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

VOL. 5

ST. JOHNS, OREGON, FRIDAY, AUGUST 6, 1909.

NO. 39

LOTS OF STREET WORK ON

Council Kept Busy Pushing Matters Along

Council met in regular session Tuesday evening with all members present and Mayor Hendricks in the chair. Minutes of the previous meeting were read and approved.

A petition for license for the sale of liquor presented by F. C. Kirchner & Co., was read and ordered placed on file. The place of business designated was 108 Philadelphia street.

A communication from W. S. Lauthers stated that his team became untied one afternoon last week, and while he was trying to locate it some other party placed it in the city pound, and he was required to dig up \$4 before it could be released. He asked, under the circumstances, that council refund the money. Matter was referred to the health and police committee with power to act.

A communication from Contractor W. E. Hiller stated that he had made the changes and alterations suggested by the city engineer on Oswego street, and the matter was referred to the engineer for verification.

A bid from J. Cunningham for the lease of the city rock crusher was opened, and the offer was made to supply rock for the contracts now on hand at the rate of 85 cents per yard, and to allow the city 5 cents per yard for all rock sold to outside parties. As the proposition left future contracts on the part of the city in the dark so far as price is concerned, it was unanimously decided to reject the bid and re-advertise the call another week.

A report of the engineer instructing the street committee concerning the condition of Buchanan street was read. It stated that the sidewalk was in fair condition with the exception of about 30 feet, which will have to be relaid, and the grade still requires a number of yards of crushed rock. Many cracks are visible on the surface of the sidewalk, and the property owners are not overly pleased with the work. Matter was left with the street committee.

A communication from the city attorney stated the viewers on the Buchanan street condemnation failed to specify the different tracts in their report, and therefore, the proceedings are not proper. The report was ordered returned to the viewers to correct the defect.

W. S. Lauthers brought up the matter of the two bids on Willis boulevard and stated that the bid presented by J. H. Moore was really made out by him, that he would guarantee the work in every respect and that he would give necessary bonds for the faithful performance of the contract. After some discussion Councilman A. W. Davis made the motion, seconded by Ald. J. W. Davis that the bid of J. H. Moore be accepted. Upon vote all favored the motion with the exception of Councilmen Brown and Johnson. Mr. Johnson stated that since there was so little difference between the two bids that he believed in giving it to the contractor who has done the best work for the city instead of the one who has done the worst, and therefore he voted in the negative.

An option of the city attorney concerning the vacation of North Albany and west Chicago streets was read and ordered placed on file. Same may be found elsewhere in this issue.

Bills to the amount of \$249.64 were allowed.

A report of the city treasurer for the month of July was read, accepted and ordered placed on file.

The appointment of viewers on the West Pessenden street condemnation proceedings was held over until next week in order to select suitable viewers.

A resolution for the improvement of South Jersey street from Richmond to Mohawk was adopted, and may be found elsewhere in this issue.

On motion of Councilman Dobbie it was decided to re-advertise for bids on the improvement of East Burlington and Tacoma streets.

Two ordinances accepting deeds of M. L. Holbrook and wife were passed and appear in this issue.

On motion of A. W. Davis it was decided to have the mayor appoint a committee for the establishment of

BIG PLANT FOR PENINSULA

To Cost \$400,000 and Employ Many Men

That the trend of the large manufacturing plants is toward the Peninsula is becoming more and more apparent. The advent of the Swift Packing plant was only a forerunner of many more industries to follow. The incomparable location, facilities and natural advantages become more appealing as they become better known and realized. The latest large industry to come this way is the National Wood Pipe Co., and while it doesn't come as close to St. Johns as could be desired, yet it will be an important factor in attracting other manufacturing plants in this direction. Concerning the new enterprise, we quote the following from Saturday evening's Telegram:

Deciding that for an industrial enterprise of the magnitude contemplated, Portland occupies the most strategic position, the National Wood Pipe Company has purchased 15 acres of land on the Kenton townsite lying between Columbia boulevard and Columbia slough, and will erect a factory and auxiliary buildings representing an investment of little less than \$400,000, and giving employment to 175 men.

