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

VOL. 5

ST. JOHNS, OREGON, FRIDAY, AUGUST 13, 1909.

NO. 40

LOTS OF STREET WORK ON

Council Kept Busy Pushing Matters Along

Council met in regular session Tuesday night with all hands around the table and the Mayor in the chair. Street work, as usual these days, occupied almost the entire time of the session.

A communication from A. D. Osburn objecting to the condemnation of his property on the Buchanan street improvement was read and filed.

A communication from the Commercial club commending the action of council in making such a satisfactory sale of the new city dock was read, accepted and filed.

A communication from the Portland woolen mills praying for relief in the way of street improvement leading to their plant here was read. On motion of C. L. Johnson, seconded by A. W. Davis, a resolution was ordered drawn for the improvement of Crawford street, Baltimore to Pittsburg and Salem to Richmond.

Bids on the lease of the rock crusher were then taken up, there being two upon the table. The first one was by F. S. Noonan and offered to furnish rock to the city at the rate of 90 cents per yard, with 5 per cent off on present contracts.

Bills to the amount of \$182.75 were allowed.

The committee that had been directed to investigate the claim of W. S. Lauthers in regard to rebating the impounding fee collected for a couple of horses which had been found running at large was read.

On motion of C. L. Johnson it was decided to request the city engineer to remain in his office from 8 to 9 o'clock each morning for the purpose of imparting any information regarding street assessments, etc., that the public might desire.

Upon request of M. L. Holbrook a resolution was ordered drawn directing the city engineer to establish the grade for a sidewalk on Columbia and Portland boulevards to the city limits.

A set of viewers composed of Gilbert Goodhue, S. W. Rogers and E. C. Huribert were appointed by resolution to assess the benefits and damages along the Fessenden street condemnation, Jersey street to the river.

Ordinances for the improvement of South Ivanhoe, Polk to Ida streets; South Hayes, Buchanan to Ida; Mohawk, Jersey to Willis boulevard; and South Gresham, Buchanan to Ida, passed the council and may be found in this issue.

It coming to the notice of the council that the St. Johns Lumber Co. was having cement pillars placed in the center of West Burlington street, on motion the attorney was directed to communicate with this company and ascertain by what authority they are having this work done upon city property.

Mrs. Laura Davis and young son of Portland are visiting Mrs. Ada Pennington on West Burlington street.

WHY BUILD FOR PORTLAND

Let Us Rather Do What is Best for St. Johns

There still continues to be some objection to the sale of the city dock. One man states that he is willing to burden himself with the additional taxes that will be necessary if the city keeps the dock in order that his children and the city finally may reap the benefit of its ownership.

That the railroad company is trying to secure control of all the docks, and that by owning the dock instead of selling it the city may regulate dock charges. These objections may look well on their face, but to delve deeper its complexion assumes a different hue.

It is a well known fact that sooner or later St. Johns will be absorbed by Portland, and if we keep the dock it will be only to turn it over to Portland.

That city now has no dock of its own, and we believe do not desire one. If it does why did it not secure one heretofore, or what is more to the purpose why does it not build one NOW? If the dock is sold at this time it means that taxes will be several mills lower than now obtains in the city of Portland, and a couple of mills lower than is now in force in St. Johns, in all probability.

Suppose the city of Portland ultimately secures our dock and leases it at a good rental, how much lower would our taxes ever be in consequence? The infinitesimal part of one mill, if any. Then why build for the city of Portland? Would not the sale of the dock at this time be better? Would not a live industry on the water front be better than a deserted structure? Would it not speak better for the judgment of our citizens? As an advertisement for the city wouldn't it be better for the visitor to know that taxes are lower, that we have no "white elephant" on our hands, that the dock is a source of revenue through taxes and employment of labor than a dead weight? Wouldn't the city have more chance of rapid progress as a consequence? Wouldn't our children thank us more for a legacy in the shape of an unencumbered city, than for holding onto something and paying out money to keep it up which if judiciously invested would bring them more direct results than half a dozen public docks would do? We concede that the price asked for the dock is low, but if that was not the case how would we get it taken off our hands? If the dock would bring in as much revenue in ten years as some assert, why do they not make the proposition to council to pay all the expenses of the dock, including interest and insurance, put in a spur at their own expense, and we believe the authorities would be willing to give the free use of the dock for that period. But it is a proposition that no business man would care to handle, and why should the city? As far as the railroad company getting control of the docks is concerned, what is the odds? Nothing can be secured by fighting them, as many people have discovered to their cost. If they refuse to put in a spur, no power on earth can compel them to do so. And they HAVE refused to do so. How many people would vote to spend \$35,000 additional to place a spur there at the city's expense? Not one who is in favor of selling the dock. As far as regulating dock charges are concerned, we never yet saw the tail wag the dog.

