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ST. JOHNS REVIEW

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

VOL. 5

ST. JOHNS, OREGON, FRIDAY, OCTOBER 15, 1909.

NO. 49

GET IN THE HABIT
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FORMER CITIZEN GOES WRONG

Passes Worthless Checks and Goes to Jail

Wine and women are said to be the agents responsible for the arrest of A. D. McDonald, a door-maker, who has lived at St. Johns and who now rests behind lock and key in the city jail. McDonald is charged with having passed a number of worthless checks in Portland and despite the strenuous efforts of the police and constables, he had eluded arrest until an early hour Sunday morning, when he was arrested by Detectives Coleman and Snow on a clew furnished by Constable Wagner.

A number of worthless checks bearing McDonald's signature caused the arrest. One was passed on A. S. Arata for \$15, three on V. E. Linberg, each for \$15, one on Linberg for \$10 and a \$40 note on Linberg for \$40. Three other checks, totalling \$150, are in the possession of Constable Wagner and three others, totalling \$40, have been turned over to the District Attorney.

These checks were all passed about three weeks ago. McDonald has been working as a door-maker at St. Johns, but it is said he began drinking heavily, became enmeshed in an entanglement with a woman and spent money so lavishly that his funds needed replenishing, and instead of working for the money he is charged with having circulated the worthless paper. He is a single man, 35 years of age, and has an aged mother living at St. Johns who is dependent on him for help.

According to the records at detective headquarters this is not McDonald's first delinquency in this direction. On July 20 he is said to have passed four checks on Elder & Conrad for \$64, one on J. J. Rich for \$15, one on Gus Fleischman for \$5. These checks were made good, however, before there was any prosecution.

Since the last checks were passed the accused man has been in hiding and has evaded every effort made by the police to locate him. Detectives Snow and Coleman were out at work on the case, and they, working together with Constable Wagner for a time did nothing except find other bad checks that the man had passed. On Saturday night Constable Wagner appeared at a cigar store near Sixteenth and Washington streets and asked concerning McDonald. The man at the place denied knowing McDonald and Wagner believing this to be untrue became suspicious and told the man he had \$20 for McDonald. Wagner's theory that the man was hiding in the neighborhood and knew the cigar man proved true a short time later, when the Constable received a telephone message from McDonald, telling him he would send a messenger for the \$20.

Then Detectives Coleman and Snow, who were also hunting in the same neighborhood for the man, appeared and the trio waited until after midnight for the messenger, and finally at 1:30 a. m. Sunday morning they located the man, whom they knew by description, at Sixteenth and Washington. He was promptly taken to the police station where he was booked on a charge of obtaining money under false pretenses.—Monday's Oregonian.

Work Plentiful

You fellows who croak about the slowness of times in St. Johns—do you know that it is the hardest thing in the world to secure common labor here these days? Almost every day some one is scanning the street corners for men to do a few days work, but they cannot be found. The Gas company is particularly anxious to secure men to dig trenches, but they are compelled to use foreigners in lieu of American labor. Times surely cannot be so hard when it is so difficult to secure laborers. All a man has to do who claims he cannot get employment in St. Johns is to stand on the street corners for a few hours most any day, and the opportunity will come to him. Wages run from \$2 per day up.

Preach the gospel of St. Johns.

S. JERSEY TO BE IMPROVED

Liquor Applications Held Over for One Week

Council met as usual in regular session Tuesday night with all hands around the board. Minutes of the previous meeting were read and approved.

Chief of Police Bredeson petitioned for a leave of absence for a period of two weeks, which was readily granted on motion of Alderman Johnson.

Petition for an arc light at the intersection of Gresham and West Charleston street was accepted and ordered filed.

Two bids for the improvement of South Jersey street, Richmond to Mohawk, were received and opened. The first was by W. S. Lathers and read: Cut 38c, fill 19c, sidewalk \$1.05, box gutters 45c, crushed rock \$2.50. Thos. Cochran's bid read: Cut 38c, fill 15c, sidewalk \$1.02, crushed rock 46c, box gutters 46c, crushed rock \$2.50. On motion of Johnson the latter bid was accepted, it being the lowest.

The engineer's acceptance of Allegheny street, Portland boulevard to Willis boulevard, and confirmed by the street committee was adopted by council.

V. W. Mason, upon request, was granted an extension of 15 days time on the improvement of Portland boulevard, and M. T. Swan one week on Pittsburg street.

