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ST. JOHNS REVIEW

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

VOL. 6

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NO. 5

GET IN THE HABIT

Of advertising in THIS Paper and you'll never regret it. Be glad at once and keep right at it

TERMINALS FOR NORTH END

Officials Deem it Most Feasible Location

We take the following from a recent issue of the Telegram, and it proves that the project of the Milwaukee system locating their terminal yards, wharves, car shops, etc., in North St. Johns is something more than an idle dream.

What may properly be considered a definite move toward the invasion of Portland by the Milwaukee system was taken yesterday by Traffic Manager R. M. Calkins, whose jurisdiction extends over the Pacific Coast line, embracing the 1,500 miles of road west of Butte.

While some may scout the theory that a traffic official or number of traffic officials would be selected as the persons to decide upon terminal sites for railroads or water lines, this being the natural province of the engineering forces, it is custom that the recommendations of the traffic chiefs in such matters is often sought and usually followed.

The inspection tour was made secretly, no announcements being made at the local offices as to where Calkins and his party were destined for when they departed.

As yet no announcement from official sources has been made as to when or by what route the Milwaukee will enter Portland, but with its present terminal on the recently acquired Tacoma-Eastern but 61 miles from Portland via Vancouver, it is highly probable that such a route will be chosen.

It is a most potent fact that if the Milwaukee so desired in could be running trains into Portland within six or eight months from today. Proof of this lies in the unapproachable record the Rockefeller system made in fighting its transcontinental line to the Pacific Coast, in that it constructed every foot of the 1,500 miles from Butte to Tacoma in a few days under three years, or at an average of 500 miles a year.

Calef Bros. are again expanding and have now leased the entire Chee building on the corner of Jersey and Chicago streets. Their rapidly increasing business necessitated more room and with the addition of the new compartment on the lower floor, St. Johns has a furniture store that it may well feel proud of.

JUST A FEW OBSERVATIONS

On the Perversity and Incongruity of Weather

Those beautiful roses! Is the grass still green? More weather than news this week.

Real estate men couldn't see what they had to sell. How shall we explain to our friends in the East? Even the very erratic weather bureau became hopelessly befuddled.

We have been getting lately what most of us came to Oregon to escape. Of course we like it. No true Oregonian can help liking whatever befalls.

The wicked stepped in slippery places, and great was the fall thereof. Then there were others. The weather man is certainly overdoing things a trifle. If we endure the rainy season it is taking matters a little too when the snow and cold weather are piled upon us also.

It makes a fellow feel like crawling into a knot hole and pulling the hole in after him to meet the reproachful stare of our Eastern friends who came here during the summer and to whom we have been painting in glowing colors the delightful winters we enjoy here—how the rainfall is not nearly so heavy nor does not last nearly so long as the uninitiated imagine, how one can go out in the yard any day in the year and pluck roses, that cold weather and snow are almost strangers to this part of the world, and that when snow does happen to fall it is almost immediately followed by a warm and gentle breeze that travels under the euphonious name of "Chinook"—an indefinite something whose warm breath causes the beautiful to disappear as if by magic, and which belongs to and operates exclusively on the Northwestern slope.

At the Stockyards

Receipts at the Portland Union Stock Yards have been cattle 1877, calves 395, sheep 1408, hogs 4650, horses 37 and goats 126. The cattle market has shown little or no change from preceding weeks, except that the light receipts gave packers a chance to lower their supplies and in consequence the demand can be said to have been more active.

Bonham & Currier have a new ad in this issue that you cannot very well overlook. This firm believes in telling the public of the good things they have in stock, and they have become fully convinced that advertising pays. A new illustrated ad will appear each week and it will pay you to note its contents regularly.

WHAT IS TO BE GAINED

By Forcing Lumber Co. to Vacate Streets

Regarding the remonstrance asking that the St. Johns Lumber Co. be forced to vacate Bradford street and be restrained from erecting any permanent improvements on Burlington street which was presented to council Tuesday evening there are a few facts that might not have been given any thought by some of the signers.

The demand on the car company is as follows: That open cars be discontinued in cold weather; that heaters be installed; that the St. Johns cars be given the right of way over locals; that trailers be cut off and run as separate cars; that local traffic on St. Johns cars be discouraged; that the St. Johns cars be routed over Mississippi Ave. and the steel bridge to save time.

Another resolution was adopted that steps be taken to require the streetcar company to rebate one-half the car fare for every passenger on a Portland streetcar who is not furnished a seat in the car. This contemplates either legislative or an initiative measure.

think it would be a wise move for the company? And how much antagonism do you suppose they will put up with before such a move is made? Some complain about the high price they charge for wood. Then why do they buy their wood at the mill—because they can get it as cheap or cheaper than anywhere else. The day of the philanthropist is past and we are all prone to get as much as we can for what we have to sell.

FOR BETTER CAR SERVICE

Peninsulaites Hold Indignation Meeting

At a mass meeting of citizens of the Peninsula held last Friday night at Arbor Lodge, demands were formulated to be presented to the streetcar company for better service, and arrangements were perfected for holding a "streetcar convention" in East Portland within two weeks to reach a basis of concerted action on the streetcar question.

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Neither do we mean to criticize those holding adverse opinions to our own. It is their right, and we cannot all agree. The Golden Rule seems especially adaptable to the case under discussion, and is a basis from which all should draw their conclusions.

A Booster's Pledge

Here is a booster's pledge in use in a town in Ohio and worthy of being copied in all other towns: "Upon my word of honor I hereby now declare that as long as I am a resident of this community it will be my constant aim to boost at any time and at all times. I will do what I can for the public work that has the good of the community as its object. I will submit to and abide by majority rule, and will not knock and howl my head off if things are not done my way.