The deal was completed, and transfer papers signed the middle of last week, the company being represented by Ralph H. Lloyd, vice-president and general manager, and the Kenwood Land Company owners of the real property, by George Heusser, its general manager. The consideration is withheld, but the price is said to have been commensurate with the value of the lands in question. The Kenwood Land Company, as is well known, is the land-holding concern of the Swift Packing Company.

It is said that the company annually uses millions of feet of timber, and supplies all the wooden pipes and tipples used in water systems on coast, from Alaska to Mexico. It has two other large factories, one at San Francisco and another at Los Angeles. According to present plans, Portland will hereafter be the headquarters and chief distributing point for the company's wares, though minor stations will be maintained in California.

Grading the land will begin within two weeks, under the direction of the company's engineer, and the construction of the factory and auxiliary structures will begin as soon as possible and be rushed to completion. Factories would really be the proper term, as two immense concrete buildings will house the machinery. In addition there will be a large warehouse and a drying kiln. The size of the buildings and other details will depend in a measure on the report of the engineer after grading has been accomplished.

A large force of men has been put to work on the extension of the Port and Railway, Light & Power Company tracks on Albina avenue from North Albina to the Swift Packing plant on the Peninsula. Work was suspended on this extension after a quarter of a mile of grading had been done, when the extension was held up by the referendum. This is now out of the way and the work will go rapidly forward. Grading is in progress and during the coming week a larger force will be put to work. At Kenton the line will connect with the Kenton Traction Company's track, which is of similar grade and width. Between Kenton and the packing plant the track is completed and it is intended to have cars in operation to the Swift plant within ten days.

At present, the company will push the construction of the Peninsula extension owing to the demand for transportation to the Swift plant and the big lumber company's plant. concrete sidewalk district. Councilmen A. W. Davis, S. C. Cook and P. P. Brown were selected to act.

Mayor Hendricks is having his residence raised on South Ivanhoe street preparatory to constructing a modern and commodious basement underneath.

A FINE TIME AT THE COAST

W. E. Swengel and Family Enjoy Themselves

W. E. Swengel, who with his family, has been enjoying a pleasant sojourn at Columbia Beach, contributes the following from that resort under date of July 29:

This being our first trip to the ocean, our souls were full of cheer and enthusiasm. The morning was very cool and cloudy when we left Portland, but there was enough intermittent sunshine to make the journey pleasant. We alighted upon the turf several times along the way as the train stopped, and it seemed good to get upon our feet and feel the soft sunshines. Approaching Astoria our eyes were turned in an eager endeavor to see if perchance we might get a view of that great object we sought, when to our delight we beheld a great, distant smooth horizon toward the mouth of the Columbia. Yet we did not see the ocean proper. Here is that city of so world-wide fame for its production, export of lumber and Columbia river salmon. Astoria has ever been a great fishery station, founded in the earliest days of the Oregon country as a trading post of that noted financier and real estate boomer of ancient New York, John Jacob Astor, whose interests in the Hudson Bay Co. at this place were important. Though the oldest city in the Northwest, it is yet inferior to the lively and up-to-date cities farther in the country. It lacks the scenic beauty of St. Johns or Portland, but here we were greeted with a soft, west wind and partly cloudy sky. Noon had already arrived but we had not yet reached our destination.

Moving rapidly through the sylvan solitude of wild forests and finally through openings where are stock and dairy ranches, we arrived at our jumping off place—Morrison station. The first pleasant, old time, genial face to greet us was Mrs. Bullock, well known and esteemed by so many of our St. Johns people. Needless to say that from then on our cares were all ended—not only that our wants were well supplied, but we were assured that there was nothing on the ground stronger than water. Personal effects were perfectly safe lying around anywhere. We staid it about a mile to the camp grounds and were assigned a commodious tent well furnished. A camp stove was erected in the outer court and the joy of camp life began. The writer secured a small rake and went into the woods for a few spruce limbs to cook the meals. Sammie was sent to "Jacob's well" for water, and the wife needed no introduction to her duties. The camp resembles an army encampment in vastness, and is beautifully located within a circle of lovely spruce, west of which is a strip of sand hills to the beach—something like a mile. Upon the last and highest is a large hotel in splendid view of all that is grand and beautiful. Here the visitor first beholds the mighty ocean with its deep blue waters and white surf. Stretching from North Head to Tillamook Head is one grand and inspiring sweep. To the right is the view of a wide, smooth beach and open sandy plain. Four miles above us is the wreck of a three-masted ship cast upon the sand, three years ago. Far up and quit, visible to the naked eye is the government jetty whose length is said to be fifteen miles out into the sea. To our left the beach takes a graceful curve inland, and after 2 1/2 miles are spent sheyields a solemn obligation to old Tillamook Head. This prominence holds a stubborn position, defying even a hill construction company. Within this lovely sweep lies the town of Seaside, quite visible from here.