The engineer was instructed to forthwith furnish the grade on Thompson street, as the property owners are quite desirous of constructing sidewalks thereon before the wet weather sets in.

Bills to the amount of \$182.45 were allowed.

On motion of Councilman Cook the city attorney was directed to prepare an ordinance amending the present ordinance governing the numbering of houses to conform with the new plan proposed by the numbering committee and adopted by council last week.

An ordinance assessing the cost of improving Polk street, Willamette boulevard to Crawford street, passed the council and may be found elsewhere in this issue.

An ordinance adopting the engineer's report on the widening of Charleston street, Hudson to Backstrum's addition, also passed.

An ordinance adopting the engineer's report on the widening of Charleston street, Chicago to Point View tract, was passed.

The different applications for liquor license were read. The first one on file was that of E. O. Magoon dated Oct. 26, 1908, the place of business being at Knight & Glover's old stand on West Burlington street. The next was that of Thos. Glover dated Nov. 17, 1909, desiring to do business in the room just east of the Review office on Burlington street. Samuel Cochran was next in order with an application dated March 3, 1909, with business place in the St. Johns hotel. F. C. Aicheiner applied under date of August 3d, 1909, to do business on West Burlington, and August H. Johannsmier concluded the list under date of Sept. 28, 1909, with business place designated in the Valentine building on Burlington.

On request of Chairman of the License Commission all applications for license were held over for one week in order to give the matter a careful investigation, although Councilman Johnson objected to so doing on the ground that it gives one party a monopoly of the business for at least one week longer.

The subject of changing the fire limits of North Jersey street, Chicago to Richmond, from 200 feet to 140 feet in order that one or two parties owning property on Kellogg street will be permitted to erect frame dwelling houses, afforded quite a discussion. Councilman Cook finally made a motion that the ordinance be changed to this effect, which carried, all voting in the affirmative with the exception of Doble.

A The engineer was ordered to establish grade on Gilbert street.

Upon motion Councilman Johnson was instructed to secure a certified copy of the articles of incorporation of the St. Johns Lumber company.

Now is the time to oil harness. Call at the St. Johns Harness Shop.

THE PRIDE OF THE NORTHWEST

St. Johns Stands Without a Peer in the Way of Natural Advantages, Resources, Magnificent Scenery and Intelligent and Hospitable People

To pen a picture that would do justice and describe its numerous merits in a manner commensurate with its wonderful advantages and benefits would, indeed, require the master hand of an artist and poet combined. Nowhere on God's green footstool has nature been so lavish with her beneficent gifts. Blessed with a climate that is incomparable in any climate, it is a real pleasure just to be alive in this glorious locality. As a magnificent site for residences it has no equal. A scenic beauty is here presented that would make the fabled wonders of the Alps pale in comparison. The snow-covered mountains in the distance rise in their grandeur, seemingly to almost compare with the worlds on high, in their robes of white. The landscape is picturesque in the extreme. With the mighty waters of the Columbia and the stately Willamette washing its feet, the effect is amply ravishing from an artist's point of view.

But as a manufacturing site is where St. Johns shines to greatest advantage. Being situated upon the Peninsula adjoining the boundary line of the city of Portland, with deep sea navigable water surrounding it upon three sides, it is peculiarly adapted for importing and exporting across the high seas. The harbor leading into the great city of Portland laps its shores, and huge ocean vessels are continually passing up and down its entire length. Holding the key, as it does, to the situation, it is only natural that in the very near future the entire water front will be given up to manufacturing plants, docks, etc. With no bridge to interfere with river traffic, it is bound to appeal to the most prejudiced mind as the only logical location for the industrial plants of the future. Its shipping facilities can not be excelled, either by water or by rail. The O. R. and N. railway encircles the entire lower peninsula, the Northern Pacific line traverses through the center, and freight and passenger service is obtained on the Portland General Electric Railway line, which furnishes a rapid mode of transit to and from St. Johns. As a residence district its location is superb. Long stretches of level and slightly rolling green Mother Earth greet the eye on every side. Elevated about one hundred and fifty feet, with a gentle incline leading to the water below from the crest of the plateau above, good health, good air and a magnificent view is afforded.