One dock cannot control a dozen others. So long as the railroad people are not in favor of the city operating a dock, so long will petty annoyances be thrown in their way. Cars when most badly needed will somehow be lacking, service will be poor and all the many detrimental things that lie in the power of the company will be injected against it. It does not take wise men to discern this. History repeats itself over and over, and would no doubt operate the same way if the city kept the dock against the wishes of the railroads. It is a sorry predicament to be in, but it is the same all over the country, and will remain so until different laws are enacted. In the meantime let us do what is the best for the city of St. Johns, not for the city of Portland. With 500,000 population in 1912, each one's taxes could be lowered but a small mite on the lease of the dock, and we have

no guarantee that the city of Portland would not sell the dock as soon as we were annexed thereto. Therefore, we affirm, sell the dock and let the city of St. Johns secure all the benefits arising therefrom.

A guest of the city hall with quarters in the basement was assigned the task of cleaning up the thoroughfares about the city hall grounds this week under the able tutorage of Chief of Police Brodeson. The surroundings present a neater and tidier appearance as a result.

The dance held by the Commercial club in the new city dock Thursday night of last week was an unqualified success. The number in attendance exceeded by far the expectations of the committees in charge. They came from Linnton, Portsmouth, University Park, Portland and other points, besides the city of St. Johns being represented to a large degree.

For a time the hillside leading to the dock was literally covered with people wending their way to the pavilion. The out of town guests were greatly surprised at the immensity, substantiality and completeness of the dock, as they had little idea of its capacity and general appearance, and many gratifying remarks were heard on all sides concerning it. The music furnished for the occasion was of a high order, there being ten pieces in evidence composed mainly of members of the late St. Johns band.

The refreshment end of the affair was well looked after by Arnold Unger and an obliging corps of assistants. The floor was in fair condition, but of course, was not as smooth as a regular dancing hall. The atmosphere was just right for dancing, and the invigorating light breeze hovering over the river made it ideal for the indulgence of this pastime. The seating capacity was entirely inadequate and somewhat crude, as the committee in charge did not have the necessary time to

DOCK DANCE WAS FINE SUCCESS AS VIEWED BY A STRANGER

A Large Jovial Crowd, Good Music and the Largest Dancing Pavilion in the Northwest Combined in Making the Event a Most Pleasing One for All

provide as comfortable seats as could be desired, but this little deficiency was lost sight of in the general enjoyment of the occasion. The pavilion was lighted in a satisfactory manner by a number of arc lights that gave a good view of the interior. It was a highly interesting sight to see the large number of couples on the floor at the same time. The novelty of the affair seemed to appeal to all and each number was responded to with a vim and enthusiasm that delighted the spectators. Everybody had a good time. One accident marred the affair to a slight extent when a seat became overloaded and fell to the floor, injuring Mrs. J. F. Hendricks' ankle in a painful manner, but outside of this everything passed off without a hitch or a disturbing element. The fair sex was strongly in evidence, there being at least thrice as many women in attendance as the gentlemen. What the total number present reached is difficult to estimate because some only stayed an hour or so and then departed, but one gentleman said he counted 247 couples on the floor early in the evening. Councilmen, lawyers, doctors, dentists, merchants, big people, little people, stout people, thin people, all were there, enjoying to the full the pleasure of the hour. The floor managers under the supervision of that old war horse, "Happy" Harry Hunter, kept things moving in a satisfactory manner, and nothing was left undone that would add to the enjoyment and pleasure of the evening.

From a financial standpoint the dance was a decided success. While the expenses were somewhat heavy, the proceeds left a nice little nest egg in the coffers of the Commercial club which will be utilized in bringing St. Johns to the notice of the outside world in a manner not yet attempted. From a social standpoint the dance was also a success. An opportunity was afforded of bringing the people of the Peninsula and the people of St. Johns more closely together, and the spirit of good fellowship and sociability created will inure to the benefit of all. As an advertisement for the city of St. Johns it will be far reaching in its influence. The city dailies helped the matter along finely by telling of the dock and the big dance to be held therein. The affair also reflects the enterprise and energy of the Commercial club in thus finding a means of raising funds without appealing to the business men for assistance. While the bulk of the work devolved upon a few of the members all were more or less in hearty accord with the project.

