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

VOL. 5

ST. JOHNS, OREGON, FRIDAY, JULY 9, 1909.

NO. 35

LOTS OF STREET WORK ON

Council Kept Busy Pushing Matters Along

Council met in regular session Tuesday evening with all hands around the board and the mayor in the chair. Minutes of the previous meeting were read and approved.

L. B. Chipman, one of the viewers appointed on the Fessenden street condemnation, asked for a plat showing sub-divisions along their line of work, and the engineer was instructed to furnish the required document.

A petition to improve Columbia boulevard, Oswego to Mohawk, was referred to the engineer for investigation as to the length of this street, on motion of Councilman Dobbie.

O. E. Learned asked for permission to lay his own concrete walks on several lots on South Jersey, and on motion of Alderman A. W. Davis, the request was granted.

A remonstrance was read from Mrs. Nancy Caples objecting to the viewers' report on Buchanan street, as her acreage along this street, she contended, was not benefited by the proposed improvement, and therefore, she was not pleased with the assessment made. Council could not see it that way, however, and on motion of A. W. Davis the viewers' report on Buchanan street was accepted.

Report of the St. Johns Transportation Co. for the months of May and June were as follows: For May—foot passengers 4773, single rigs 264, double rigs 158. For June—foot passengers 3016, single rigs 43, double rigs 53. A check for \$10.48 as the city's share of this business was enclosed, both the report and check being accepted by council.

An amended plat of the "Happy Day" addition in Point View presented by the Smith-Wagoner Co. was accepted on motion of Councilman S. C. Cook.

On motion of S. L. Dobbie council accepted the improvement of South Hayes, Burlington to Mohawk, after being endorsed by the street committee and the city engineer.

After some discussion as to what streets in the city were vacated and what were not, the city attorney was instructed to delve into the records and discover the status relating to vacation of all streets between Richmond and Fessenden, and Bradford and the river, on motion of Councilman C. L. Johnson.

A petition to improve South Jersey, Mohawk to Ida, by graveling the roadway and laying concrete walk a portion of the way, was accepted and the engineer instructed to make the necessary estimate and the city attorney to draft a resolution covering same. As an omission had been made in a former resolution for the improvement of South Jersey, Richmond to Mohawk, it was decided to couple these two together and have one resolution embody them both, as it is one continuous stretch.

Bills to the amount of \$142.48 were allowed.

The mayor stated from the chair that hereafter all matter relating to the Willamette boulevard controversy will be eliminated from council until the county authorities have established the boundary line. This was considered a wise ruling, since no good can come from further agitating the question, and since council at the present time has no province in the matter.

The treasurer's report for the month of June was read, accepted and ordered placed on file.

An ordinance establishing the grade of Pittsburg street, Crawford to the ferry landing, was read and passed the council.

An ordinance placing special policemen under bonds was passed on a 4 yeas and 3 no vote.

An ordinance assessing the cost of the improvement of Willis boulevard, Fessenden to St. Johns avenue, passed. All three ordinances may be found elsewhere in this issue.

R. H. Keogan has gone to Estacada for the summer and will assist in putting in the big power dam near that place for the Portland General Electric Co.

Preach the gospel of St. Johns.

CAPTURE FIRST PRIZE \$25

Hose Team Makes a Fine Showing at Hillsboro

The St. Johns Fire department had a most enjoyable time at Hillsboro on the Fourth. The hose team entered the contest in the hose race and came out with flying colors by easily securing first prize. The distance covered was 200 yards and the St. Johns boys made the run and had water flowing in sixty seconds, which is remarkable time, especially so since the track was rather heavy and in poor condition. Hillsboro team was their closest rival and their time was 72 seconds. The first prize was a purse of \$25, and the second a purse of \$15. The showing made by the local lads fully demonstrates the fact that they can give any team in the Northwest a run for their money. The boys were royally entertained and accorded them while in Hillsboro. Following are members who composed the St. Johns team:

B. Noonan, Captain; Al Peterson, F. B. Granger, F. Erese, F. Robison, Chris Oihus, Harry Smith, J. H. Randolph, F. E. Peterson, J. C. McNiven, E. J. Hess, Ross Walker and R. Lee.

