

# ST. JOHNS REVIEW

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

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NO. 50

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## WILL LOCATE ON PENINSULA

### Car Shops Will be Built Near St. Johns

The Pacific Car & Foundry Co., who were reported by some of the city papers as having secured a location for their car shops in Vancouver, have closed a deal with the Union Meat Company for a tract of land 500 feet wide by 800 feet long, lying between the Oregon Slough and Smith's Lake, and west of the Monarch Lumber Company's location.

The company will commence immediately the construction of a plant costing not less than \$50,000, exclusive of cost of grounds. It is their intention to install a modern car building and car repairing plant that will probably include when completed a locomotive works. If this latter plan is carried out, the cost will be considerably more than these figures. They will employ from the beginning 300 to 400 men to be increased later as the works develop. At this location they will have splendid rail and deep water facilities. Plans for the buildings are to be a duplicate of the ones now building at Richmond, Cal., which have a capacity of 10 freight cars per day and eight passenger coaches per month. Both the California plant and this one will be so arranged that they can expand at a minimum cost and without interfering with contracts under way.

The Portland plant is to be completed by March 10.

A number of Portland capitalists have become interested in the new company. The field for the construction of both passenger and freight cars on this Coast is practically unlimited, and the new company will have little competition here, the statement being made that owing to the cheapness of material and saving of freight, cars can be made here 20 per cent cheaper than they can be made and sent here from the East. They also have assurances of business enough to keep the plant in constant operation from the moment of its completion.

## Busy All the Time

H. G. Ogden, the erstwhile St. Johns real estate man, but now a typical ranchman with headquarters at Dayton, Ore., has a couple of apples on exhibition at Unger's cigar stand that have no equal. While not so large as some apples, their quality would tickle an imperial palate. Nothing having heretofore been produced that are exactly similar, in lieu of a worse name, they are titled "Ogden's Best." R. W. McKee and mother have just returned from a week's visit to Ogden's famous orchard and say that H. G. is as busy as a bee in pulling stumps, wiping the frost off the pumpkins, chasing the worms out of the apples, making apple butter, churning butter, making cider, milking the cows, teaching the young chickens to walk, digging spuds, and the thousand and one things that go to make up the life of a uscle of the staple life. It would not be surprising when Mr. Ogden next honors this city with a visit that there will be found growing a yellow wisp of whiskers on his chin.

## To Stay in Oregon

James J. Hill will not extend the Oregon Trunk beyond the Oregon line but will confine his operations in connection with that project to developing this state. Stories to the effect that the ultimate destination of the Oregon Trunk is San Francisco were denied by Mr. Hill last week, who said: "All the building the line will do will be done in Oregon. There is plenty of room for new feeders in the state and the mileage which we intend to add to our system will be confined to Oregon. We have no intention of entering California."

Mrs. J. Madison and Miss Esther Moe were united in marriage Oct. 14th by Rev. Nelson of the Congregational church. The newly wedded pair have decided not to locate in St. Johns, we understand.

## PACKING PLANT IS COMING

### Another Plant Secures a Site Near Swifts

The Schwarzschild & Sulzberger company, the independent packers are going to build a modern packing plant on the peninsula. The completion and opening of the Union Stockyards on the peninsula makes necessary the removal of the S. & S. plant from South Portland to a location near the stockyards.

Several weeks ago E. A. Lundberg, attorney for the S. & S. Co., and J. J. coming to Portland general attorney for the company in Chicago, took title to a 20-acre tract just east of the south end of the viaduct leading from the high ground to the Swift plant on Oregon slough. This tract has a frontage on Columbia slough and also on the Troutdale line of the O. R. & N. Co., and it is ideally located as a site for a packing plant. Its location on the slough, the O. R. & N. and the viaduct leading to the stockyards makes it valuable from every standpoint as a site for such a plant as the S. & S. Co. will no doubt build.

The establishment of a packing plant on the peninsula by the Schwarzschild & Sulzberger people will have the effect of creating an open livestock market in Portland and will be of inestimable benefit to stock growers throughout the state who ship to the Union Stockyards.