It is probable that another dance will be held in the dock in the near future, but this will be definitely decided upon later.

When the writer made inquiries in Portland they informed him that St. Johns was a suburb of that city, but on landing at St. Johns a public spirited citizen advanced the information that Portland was a suburb of St. Johns. His eyes twinkled slightly when he relieved himself of that statement, but, nevertheless, the writer is of the opinion after obtaining a history of the remarkable growth and progress of St. Johns, that although it is only perhaps a suburb at present, it will within the next few years be so closely connected with Portland that it will be difficult to locate the suburban line.

St. Johns already is a well equipped city from a business and social standpoint. It could exist with but few favors from old "Dad" Portland. The city is governed by a progressive municipal council composed of brainy, resourceful men who are working with intelligent sincerity for the best interests of the city and its people.

Some idea of the great future in store for St. Johns was gleaned from those who have "dickered in dirt" in this section. Lots that were selling for from \$100 to \$300 a short time ago have jumped to the \$500 and \$1000 mark. Land that was covered with shrubbery and dense underbrush along the car line three years ago and selling for a mere song is now occupied by fine residences, business places and industries, and are commanding astonishing prices, comparatively. Nowhere in the United States is there better chance for investments in real estate for quick and big returns than in St. Johns. In fact, there can be no mistake made in buying land anywhere on the Peninsula, of which St. Johns is the extremity, but to get in right, the place to invest in is St. Johns or vicinity. This is a tip that the writer can safely give after a thorough investigation, and the following facts will bear the statement out:

First, Portland proper will, from all indications, more than double its population in the next six years, and being already crowded for building space on the west side of the river, it must go prospecting for more space, and where is the room to be found except upon the Peninsula? And therefore, St. Johns, with its wonderful shipping facilities, its nearness to the Columbia river, with its deep water ways, will receive this great overflow of population, and in a few years become one of the greatest manufacturing centres in America.

Second, there being navigable waters on three sides of the city, trolley lines and railroads, what more could be desired in the way of transportation from and to the industries that must locate in St. Johns? In regard to the prophecy that Portland will double its population within the next six years, we point to the census of 1900, which gives the number of inhabitants 59,425. Today Portland claims a population of 250,000.

We have interviewed a number of small and large investors in real estate in St. Johns and have failed thus far to find one who has not or could not realize handsome returns on his investments.

With its incomparable climate, beautiful flowers, superb scenic beauty, its long stretches of level green carpeted land, pure water, fine educational facilities, its congenial and enterprising citizens, modern and up-to-date business houses, fine private residences, pleasant drive ways and good streets it is an ideal place in which to reside exclusive of the financial opportunities which it offers.

From every point of view we find St. Johns on the verge of unlimited prosperity, and the general outlook for the entire Peninsula is, indeed, a brilliant one. G. N. M.

W. L. Thorndyke, formerly editor of the Review, is now located with his family at Jacksonville, Florida. He had been in very bad health for some time, but is now on the road to recovery.

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Made Money Quick
Richard W. Sears, a former telegraph operator at Redwood Falls, Minn., at a salary of \$35 a month, with a fortune of \$25,999,999 made in 17 years, arose at 5 o'clock Monday morning to superintend the work of 20 men in his harvest fields.

A Distressing Mistake
A North St. Johns man made a rather sad mistake several nights ago. He had been in the habit of taking a bottle of mosquito coils to bed with him, and when one of those pesky insects took a bite at his anatomy he would reach out of bed, grab the bottle and pour down a man's size. His daughter had a preparation she used as a hair-cream in one of the mosquito bottles and during the day she left it sitting on the bureau on which the man of the house generally kept his fluid. During the night after a particularly hard bite the North End man hurriedly reached out, grabbed the bottle and took a good healthy slug. As it was going down he thought it tasted rather different, but the thirst created by the bite kept calling for the antidote and he didn't take time to give it much thought. After it was down for a few seconds a strange sensation came over him. Whatever was in the bottle it had a strange effect upon his hair, because when he reached a worried hand up to his head he felt that nearly every hair was sticking straight up. Striking a light and taking one look at the bottle he saw that it was the plagued hair tonic, and with a yell that would have shamed a Siwash, he aroused the household and made a bolt for the doctor's office with a speed that was startling. The physician soon had everything removed from his stomach and no bad effects resulted. Now if you want to arouse his ire all that is necessary is just to lift your hat and run your fingers through your hair.