Hillsboro team—H. Larson, Captain; E. E. Colestock, W. Downs, T. Williams, V. Jack, B. Wilks, Roy Moore, Elmer Smith, John Hensley, Geo. Hunter, J. Johnson, E. Z. Gregg and Herbert Miller.

Wheelmen and Aids—M. K. Stiechin, L. M. Oihus, A. E. Simmons and D. M. Newton.

He is Doing Things

V. W. Mason, the hustling contractor and concrete man, has purchased four lots on Myers and Hartman streets, and will at once begin the erection of a modern concrete block plant thereon. He expects to erect a handsome concrete block residence on one of the lots this fall. Mr. Mason is interesting his employees in building homes for themselves in St. Johns, and already several have taken his advice. His foreman, George Lemon, is now building a home on corner of Hartman and Cruikshank streets; J. S. Jones, another employe, has just finished a fine little home on Hartman, Homer Lindsay, another employe, has bought a lot on Hartman and will build soon, and still another employe, George Brokaw, has purchased a lot on Hartman, and intends to build at once.

Mr. Mason has his good job on South Hayes approved and accepted by council, and is now busily engaged on pushing through Portland boulevard, one of the longest street contracts ever given in St. Johns. Six weeks will likely see this work completed. He has also landed a fine contract from G. D. Woodworth of Hood River for a three story concrete block business structure 100 by 100 in size. He recently completed a \$10,000 residence for Mr. Woodworth who was so pleased with Mr. Mason's work that he was glad to secure his services again. Mr. Mason is certainly a hustler in every sense of the word.

A Serious Accident

Lee Fortune met with a serious and what may prove fatal accident on Thursday of last week. He was engaged in picking cherries on the Gatten farm in the north end when in some manner he lost his hold and was precipitated to the ground twenty feet below. Being a powerful built man he fell heavily and an examination of his injuries disclosed the fact that he had broken his collar bone and a number of ribs, one rib penetrating his lungs. He now lies at the Good Samaritan hospital in a precarious condition, but it is sincerely hoped by his many friends that no fatal results may ensue.

Miss Mabel Savage, who has been visiting with Miss Nora Sizemore, returned to her home in Salem Wednesday.

CAN FIND RELIEF IN OREGON

Mecca for Heat Stricken and Suffocating Denizens of the East Who are Prostrated in the Summer and Frozen in the Winter. Plenty of Room Here

The daily press has been sprinkled with items lately telling of the deaths and prostrations from heat in the various sections of the East, and the total is appalling. The hot days and the humid atmosphere at night have driven the people to seek relief wherever possible. In Chicago people are flocking to the lake side to spend the nights in order to get the benefit of what little breeze might be hovering on the water. In Philadelphia, New York, Boston, Pittsburg and other large cities the water front, parks and house-tops are occupied at night by vast hordes of people, yet the Grim Reaper keeps up his work of gathering them in. Death after death and prostrations too numerous to record is the daily toll exacted. After battling all night with the heat, insects and overworked atmosphere morning finds them in poor condition to withstand the fierce heat of the new day. Infants and children are least prepared to resist the intense heat and the death record among them is distressingly large. The poorer element or tenement dwellers are the greatest sufferers. Crowded rooms, suffocating atmosphere and foul air makes life a burden, and not having the means to escape to cooler spots, they are compelled to remain in the court yards, streets and alleys, and in many instances perish miserably.

While we Oregon people sympathize with the sufferers and deplore the heat conditions to be met with in the Eastern cities, we cannot but reflect upon how greatly they could better their condition by coming to

Western Oregon, where neither extreme heat or cold is felt. We appreciate our glorious climate the more by reading of the adverse and trying experiences of those residing in the East. The delightful days, the ever present light breeze that leaves the shores of the grand old Pacific and travels far and wide over the inland cities diffusing life, health and comfort to those who come within its benign influence, the beautiful nights that are never too warm and covering is an absolute necessity for warmth and comfort, cannot help but make us sympathize with the heat stricken denizens of the East. If this peerless climate of ours was only fully realized in the East the population of Western Oregon would increase at so rapid a rate that it would be difficult to keep track of it. But, rather strange to say, it is not. In some way or other the idea that Oregon is a wet, disagreeable state is prevalent in the East, and it is difficult, indeed, to eradicate this impression. It takes time, but it is becoming more and more appreciated each year. We doubt if any man or woman who resided in Oregon for one year and then returned East can truthfully say that they have no yearning to return. Instance after instance can be cited where people who have lived here for a short time and then departed have been more than glad to return, and are now Oregon's staunchest supporters. There is something in its life giving air, its unsurpassed scenery, its great bodies of water, its snow crowned mountain peaks, its

pure and invigorating spring water, its hospitable and genial inhabitants that makes one long to return after once tasting and becoming inoculated with its climate.