## Come in and See Them

We extend a cordial invitation to the public to examine a collection of newspapers from the most remote parts of the world now on exhibit at our office. These papers were sent to us by the Chamberlain Medicine Company, Des Moines, Iowa, manufacturers of Chamberlain's Cough Remedy, and one of the finest advertisers not only in this country but in foreign lands. A copy of each issue of every newspaper containing their advertisement is sent to the office of the Chamberlain Medicine Company as a proof of the insertion of the advertisement. The package sent to us is selected from these voucher copies. Some of the papers bear names of places which require us to recall forgotten geography or refer to the atlas to locate. Some of them are particularly curious as they are published in the vernacular or native languages which might be likened to the carefully written notes of a shorthand writer.

## Building Permits

- No. 79—To N. A. Gee to alter and enlarge dwelling on Myers street, between Thompson and Hartman, for Alex. Iltensohn; estimated cost \$150.
- No. 80—To Inkerman Davis to erect residence on Portland boulevard between Chicago and Johns streets for W. M. Davis; cost \$500.
- No. 81—To Charley Moy to erect dwelling in Roberts Addition, North End; cost \$300.
- No. 82—To V. W. Mason to erect store building on Fessenden street, between New York and Portland boulevard for J. Scales; cost \$2,500.
- No. 83—To J. R. Kerr & Co. to erect dwelling on Kellogg street between Chicago and New York for A. W. Davis cost \$1,000.
- No. 84—To B. U. Bickford to erect brick office building on Jersey street between Richmond and Charleston streets for O. P. Wolcott and Lydia Wyatt; cost \$4000.
- No. 85—To Louie Roder to erect dwelling on Kellogg street between St. Johns avenue and Cattin street for Mrs. Emile Roder; cost \$300.

One of the absurd things small towns do is to license honest occupations such as draymen. Such money received is always assessed back to the citizens, as the workers have to live. A very slight hitch to the assessor that the empty lot is as valuable as the used lot alongside will swell the city treasury to better advantage than using up time and money punishing men for being industrious.—Ex.

Preach the gospel of St. Johns.

## THREE MORE LICENSES GRANTED

### A Clause is Attached, However, Terminating Same Next April if a Majority Vote of Our Citizens Favors a "Dry" Town at an Election to be Held Then

More than the usual amount of interest was evinced in Tuesday night's meeting of the city council. The chamber was well filled with citizens, most of whom were curious to learn the aldermen's attitude concerning the liquor question. Rev. C. P. Gates, as spokesman of a committee of five sent by the anti-saloon league to the council chamber, requested that no more licenses be granted by council until the rumpus stirred up by the attorney general (so-called) had been settled and the legality of the recent decision was fully established. While admitting that it would give a monopoly of the business to Sam Cochran, he contended that one saloon was far better than four. As the result proved, the councilmen could not see it that way, and the request was disregarded.

The room was brilliantly lighted by new arc lights just placed by the gas company as per the provisions of their franchise, and the effect produced was very agreeable to all concerned.

Roll call showed all present with the mayor presiding, and the minutes of the previous meeting were read and approved.

Petitions for arc lights at the corners of Decatur and Leavitt street and Stewart and St. Johns avenue were accepted and ordered placed on the long file of applications of a like nature.

A remonstrance signed by 87 per cent of the property owners against

the improvement of Crawford street was read and accepted. This will obstruct any improvement of this street for some time to come, and the riverside people will be compelled to continue to mount the hillside as best they may.

A report of the local representative of the gas company showed that 23,560 feet of pipe had already been laid in the city. As the company has progressed much more rapidly than the provisions of their franchise called for, Councilman Johnson made a motion that their check of \$5,000 given as a guarantee of good faith be returned to them. Upon recommendation of their representative the matter was held over for one week in order to get an authentic statement from the company showing that all the requirements had been complied with.

Bills to the amount of \$65.50 were allowed.

On motion of Councilman Cook the recorder was instructed to notify the viewers on Fessenden street to get busy and finish their work and report by next Tuesday night.

On motion of Councilman A. W. Davis the recorder was instructed to notify W. E. Knight to make arrangements for laying a sidewalk in front of his property on East Burlington street.

An ordinance defining the fire limits in the city and prohibiting the erection of wooden structures therein was passed.

An amendment to the numbering

ordinance, making Charleston and Jersey the key streets, passed unanimously.

An ordinance assessing the cost of improving Portland boulevard, from Fessenden to Thompson, also passed.