Want a Whole Lot
This office is in receipt of a communication from the management of the Ringling Bros.' circus. Enclosed was a ticket to the show, good for two admissions. Also copy for six dollars' worth of advertising. The ticket had the string attached that it was invalid unless accompanied by a marked copy containing the advertisement. Thus it will be seen that this great show will extend one dollar's worth of courtesy to the editor for six dollars' worth of advertising. Their kindness and generosity is so over-powering and so remarkable that we feel we will have to forego the pleasure. This six to one proposition may look good to some newspaper men, but somehow it fails to penetrate our dense skull in a favorable manner. However, to give them a little free advertising for their thoughtfulness, we will state that the show will appear in the Northwest—some time.

Building Permits
No. 54—To Walter Speed to enlarge dwelling on Buchanan street between Hudson and Portland boulevards; estimated cost \$100.

No. 55—To Andrew Kerr to erect a dwelling on Charleston street between Hudson and Portland boulevards; estimated cost \$500.

No. 56—To M. E. Kilkenny to erect basement on Ivanhoe street between Leavitt and John for J. F. Hendricks; estimated cost \$200.

No. 57—To W. E. Sorber to alter dwelling on Fillmore street between Catlin and St. Johns avenue; estimated cost \$75.

Died Saturday
Mary Lucile, daughter of W. H. and Mary E. Caples died at her father's residence in St. Johns, Saturday, August 7th, after 8 days of illness of diphtheria, aged 2 years, 3 months and 24 days. Funeral at the residence and interment made in Columbia cemetery Sunday. Mr. and Mrs. Caples have the sincere sympathy of their many friends in their bereavement. It is a great grief to part with our little ones in the beauty of their innocent age; but we have the most blessed assurance of Him, who created all things, that "of such is the Kingdom of Heaven." It will, therefore, be a source of infinite comfort to the bereaved ones to know of a surety that the little one they mourn has now attained that to which we, who are less fortunate, are earnestly striving—eternal life in the presence of our Creator.

Married While Abroad
Chas. Hewitt has just returned from a trip to Seattle, Spokane and Idaho points, where he spent several months. Charley decided to get married while away, and in accordance with this decision about two months ago at Coeur d'Alene he was united in marriage with Miss Frances Edgar of Spokane. The newly wedded pair will make their home in St. Johns.

Mr. and Mrs. James Hall and daughter of Rochester, Minn., were the guests of Mr. and Mrs. James Watson, Sr., and family and other relatives and friends formerly from the East this week. The visit was a delightful occasion for all concerned.

AS VIEWED BY A STRANGER

Tells How the Situation Looks to a Newcomer

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Something Doing Soon
Letters are being written to St. Johns people whose property and business interests are adjacent to the O. R. & N. tracks asking certain privileges, among them the moving back of buildings and changing of sidetracks. This together with the fact that load after load of rails, fishplates and other material is being sent over these tracks leads the residents of the Peninsula to believe that the story that the Southern Pacific intends to run through passenger trains from San Francisco to Seattle is true. The question of a new depot is also being considered, and it is even asserted that the vacant lot at the corner of Richmond and Bradford streets has been decided on for this purpose and that work will be begun shortly. The matter of a local freight rate is also being considered and W. S. Lauthers was asked if he would have space for storage. Some say that in the very near future receiving yards will be located on the Weyerhaeuser tract north of St. Johns and all Eastern freight transferred here to both ships and railroads instead of going into the West Portland yards.—Telegram.

Would You Be Happier
If it would rain?
If the ferry was free?
If the dock was sold?
If you were the ice man?
If the fish would bite better?
If fresh eggs were less ripe?
If your mother-in-law would come?
If your wife would take a vacation?
If the flies would pack up and leave?
If the mosquitoes were less industrious?
If you had drawn that \$5 prize at the theatre?
If the Tri-City league was still playing ball?
If the St. Johns girls grew tired of ice cream?
If there wasn't so many splinters in the wood pile?
If another dance were to be held in the new city dock?
If it didn't rain just after you have finished sprinkling the lawn?
If you could take a vacation without spending all the money you have saved up the past year?