One might dwell for hours upon the beauties and natural advantages of Western Oregon in comparison with what may be found in the Eastern states, and not tire. There is so much to be said that it is impossible to give a fair conception of its resources and possibilities in a few lines. Pages and pages might be devoted to a description, and yet it would be inadequate. A land that is full of promise and free from the blight, a land where thunder and lightning are almost unknown, where flowers bloom the year around, where fruit reaches its highest perfection, where a sunstroke or prostration from heat is never heard of, where the grass is green all winter, where dogs never go mad, where potato bugs never come, where zoro weather is a stranger, where opportunities are innumerable—that is Oregon.

So, those who are compelled to sweeter through the short summers and the long, frigid winter in the East the best advice to be given is to come to Oregon. More money can be made from ten acres of ground than is possible from 200 acres in the Eastern states. There is room for many thousands of people, and all who may come are made welcome. The people of Oregon are not selfish and are pleased to have strangers come and partake of the benefits and blessings to be found in this grand state of ours.

SWIFT PACKING PLANT

Local Man Visits Their Chicago Institution

The following is a letter from D. N. Byerlee, formerly editor of this paper but now traveling salesman for the Collapsible Box Company of this place. It deals with the packing plant proposition as found in Chicago, and to one who has never made a trip through one of these mammoth plants the letter should prove of special interest. It follows:

Chicago, Ill., July 1, 1909.

St. Johns Review: Today I treated myself to a visit through the wonderful Swift packing plant in this city. At the entrance we were taken in hand (a bunch of us) by a gentleman, uniformed guide and conducted through the institution. They were not killing pigs today and our guide passed up that part of the program; but the cutters were working on a remnant of yesterday's killing which had passed through the cooling room and was being prepared for packing. At one end of the long table the hog was "halved" with one big slash of a sort of bolo and the halves slid along the table, lined with men on either side. The first man struck a half a swat with a big, bright cleaver and lopped off a ham; the next man chucked the ham through a square hole into a chute leading to the floor below with one hand, while with the other he scooted the side to the next man. This man separates the shoulder from the side just as the ham had been, and the next fellow, with a dexterous twist of the wrist, chucks the shoulder through the floor into another chute, and at the same time slides the remaining side to the

"Lord High Executioner" at the end of the table. This individual was a big "buck nigger" about the size of Captain Joe Black, black as the ace of spades and as solemn as Judge Esom when trying a "drunk and disorderly." He was armed with a cleaver just the color of himself and about two feet long. His work was to slash each side a swipe in the center lengthwise, dividing the ribs in half, while his attendant yanked it off the end of the table into a chute below. On the floor below were other cutters, or trimmers as they are called, who trim the hams and shoulders for the pickling room and smoke house, and the sides are relieved of the spare ribs and tender loin before being sent to the same rooms. All this is done in less time than it will take you to read this.

We next visited the smoked meat department where the above mentioned products are inspected by the government officials, boarded and packed for shipment. They have been pickled in sugar, salt and water for from 30 to 90 days, owing to their size.

From here we were conducted through the cooling rooms. The temperature was about 70 to 75 in the departments we had passed and it was quite refreshing to step at once into a temperature of 36 degrees. This cooler is 108x106 in size and is used for cooling sheep and calves, and contained 2500 of the former and 1000 of the latter. The walls of this room are 17 inches thick backed by two layers of cork each two inches thick, protected by layers of concrete on both sides, making it possible to easily maintain the low temperature regardless of outside conditions. From this room we passed into the beef cooler, built in the same manner, where the temperature is kept at 28 degrees. Here is kept 3,000 sides, 1500 cattle, until thoroughly chilled, about 24 hours, when they are loaded for shipment in the refrigerator cars.