Promptly before her bold position lies two mighty rocks at sea, the outer one having upon its crest a government light house. To the east and south is the view of mountain and forest, and to the west up on a smooth horizon is the path of ocean steamers, gliding to and fro, as it were, in passing pride.

The beach is a lovely drive. It is a natural highway its entire length, and there are many curious things to be seen washed ashore. One thing notable just at this time is a sea lion lying in the sand, and his great bulk can be seen for two miles.

Bathing and surf riding is great sport and quite safe, no disasters having yet been chronicled.

Clam digging is another sport much indulged in, as clams are very plentiful. They themselves are smart diggers and one must be quick to get hold of them. The wind blows a cheery breeze from over the sea all day and the sun warms the beach making it ideal for bathing so that one, if he once enjoys this privilege, will again seek it.

As much interest has been evinced over the alleged vacation of Chicago and North Albany streets, we herewith publish City Attorney Collier's finding in the matter, which was brought before council Tuesday evening:

To the Honorable Mayor and Council: Gentlemen: Some time ago you requested that I give an opinion in writing as to the regularity and legality of certain street vacations, among which were Albany street from the northerly line of Chicago street to the northerly line of Baltimore street, and of Chicago street from the westerly line of Bradford street to the Willamette river.

NOT PROPERLY VACATED

North Albany and Chicago Yet Owned by City

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The above described portions of streets were attempted to be vacated by Ordinance No. 27, which passed the council on the 10th day of February, 1904.

I find from the journals that the meeting of February 10th was a special meeting called by the Mayor. The records do not show any call except a regular in the minutes that it had been called. The called meeting did not state the purpose for which it was called. The records do not show that notice of the called meeting was given or served on any of the councilmen. There were only four of the six members present. The ordinance, after its passage, was not posted or otherwise published.

The charter of St. Johns at that time provided, among other things, "And every ordinance to be valid must receive the affirmative of the majority of the members of the council, whose names must be entered in the journal; and within five days from the enactment of any ordinance a copy thereof must be posted in three public places in said town."

The above requirements were necessary to give validity to the ordinance. I am not in a position to state whether or not any of these formalities were complied with, but if they were they do not appear in the minutes or other records of the council that I have been able to find. All of which should appear of record.

I also find that the ordinance was not signed by the Mayor. Whether or not the signing by the Mayor, under the charter referred to, is absolutely necessary to give validity to the ordinance is a mooted question, and in the light of the above named irregularities, this is not necessary to consider.

Respectfully submitted,
Henry E. Collier,
City Attorney.

Building Permits

No. 51—To J. J. Karr to erect a residence on Portland boulevard between Newton and Buchanan streets; estimated cost \$1000.

No. 52—To George Brokaw to erect residence on Hartman street between Cruikshank and Meyers; estimated cost \$400.

No. 53—To H. M. Waldref to erect temporary dwelling on Dayton street between Seneca and Pessenden; estimated cost \$50.

Feel a Lot Better

A trio composed of J. S. Downey, P. Hill and W. W. Windle enjoyed the medicinal qualities of St. Martin's hot springs last week, and all assert that they feel the better for it. Many marvelous cures have resulted by bathing in and drinking the mineral water there, and while the accommodations are very crude, few have come away without benefit.

Bathing and surf riding is great sport and quite safe, no disasters having yet been chronicled.

Clam digging is another sport much indulged in, as clams are very plentiful. They themselves are smart diggers and one must be quick to get hold of them. The wind blows a cheery breeze from over the sea all day and the sun warms the beach making it ideal for bathing so that one, if he once enjoys this privilege, will again seek it.