Already, although yet in its swaddling clothes, the gifts of nature have been greatly augmented by the hand of man. The immediate water front is well taken up with numerous manufacturing plants, and here may be found, on its western shore, saw mills, asbestos plant, stove factory, wood working establishment, planing mill, ship building plant, dry dock, foundry, box factory, machine works, flouring mill, laundry, woolen mills, veneer works, etc. Along its eastern boundary is located the Pitchess Lumber Co., sash and door factory and several other large industries in prospect. Farther east is located the mammoth Swift packing plant and stock yards. This in itself insures the future of St. Johns. It has been the history of other cities where the packing plant and stock yards have located, such as Chicago, Kansas City, Omaha and other places that the population in the immediate vicinity increased by big leaps and bounds. Therefore, there is no reason to believe that the lower peninsula will be an exception to this rule. Adjacent to the packing plant is constructed the largest and most modern saw mill in the world, which will help to swell in a substantial manner the population of this favored section. It is a well established fact that after a few manufacturing plants have been erected in a locality others rapidly follow, if available sites can be secured. The larger the volume of manufactured products the better freight rates and better shipping facilities all around can be obtained. Therefore, it is simply a matter of a very few years until the entire water front almost surrounding St. Johns will be a solid mass of manufacturing industries.

Today St. Johns is represented in first class style by many stores and business houses. Every want that its citizens may require can be obtained in this city. In an educational way no better schooling facilities can be found in any city of its size on the continent. Three handsome, modern and commodious structures and a \$40,000 high school to be completed next spring take care of education in an excellent manner. Six churches are now located here with one or two more in prospect. Taxes are lower than in almost any other city in the United States. The death rate for the past year was only a fraction over four to the thousand inhabitants. When it is realized that few cities can boast of a low death rate as nine to the thousand, the fact can be appreciated that long life is our inheritance.

Many handsome brick blocks adorn the principal business streets, and elegant residences can be found in abundance. Fruit of nearly every variety, flowers, shrubs, etc., grow here in great profusion, and many homes resemble a veritable flower garden. The water supply is fully

adequate for a much larger population, and as a beverage it vies with the choicest brands of spring water. Many thousands of dollars have been spent on the numerous thoroughfares in the city, and hard surface streets and cement sidewalks is the general rule. With 4500 souls at the present time, the population is rapidly increasing. Being situated so closely to Portland the benefit is great in the way of new residents. Portland proper is now so fully occupied that it is necessary to seek the foothills to obtain home sites of any nature, and as a result the new arrivals must come to the peninsula to secure satisfactory habitation. This being true, it is not making it too strong to state that the population of St. Johns will at least double every five years. Therefore, as a place for investment the opportunity is unparalleled.

Taken as a whole the city of St. Johns offers better attractions, better opportunities and the most admirable climate of any city on the Pacific coast, or the entire world, for that matter. To visit it is to become greatly impressed with it at once. The person who does not like St. Johns or who does not believe it has a great future before it would, indeed, be a great curiosity. The doors of the city are always open to the stranger, who is ever cordially received and welcomed. The people here are so enamored with their beautiful city that they feel like shouting the glad tidings of a perfect habitation so that the whole world may know of their good fortune and share it with them if they so desire.

Labor is always in demand in St. Johns. At the present time it is difficult to secure sufficient competent help. Common labor commands \$2.00 per day and up, and the demand is greater than the supply. The city is lighted by both gas and electricity.

If you live in the cold, dreary climate of the far East, or in the sun-baked country of the Southwest, come to a land where the extremes of heat and cold never reach you, where zero winter is a curiosity, where wages are ever good, where a man is a man whatever his financial circumstances may be, where thunder storms are never heard and lightning seldom seen, where poverty is but little known, where flowers are in bloom the year around and the grass is ever green, where the sun loves most to dwell, and where the fullness of life and the joy of living reach highest perfection—come and dwell with us amid the flowers, the trees, the birds, the sunshine and the happiness in this our city most beautiful.

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HIGH BRIDGE AT ST. JOHNS

Steps for its Accomplishment Soon to be Taken

As time goes on more people are becoming interested in the suspension bridge project at St. Johns. Some who formerly scorned the idea are now heartily in favor of it. Since it is obvious to all that the free ferry proposition is a dead letter for some time to come, the feasibility and practicability of the bridge at this point is becoming more apparent. It is rumored that a public meeting will be held some time in the near future, when the matter will be thoroughly threshed out and funds will be raised to send solicitors throughout the Peninsula, Linton, Tualatin valley and Portland in an endeavor to secure an immense number of signers to a petition asking the legislature to grant the boon. It is expected that the list will be so voluminous and contain the names of so many influential men that the legislature will not think it proper to treat the matter indifferently. As a county bridge the cost in the way of taxes to each of our citizens would be but slight, and it is intimated that the United Railways will help handsomely for the privilege of crossing upon the bridge and thereby be in a position to tap the Swift territory.