We next visited the slaughtering house. First we saw the sheep changed into mutton. The poor woolly creatures are "shooed" along an alley until they come beside an immense wheel which is constantly revolving and carries hooks that an attendant skillfully slips around the hind legs of the sheep and they are instantly hoisted up so that the head hangs about waist high to the "sticker." This individual is armed with an exceedingly sharp knife, and as the sheep swings to him he catches it by the ear, turns it slightly so as to get a view of the right spot and slips the knife through

TRIP WAS MOST DELIGHTFUL

Mrs. Valentine Returned Safely From Alaska

Mrs. F. W. Valentine returned last Friday evening from her trip to Alaska and she is very enthusiastic and greatly pleased with the trip from beginning to end. She feels very grateful to her friends who stood so nobly by her in the contest and made the trip possible. She was chaperon of the party, and in speaking of the trip she has the following to say:

"The trip was simply delightful. Mere words can't express our pleasure. Of course, a number of the girls naturally fell victims to mal de mer on the way up and took a pessimistic view of life until they got their sea-legs, but outside of that there wasn't anything that marred the pleasure of the trip in any way.

"It was amusing to see how some of the girls who had never been at sea before acted. On our first night out I went into two staterooms and surprised four of them going through what looked at first like a callisthenic drill, but they explained that they were trying to get into the life preservers according to directions. The first two nights they were very particular about placing the life preservers out in the middle of the floor of their staterooms so as to be convenient in case the ship rammed an iceberg or otherwise came to grief.

"On the way up Clarence Berry, the well-known mining man of the Tanana, and Oscar Ashby, a banker of Nome, went out of their way to make the trip pleasant for us. We were very inquisitive about the country, of course, and piled them with many questions, which they were always able to answer. They had a remarkable knowledge of the country and made many things clear to us.

"At Juneau we were entertained at the Elks' Club, where Mayor Valentine presented every member of our party with gold and silver souvenir spoons. Our only inland journey was made when we went up the Skagway river on the White Pass & Yukon Railway. On the summit we saw the grandest sight we have ever witnessed.

"Throughout the trip we found something to occupy ourselves with. Every night we danced and it was seldom we retired before midnight. The officers of the City of Seattle were very courteous. You can say for us that if it were possible to start back again on the same trip tomorrow morning every one of the girls would be eager to do so."

The personnel of the party follows: Mrs. Fred Valentine, St. Johns; Mayme Ogdend, Grace Rykeman, Frances Clarke, Wilhelmina Pfenninger, Lillie Pfenninger and Laura B. May, all of Portland; Jarelda Milton, Salem; Nellie M. Tate, Hood River; Tillie Eckert, Albany, and Vinita Hamilton and Enid Hamilton, of Medford.

its neck, cutting the jugular vein and arteries, but does not cut the neck open. The sheep is then pushed along by means of the trolley attached to the hook to a string of about a dozen men, each of whom has some little thing to perform. One swings the animal up a little by the front legs so the head hangs just right, the next one skins a part of the head and throat, the next removes the skin from the legs, the next the skin from the under part of the body, the next returns it to the former hanging condition, the next catches the skin at the rump and strips it all down, and the next removes the head and skin and pushes them into a chute through the floor to the room below, where the pelt is prepared for shipment, while the body it covered is passed to the washers who wash it, and one takes out the entrails while another removes the "veil," that delicate fabric of fat from the inside and places it upon the mutton, as you see it in the market, and then the sheep that has been made into mutton is passed on into the cooler. It takes 26 minutes to make mutton out of sheep and 39 minutes to make beef out of cattle, and they hardly stop motion from the time the knife strikes their throat until they are in the cooling room.

(Concluded next week.)

"For De Land's Sake"

The Portland Journal last Tuesday took occasion to publish the following effusion concerning St. Johns. According to this report the millennium is only a question of a few days and our inhabitants may begin to cultivate wings at once. The burst of "gush" follows:

St. Johns, since the advent of prohibition, has become the cleanest city morally in the state of Oregon, according to its chief of police and other city officers. In the past three months not a man or woman has been in jail there while there is not a blind pig, house of ill repute, gambling den or other den of vice in the town. The officials are justly proud of the city.

The last arrest made in the city was when Sheriff Stevens and his deputies arrested a number of hoodlums on the St. Johns car one Saturday night about three months ago. Since then no further trouble has been had.

