4.10; H. E. Collier, typewriting, \$5.00; O. K. Restaurant, meals, \$4.24; typewriter supplies, \$5.55; A. P. Trumbull, \$2.57 electric fixtures, \$3.90; total, \$37.84.

Contractor Paquet was granted an extension of 29 days on the construction of the city dock, which extends the time for the completion of this structure until February 29th.

Communication was read from Hon. K. C. Couch stating that the bill for the operation of a free ferry at St. Johns, had passed both houses and was now a law.

An ordinance establishing the grade on the west side of Willamette boulevard from Richmond to Pierce streets, for the purpose of constructing a side walk passed the council and was duly signed by the mayor.

On motion of Councilman Hunter a week's salary of the councilmen including the mayor, was donated for the purpose of purchasing a new flag for the pole on the city hall.

Resolution to improve South House street from Burlington to Mohawk street, by laying cement sidewalks from Burlington to Richmond and by grading and sidewalk from Richmond to Mohawk, was adopted.

New Physician Here

C. D. Hopper, M. D., has a card in this issue. The doctor is a new arrival in St. Johns, and is now comfortably located in rooms over the First National Bank. He is a graduate of Rush Medical college of Chicago, and since graduating has had two years of practical hospital experience. Therefore he is well fitted to take care of any business in his line as physician and surgeon.

Be a BOOSTER for St. Johns.