COULD BE MUCH WORSE

St. Johns People Do Not Have a Kick Coming

We have at different times been asked to censure the trolley line people through the Review for slow service, cold cars, poor track, etc., but we have so far failed to discover wherein the people of St. Johns had any just cause for complaint. We are well aware of the fact that it is a slow and tortuous ride to Portland many times, that the cars were not always as warm as they should be for comfort, and that the track in some places would be the better for a little repairing, but have the people here sufficient grounds for complaint by reason of these conditions? Can they expect the company to supply an efficient service on their suburban routes as obtains in the heart of the city where many times as many passengers are handled? It is a long haul from Portland to St. Johns and many times the trips do not pay. The company is at an immense expense constantly, but in spite of this we believe they are willing to do anything within reason. The fare of five cents is certainly reasonable enough, and the cars run often enough to satisfy the majority of the people anyhow. In few cities can be found first class service on the suburban routes. It is one of the petty annoyances of suburban life, and it takes time to overcome. As long as a corporation is doing as well as it profitably can, why should it be censured? No private individual or firm would do more, and likely not as much. More can be gained by being thankful for what we have received than by knocking because we cannot get more. The company is fully aware of the deficiencies that exist, and are likely as anxious as any one to have them remedied, but it takes time and money to do so. As the population on the Peninsula increases better facilities will be inaugurated. In the meantime, let us aid rather than hinder and annoy.

Contractor V. W. Mason met with an odd experience one morning last week. Upon arising and going outside for a whiff of fresh air his nostrils were greeted with an odor that would have made half a dozen glue factories combined look like thirty cents. The air was heavy with the strange perfume, and Mr. Mason decided that before his senses were wafted away on the "wings" of the morning, he would make a little investigation as to its source. Starting toward his chicken coop his attention became fixed upon an empty barrel with a board leading from the ground to the top of the barrel, and as he went toward it his nose told him that he had struck a "pay streak." Getting closer the scent became stronger and more overpowering, and looking part way into the barrel he saw the head of a cat, and there wasn't the least doubt in his mind what sort of cat it was. So hurrying back to the house he secured his trusty six-shooter and advanced to the attack. Getting within range he took careful aim at a head part way up the barrel on the inside and blazed away. The head disappeared for a moment but came back to draw another shot. Six times did Mr. Mason take aim and fire at the visible head, and when it came within vision the seventh time he decided his marksmanship was decidedly off, and as all his cartridges were used up, he slipped over to a neighbor's and borrowed a shot gun. After firing two heavy charges into the barrel, no further signs of life were visible, and in vestigation revealed the fact that not one, but four evil smelling representatives of the feline tribe were lying dead within, and the heads Mr. Mason had been training his rapid fire gun upon did not in every case belong to the same body.

The Columbia Trust Company conducted an excursion from Portland to Broadmead last Saturday, the occasion being the opening for sale by this company of this beautiful tract of land situated 42 miles above Portland on the West side. About a hundred of Portland's enterprising citizens, with a sprinkling of our people from St. Johns went with the train and found about 500 people with a bass band at the station when they landed. The day was an ideal one and the location the prettiest imaginable for a town site. It is on the famous Broadmead estate owned by the Ladds and is being platted and sold in small acreages. Everyone in this section knows the reputation of this splendid property and it was no surprise that the land went from the start like hot cakes in a logging camp boarding house. We found P. J. and John Peterson late of McMinnville located there in their own two story store building with a big stock of goods busy as beavers, and there is every reason to believe they have a very favorable location, for it is a splendid country all around them. The farmers are all well to do, many of them rich, and this new town starting at a favorable distance from any other large place is bound to grow rapidly, all of which will make "pudding" for Pete and John. May their shadows never grow less.

The crowd ate everything in sight that the company had and they were obliged to make two or three trips to McMinnville with autos to get more provender to feed the visitors. This was done and everybody was filled and happy. Many sales were made on the grounds and the tract formally opened for sale.

We went up via Oregon City and came back via of Forest Grove and everywhere the eye was met with views of the finest of crops of all kinds. Verily the Willamette valley is a perfect Paradise. The man who has a farm of any kind in this valley will certainly regret it if he ever lets it go.

One of the Party.

Pay your subscription.