For some time after the city went "dry" there were a number of habitual drunkards who made it a practice to get their booze in Portland and come home very much intoxicated. As soon as they were let off the car in St. Johns, however, they were put into the jail, and as a result even this has stopped. Most of them have moved away from the city.

"While we may lose a little in population now we are gaining in the long run," said City Attorney Henry Collier yesterday. "Our building permits are growing phenomenally every day and will show a very substantial increase over last year. You don't see anyone on the street who is not engaged in the transaction of his or her business and vagrants are practically unknown. We are putting close to \$250,000 in street improvements this year and next year expect to put fully as much more. Resolutions are coming in every day asking for new improvements and it may even reach the \$300,000 mark before the first of the year. We expect to have the model city of the state in another two years."

Daniel Reinbrecht of Salem was a St. Johns visitor Saturday. Being greatly interested in this city, he deemed it advisable to order the Review for one year to assist in keeping him posted.

Preach the gospel of St. Johns.

Big Price For Land

As an instance of how high the value of Oregon orchard lands may attain when scientific principles and modern methods are applied thereon, we clip the following item from the Hood River Glacier:

"The highest price ever offered for Hood River orchard land was tendered L. Struck last week when some eastern men tried to induce Mr. Struck to part with nine acres for \$25,000. The offer for the Struck orchard was made after the discovery that its owner last year received in the neighborhood of \$4,200 from three and a half acres which is all that he has in bearing, the other five and a half acres being planted to young trees. The bearing trees are principally Newtowns."

Hood River is not the only spot in Oregon where high prices for orchard land obtains: Many startling examples come from Medford, Grants Pass and many other portions of the Willamette valley, but scientific methods were first applied in Hood River and as a result the fame of Hood River for fine apples and strawberries has gone abroad and the price of land has gone up by leaps and bounds. The Willamette valley has only recently thrown off its lethargy and has gone into the fruit raising business along scientific lines. The benefits were so rapid and so marked that it is fast overcoming the lead made by Hood River. Any part almost of the Western Oregon is fine for fruit raising, but old moss back cultivation has kept this fact dormant for many years. If the people in the East could only realize what enormous profits may be secured from a few acres of land in this state the trend westward would be far beyond the capacity of the railroads to care for.

Blocked For the Present

Several inquiries have been made the past few days regarding the progress made toward the improvement of East Charleston street. The petition for its improvement was brought before council, but until a strip of land owned by the parties in control of what was formerly Cedar Park is dedicated to the city, this improvement must lie in abeyance.

The glorious Fourth in St. Johns was celebrated in a very quiet manner. Many of the inhabitants hid themselves to other places where celebrations were in order or went picnicking. Certainly a "safe and sane" day for St. Johns.

Work for a Greater St. Johns.

Killed by Electricity

Mrs. Edward Benson, aged 35 years wife of a local confectioner, while turning on an electric light, was electrocuted at Hillsboro shortly after 8 o'clock Sunday evening, dying within a few minutes.

Mrs. Benson went into a rear room of the Benson ice cream parlors and made an attempt to turn on an electric light. Upon receiving the shock she called out to her husband, "I am dying," and sank to the floor. Her husband rushed to her, but she was beyond aid.

Mrs. Benson had grasped the brass end of an electric lamp with left hand and the floor being wet from melted ice, a short circuit was at once formed, the current being of sufficient force to cause electrocution. The woman's hand was badly burned in the palm and one finger showed the effect of the current. In falling, the woman tore the wiring from the ceiling.

Dr. Tamada arrived within a few minutes and worked with the woman for over an hour without result.

Construction to Begin

The plans for the fourth bridge across the Portland and Seattle cut on the Peninsula has been accepted. This bridge is the largest of the four across the North Bank cut, and will be constructed almost immediately west of the depot from Columbia boulevard to a point opposite Walker street near Maegley Junction.

Work on the South Depot street bridge has begun, a gang of men having started excavating for the piers Friday. The St. Johns car line will cross the latter bridge. At present it crosses a temporary bridge at Dawson street and runs parallel with and north of the cut and west of South Depot street to East St. Johns Station on Columbia boulevard. South Depot street is 79 foot wide and will be made one of the best thoroughfares on the Peninsula.

After a delay of a year the whole Peninsula is rejoicing now that work on these bridges has begun.

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