Resolutions appointing viewers on the widening and opening up of Charleston street were adopted.

Upon motion of Councilman Hiller, chairman of the license committee, council acted as a committee of the whole and met in private conclave in a downstairs room where a somewhat lengthy session was held in reviewing the situation and deciding upon some action in regard to the license applications. When this was concluded they again assembled in the council chamber and their report was read. It recommended that three additional licenses be granted, making four in all, with a clause attached that if the people at the election in April decided by majority vote that the town be dry, all licenses were then to terminate. Upon motion of Councilman Johnson the report was accepted.

On motion of Councilman A. W. Davis the street committee was instructed to provide ways and means for the construction of a sidewalk from the French block to Jersey street before wet weather sets in.

The police department was to be instructed by the recorder to investigate the sanitary condition of the city on motion of A. W. Davis.

## Wants to Locate Here

The following communication was received by the council last week. Mediums, matrimonial conjurers, fortune tellers and kindred fakirs are being driven from the city of Portland and are seeking nearby locations until the "storm" abates. As a result St. Johns is threatened with a portion of these undesirable. No action was taken by council. The communication speaks for itself and is quite an intelligent and edifying document:

"Am 65 years of age—alone. I know how lonely old people are. I want a club where all good, sober people can get acquainted. Would take names under 30 years, as they don't do it here at present. In case those papers would carry the ads, could I locate in St. Johns? Have friends there; have many friends here. Can give good references. To be posted I will ask—do they allow readings of any nature in St. Johns? Please inform me quite soon and oblige.

Mrs. H. C. Wilbur,  
116 1/2 First street, Portland.

## Better Support Needed

It is strange how some business men feel that they are doing their whole duty toward their home paper when they have their name enrolled as a subscriber. Any patriotic citizen is willing to do that much for the home paper. It is to the business man that the newspaper man must look to keep the wolf from the door, and when they fail to aid in any manner outside of subscribing it is discouraging to say the least. It has been our purpose throughout not to take advertising from Portland that conflicts with local merchants. We have decided to change this course a little, however, and take any advertising we can get where it does not conflict with our advertisers instead of our merchants. We shall not only advertise outside business in these lines, but advocate patronizing them until such time comes when live and public spirited business men take up the same business here. Space is all we have to sell, and if it is not in demand here we shall have to offer it to out of town buyers. We make this statement in order that we shall not be judged inconsistent when the Portland ads appear.

## Death of Marvin Johns

Marvin Johns died at his home in this city Thursday, Oct. 14th at 4:30 a. m. He was born in Mabeson, Iowa, 27 years ago and came to Oregon in 1894 and has resided in St. Johns the greater part of the time since that date. A little over seven years ago he contracted a severe case of blood poisoning, and it was necessary to amputate one of his legs in order to save his life. Ever since the operation his health has been poor and he fell an easy victim to typhoid fever, which together with acute Bright's disease, caused his death at the time stated. Marvin possessed a bright and cheerful disposition and made friends readily, and his early death is sincerely regretted. He was a barber by profession and was a skilled workman his father, R. W. Johns, mother and three brothers survive. Burial took place in the Rose City cemetery October 15th.

## Big Money in Hops

Hop growers are having their income, with the prevailing quotation for the Oregon crop at 25 cents per pound. The average price last year was 7 cents, in 1907 7 cents and in 1908 12 cents. The last high priced year was 1904, when the Oregon hop went to 45 cents and away back in 1882 there were sales as high as \$1.25 per pound. In some respects the market this year resembles that of 1882. Light crops all over the world are responsible for the prevailing high prices. The Oregon crop is the lightest since 1896. The estimate of 70,000 bales for the year's yield in this state is considered about right. It is expected this year will mark the first of a series of high priced crops. This year, the next and possibly one or two more, will mean large profits to growers. As a result, because of high prices having stimulated production, more hops will be grown than are needed and the price will drop again.

## Big Apple Show

Oregon apple growers are assembling exhibits for the National Apple Show at Spokane November 15-20. The state will participate to a greater extent than ever before and some magnificent displays will be sent. Hood River, the Rogue River Valley and the Willamette Valley apple-growing districts will make strong bids for many of the prizes. Carload lots will be sent by some exhibitors and in all departments, Oregon's showing will be a strong one. Entries close November 13.