CAT HAD MANY LIVES

Contractor Mason Has a Strange Experience

Contractor V. W. Mason met with an odd experience one morning last week. Upon arising and going outside for a whiff of fresh air his nostrils were greeted with an odor that would have made half a dozen glue factories combined look like thirty cents. The air was heavy with the strange perfume, and Mr. Mason decided that before his senses were wafted away on the "wings" of the morning, he would make a little investigation as to its source. Starting toward his chicken coop his attention became fixed upon an empty barrel with a board leading from the ground to the top of the barrel, and as he went toward it his nose told him that he had struck a "pay streak." Getting closer the scent became stronger and more overpowering, and looking part way into the barrel he saw the head of a cat, and there wasn't the least doubt in his mind what sort of cat it was. So hurrying back to the house he secured his trusty six-shooter and advanced to the attack. Getting within range he took careful aim at a head part way up the barrel on the inside and blazed away. The head disappeared for a moment but came back to draw another shot. Six times did Mr. Mason take aim and fire at the visible head, and when it came within vision the seventh time he decided his marksmanship was decidedly off, and as all his cartridges were used up, he slipped over to a neighbor's and borrowed a shot gun. After firing two heavy charges into the barrel, no further signs of life were visible, and in vestigation revealed the fact that not one, but four evil smelling representatives of the feline tribe were lying dead within, and the heads Mr. Mason had been training his rapid fire gun upon did not in every case belong to the same body.

The President has just signed a proclamation making a National Monument of the Oregon Caves or "Marble Halls" of Josephine County, in southern Oregon. These natural wonders are located in the Siskiyou National Forest about thirty miles south of Grant's Pass in Cave Mountain.

The caves are in marble and other limestones and consist of innumerable caverns, corridors and passageways of various sizes, all of them decorated beyond description in crystallized carbonates. They have been explored to a distance of two miles or more, the lowest of them being at a depth of about 2,000 feet below the summit of Cave Mountain, the highest being some seven or eight hundred feet above it. There are many passageways and rooms which have never been opened, and with these distant and unexplored openings the magnitude of Oregon Caves is practically unknown.

These natural wonders were discovered in 1874 by Eliza Davidson, while bear hunting, and the greater part of the exploration work was done by F. M. Nickerson, of Kerby, Oregon, in 1877, when four floors of levels were partially opened. Many of the old ladders used at that time are still in use.

Cave Mountain, the peak which contains these caves, rises to an elevation of about 6,000 feet and is of limestone formation. The main openings around which the National Monument has been created are at an elevation of 4,000 feet, but the entire mountain-side for five or six miles shows caverns of various sizes and in all probability is honeycombed throughout its interior like the portion which has been explored.

Many small streams are found at different elevations, and larger bodies of running water can be heard in bottomless pits so far as measured. This running water probably accounts for currents of wind that in some of the galleries blow so hard as to extinguish an open light at once.

The lime deposits take many beautiful forms; massive pillars, delicate stalactites of alabaster whiteness with the crystal drop of water carrying its minute deposit of lime from which they are formed, and broad sheets resembling drapery with graceful curve and waves that were certainly made by varying currents of wind during formation.

In past years visitors have broken off and carried away many of the most valuable specimens and this destruction as well as to retain these natural wonders as public property, induced the recommendation to place them in a National Monument.

The Forest Service has rebuilt and improved the trails leading to the Caves from each side of the divide in order to more easily protect the valuable forest surrounding, and to make the caves more accessible to tourists.

Mrs. John N. Koeler entertained with a musicale last Friday evening at her home on Stewart street in honor of Mrs. Riley Hutchinson, who leaves for a visit to her old home in Duluth, Mich. A fine musical program was rendered and prizes consisting of small musical instruments were won by Mr. and Mrs. E. L. Cox for guessing the greatest number of musical people and of articles having musical significance. Refreshments were served and a good time enjoyed by all.

THE CAVES ARE WONDROUS

Marble Halls of Southern Oregon Reserved

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The O. R. & N. Co. has cleaned out the old oil works in North St. Johns and will after September first handle their oil from St. Johns instead of at Portsmouth. This covers the supply of fuel oil used by the O. R. & N. and Southern Pacific railways in Oregon.

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