It is asserted that the Automobile Club of Portland would contribute handsomely toward the project in order to round out a grand scenic route from Portland to St. Johns and return. There is no denying the fact that such a bridge would be of immense benefit to this city and would give it an onward impetus of great force. The trade from Tualatin valley, almost in its entirety, would be ours, the patronage of the west side of the river would reach here in greater or lesser degree, many mounded men would pass through St. Johns and learn of its admirable advantages and many other factors would enter into the proposition that would inure to the benefit of St. Johns. Therefore, if there is anything that is worth working for it is a suspension bridge at St. Johns. Whether it be located at Fessenden or Philadelphia streets does not matter. The principal thing is to get the bridge, and the wheels should be set in motion to accomplish the object with the least possible delay.

Do you want to sell the new city dock, or do you want to keep it? The question is now up to you. Petitions asking council to vacate part of Philadelphia street to the harbor line for dock purposes are now in circulation and if you are in favor of selling the dock you should place your signature upon one of the petitions without delay. Whoever gets the dock, or if the city keeps it, the street is dead. It can never be used for anything else than for dock purposes as long as the dock is there. The city has a standing offer of \$75,000 for the dock, but naturally the bidders desire the streets legally vacated before agreeing to take the dock. It is necessary, therefore, to vacate the street if the dock is to be sold, and a petition asking for the vacation must be signed by our citizens and presented to council before that body can take action. According to the charter the dock, in order to be sold, must be put up for bids, and with a standing offer of \$75,000 it is possible that \$100,000 or more may be offered. Petitions may be found at Scales Bros. store, city recorder's office and at the office of the city attorney. Matters can be hastened by the petitioners signing at once. So if you favor the proposition, get your name on the paper. If you don't you will have a chance to get up a remonstrance later on.

The duck pond on Tacoma street will hereafter cease to exist. Contractor Thos. Cochran has had a force of men and teams busy the past week or so filling it in with crushed rock. When completed the improvement of this thoroughfare will add greatly to St. Johns' attractiveness as seen from the car windows.

L. E. Brouwer and wife of Newberg were recently guests at the home of Councilman H. E. Hiller.

ACTIVITY DOWN THE LINE

Burlington is Beginning to Make Good Showing

The town of Burlington, several miles below Linton on the United Railways line, is coming right to the front with a rush. Last week the Burlington Lumber Co. was formed for the purpose of erecting a \$50,000 saw mill on their site at Willamette Slough. The mill will have a daily capacity of 100,000 ft. The mill site consists of 15 acres with 1250 feet of water front, so that ample shipping facilities have been secured. Two railroads—the A. & C. and the United Railways—run within a short distance of the proposed new mill. The new mill will be in operation December 1, and will employ 100 men the year around. A force of workmen began work Monday grading the site for the mill, and a pile driver began driving piling for the 300-foot dock to be erected on the water front.

Plans are now in the hands of contractors for the building of a huge wharf and warehouse of most modern type at Burlington. The projected dock and warehouse will be located on the Willamette Slough, which will be dredged, and will have all the modern equipment with dispatch and at minimum cost. A feature of the dock will be a monorail system for the handling of freight. This will not only be a feature in connection with the proposed dock, but will be an innovation in this district, insuring much safer handling of freight than under the present day system of trucking.

The dock is to have a frontage of 1250 feet, 250 by 50 of which will be known as low dock, and 1000 by 50 feet to be known as a high dock. The object of having a low dock separate from the high dock is for the purpose of being able to handle the freight much more rapidly and with less damage to cargo. The high dock will be 34 feet above zero, which will insure safety for the storage of cargo even during the greatest freshets ever seen on the Willamette river.

A thoroughly equipped dock with the most successful mechanical devices for saving the cost of labor, etc., it is held will place this section in a position to successfully compete with any other loading place on the coast, and with the facilities for storing and loading grain it will undoubtedly attract the tonnage from the eastern part of Washington and Oregon and should insure Portland, with the increased facilities, a tonnage that would go elsewhere.

Passengers by steamship will disembark at Burlington and come into Portland on the United Railways line sooner than they could continue up the Willamette river and be landed at one of the present docks.