## Vacant Houses Scarce

Real estate men claim that it is very difficult these days to supply the demand for vacant houses. One dealer tells us that he has from two to half a dozen applications for empty dwellings every day, and he is unable to supply any. When the fact is taken into consideration that over 100 new residences have been erected during the past year, our population must be growing at an amazing rate.

## DIRECT LINE TO SWIFTS

### From St. Johns is Being Strongly Advocated

Business men and residents of the Peninsula hope to secure the construction of two miles of track between Kenton and the South Depot in East St. Johns in order to complete another line down the Peninsula. The Portland Railway, Light & Power Company has completed its line between Killingsworth avenue and Kenton and cars are now in operation. The citizens have taken up the matter of extending this branch, which serves the north side of the Peninsula, two miles to a connection with the north loop of the present St. Johns electric line.

W. J. Peddicord, chairman of the committee, which has the matter in hand, was detailed to place before President Josselyn the merits of this carline extension. He has gone over the matter and the electric company now has it under consideration.

Mr. Peddicord calls attention to the extension and says: "such extension will, we frankly believe, not only greatly contribute to the rapid development of the section traversed, but will serve the requirements of the two depots en route, Maegley, or East St. Johns, and McKenna Junction, and as a further source of revenue to the company, would put the laboring class and local business men along the entire route in touch with the rising industries on the Columbia waterfront.

"St. Johns and the Lower Peninsula could thus supply cheap homes to resident laborers and others whose work at all times will be in demand in connection with the great industries springing up the north of our city. This short haul, shorter than from St. Johns to Portland, or from Portland to Kenton, will prove so favorable as not to be despised, but rather to be sought from the Lower Peninsula. As conditions are at present the laborer from the Lower Peninsula must go to these industries and return by way of Piedmont, an inconvenience to him and much lessened profit to the company.

"With the little gap between Kenton and the South Depot bridge closed by rail, and cars running each way, hundreds now, and thousands in the near future, along this new route from St. Johns to Kenton, would find constant employment at the great Swift plant, the large Monarch mills, the wooden pipe plant, soon to be erected, and the many other industries."

The argument for this electric line is followed out at considerable length, calling attention to the large investments that have been made on the Lower Peninsula. The matter has been submitted to the president of the Portland Railway, Light & Power Company, but so far no action has been taken. The committee does not expect early action, but hopes for the construction of the two miles between Kenton and the South Depot next year, thus providing two electric railways on the Peninsula.—Oregonian.

## STOVE WORKS VERY BUSY

### Promises to Become Important Industry

The Pacific Stove and Range Manufacturing Co. are now busily engaged in turning out their product in a rapid manner. Sixteen skilled workmen are now employed, and more will be added right along. All but one of the employes reside in St. Johns and spend a greater part of their money here. Orders are coming in thick and fast and it will be some time before the company will be able to keep up with the demand. The raw material can be secured here as cheaply as in the East, the greater part of it coming from England in ocean liners and some of it is used as ballast on the way over. The freight on an ordinary sized stove in car load lots from the East is in the neighborhood of \$5.00, which in itself permits of a nice margin in the way of profit to manufacturers on the coast. This plant promises to become a leading one here and St. Johns can congratulate itself upon securing it.

## Fine Entertainers

The Celebrated McCalley entertainers are talented musicians, readers and violinists. The entertainment



they give is of a high order, and appeals directly to all the finer sensibilities of the people who hear them. It is useless to speak of "Miss Riley McCalley" as a reader of James Whitcomb Riley's poems. One moment he convulses the audience with laughter and the next they melt in tears. Who does not like to sit and think with James Whitcomb Riley by the hour when his poems are read with life and "ginger in 'em?" "Farmer Whipple," "My Philosophy," "A New Year's Time at Willards," "Old Sweetheart of Mine," "When



the Frost is on the Pumpkin and the Corn is in the Shock," "I's Gwine to Marry Jim," "The Minister's Wife." At Bicknor's Hall tomorrow night, under the auspices of the Evangelical church. If you like to see good entertainments, see this one.

Judging from the amount of bread and pastry that is daily being delivered here to the various stores by Portland parties there is a splendid field awaiting some good baker. Our people would sooner patronize home institutions than out of town concerns provided the quality and price are similar.

Work for a Greater St. Johns.