To Double Their Capacity

It was announced Saturday afternoon by A. D. Parker, Northwest representative of the Associated Oil Company, that the company will double the steaming and pumping capacity of their plant at Linton within the next few weeks. Mr. Parker said that on account of the greatly increased business which they have had within the last few months, the company has decided that it will be necessary to increase their boiler area and also to put in additional pumps and it is expected that the work of installing the new equipments will be begun within the next ten days. He said that this had been found to be a good field for the crude oil business and that they had started in here with the idea that it would increase, but the rapidity with which it has done so within the last few months is a source of elation to them and is the reason for their making the increase in the capacity of the plant sooner than they anticipated.

Ruth Bryan Leavitt has announced herself as a candidate for the nomination for congress at Denver, Col. It is predicted that her father will speak in her behalf if she receives the nomination.

Moving Pictures Popular

It seems that the people of this country never tire of the motion picture views, and in fact, they are well worth the small price of admission. Nearly all the up-to-date, hustling managers of such theatres believe in the power of printer's ink and in most towns they both advertise in the local papers and put out daily or semi-weekly dodgers, giving the titles and a description of the Pictures to be put on every day, thus informing the lover of these entertainments of the treat in store for them. It's a good scheme, for an attractive description of the evening's program attracts hundreds who had not thought of attending. The titles and description of the pictures to be shown also serves to assure the fair sex and parents that they will not be unexpectedly confronted with pictures of objectionable character. Just the very pictures that the majority of people would like most to see are frequently passed up through ignorance of their appearance. The cost of advertising is considered a bagatelle compared with the results.

Must vacate. Machinery stock and fixtures to be closed out in 30 days. 401 South Jersey street. O. P. Wolcott, a rep.

Charcoal For Fuel

Elsewhere in this issue may be found an advertisement for the Oregon Wood Distilling Co., in which they offer for sale charcoal as fuel. This is practically a home product, as the company have their works directly across the river and St. Johns labor is employed almost exclusively. As 800 pounds of charcoal is equal to one cord of wood, at the price they quote it is much cheaper than wood. One does not have to fill his hands full of splinters in preparing it for the stove, and that half-hour lost every day in splitting the kindling is saved. The charcoal is all in chunks small enough to easily go into any stove and is free from all moisture. All the oil is in the wood, making it admirable for starting a fire quickly. Orders may be left at Hendricks & Horsman's store and they will receive prompt attention. If you are disgusted with wood, give the charcoal a chance to show you what it will do.

Champion "Nigger" Johnson was neatly laid on his back by an overhead chop blow delivered by an able-bodied seaman named "Gunboat" Smith, Monday. It sho' was no po'k chop dat time.

A Better Plan

The daily papers have been giving free trips, pianos, land, etc., to solicitors who secured for them the greatest number of subscribers. In this way the solicitors secured all the benefit. Our plan of giving the subscriber the benefit, we believe is better. The handsome and serviceable tension shears, Bonville monthly and the Review for one year all for one dollar should appeal to all as an attractive proposition. Try to buy a pair of tension shears like ours any where and you will get an idea of the bargain that is offered you in this combination. If you can get them for less than a dollar you are very fortunate. The way the people have been taking advantage of the offer is really surprising, and if it keeps up at the same rate for a short time our supply will become exhausted. We are trying to make arrangements for another shipment at once, but have been unable to do so as yet. So if you are not among the lucky ones to avail themselves of a bargain when it is offered them, you cannot blame any one but yourself. "The early bird catches the worm."

What is Your Pleasure

Do you want to sell the new city dock, or do you want to keep it? The question is now up to you. Petitions asking council to vacate part of Philadelphia street to the harbor line for dock purposes are now in circulation and if you are in favor of selling the dock you should place your signature upon one of the petitions without delay. Whoever gets the dock, or if the city keeps it, the street is dead. It can never be used for anything else than for dock purposes as long as the dock is there. The city has a standing offer of \$75,000 for the dock, but naturally the bidders desire the streets legally vacated before agreeing to take the dock. It is necessary, therefore, to vacate the street if the dock is to be sold, and a petition asking for the vacation must be signed by our citizens and presented to council before that body can take action. According to the charter the dock, in order to be sold, must be put up for bids, and with a standing offer of \$75,000 it is possible that \$100,000 or more may be offered. Petitions may be found at Scales Bros. store, city recorder's office and at the office of the city attorney. Matters can be hastened by the petitioners signing at once. So if you favor the proposition, get your name on the paper. If you don't you will have a chance to get up a remonstrance later on.