I will take no radical or extreme position on any question before the people and will have due respect for the opinion of my friends and neighbors when their opinions are opposite to mine. I will always try to say something good about my town and people, or I will keep my bazoos shut like a man. I realize that if this community is good enough to live in and make my money in, it is the proper place to spend my money in."—Ex.

Calef Bros., Opposite P. O., is a good place to look for Holiday goods.

WILL LEASE THE STREETS

Council Decides to Grant This Permission

All members were present at the regular session of the city council Tuesday evening with the exception of Councilman Johnson, and Mayor Hendricks as usual presiding. Minutes of the previous meeting were read and approved.

A communication from the city engineer stated that the department was busily engaged on the Jersey street sewer, and hoped to have it in readiness to present to council in the very near future.

F. M. Parsons claimed that the grading in front of his property on Willis Boulevard was not properly done, and asked to have the defect remedied. Matter was referred to the engineer for investigation.

A remonstrance signed by 41 citizens and presented by Messrs. W. S. Basey and W. H. King asking that council force the St. Johns Lumber Co. to vacate Bradford St. was then read. This caused quite a discussion between members of the council and Messrs. King and Basey, who were present. Mr. King stated that he did not think it was right that a corporation should monopolize our streets and believed the company should be forced to vacate and not be allowed to place permanent improvements on the street.

A report of the city Treasurer for the month of November was read, which showed a balance in the treasury of \$5608.64. Report was accepted and ordered filed.

Chief Bredeson then stated that the prisoners complained of not getting enough to eat at their present boarding house, and the chief was instructed to see that they were properly fed. The chief also recommended that gas lights be placed in the jail and the fire apparatus room. Matter was referred to the building and grounds committee with power to act.

Died Saturday

Henry Raymond Simmons, youngest son of the late S. W. Simmons, died at the St. Vincent hospital, Portland, Saturday morning of last week, and the funeral took place Sunday afternoon. Rev. C. P. Gates preached the funeral sermon, and interment was made in the Columbia cemetery. The cause of his death was ascribed to spinal meningitis, although the doctors disagreed, two of them claiming that death resulted from the grip. He was aged 17 years and 8 months, and his death occurred just twenty days after father had passed away. The deceased was born in St. Johns and his health had never been perfect. Three brothers, George, Hubert and Bert, survive him.

Laurel Lodge No. 186, I. O. O. F., have elected the following officers for the ensuing term: N. G. W. J. Chaney; V. G., E. S. Wright; Sec'y., C. P. Gates; Fin. Sec'y., C. H. Boyd; Treas., H. S. Simmons. Officers Laurelwood Rebekah Lodge No. 160, I. O. O. F.: N. G. Tillie Hill; V. G., Mary Elliott; Sec'y., Anna Hathaway; Fin. Sec'y., Kate Rambo; Treas., Ella Aiken. Joint installation will be held second Wednesday in January.

A HOSPITAL FOR PENINSULA

Will be Thoroughly Modern Throughout

William M. Killingsworth, the well known realty dealer, has purchased from the Kenwood Land Co. a site in Kenton on which will be erected one of the finest private hospital buildings in the entire Pacific Northwest. The property secured is block 13 in Kenton, being a double block, 270x290 feet in size, located at the northwest corner of Patton Ave. and Pippin street. The building will be erected by Mr. Killingsworth for his son, Dr. Wm. M. Killingsworth, Jr., who has recently been appointed physician and surgeon in chief for a number of the large industries that have recently located on the Peninsula.

The hospital building will be two stories in height with a full cement basement and will be of fireproof construction throughout. Provision will be made for the erection of additional stories to the building when more room is required.

That portion of the grounds not occupied by the buildings will be parked and adorned with shrubbery and flowers. This is an ideal location for an institution of this character, and it is the intention of Dr. Killingsworth to have it compare favorably with the larger public hospitals.

The doctor will be assisted by an able corps of associate physicians and surgeons and will be fully prepared to meet the requirements of the rapidly developing Peninsula. The building will be started as soon as possible.

Just a Bunch of Pitch

Ten feet below the surface of the ground a substance permeated with petroleum was uncovered Monday morning by workmen digging a basement for a store building to be erected by C. Rowe on Jersey street in St. Johns.

Blocks of the substance, which is different from anything ever seen in that vicinity before, burned with a bright flame and intense heat when put into a stove. St. Johns residents are quite elated over the find, thinking that possibly they have found a new fuel which will enable them to defy both the gas company and the sellers of wood. The new fuel was found in considerable quantity.—Journal.

The incident that was responsible for the above was the discovery of a hard substance in the basement being excavated by E. C. Huribert on Jersey street. Upon examination it was found to be a mass of pitch that had filtered through the sand from an old stump that has been burned there in the past.

A Novel Plan

They have a peculiar way of raising money for church purposes in Chicago sometimes. The latest was the sale of kisses. Twenty-five charming young ladies were selected to kiss all corners and the scale of prices ran as follows: Snippy snaps (fine for bashful young man) 25 cents.

Kiss caresses (for old women and elderly married women), 25 cents. Snushy smacks (for uncles, grandfathers and aged widowers), 50 cents. Kiss direct (for folks who are kiss-broken), 50 cents. Kiss ardent (for old bachelors), 75 cents. Soul kiss (for bolder bachelors), \$1. Kiss furious (only one or two to be sold during evening), \$2.50.

The reaper Death visited our midst three times this week and in each case the victim it secured was a woman. On Tuesday Mrs. Rita V. Markey died at her home in the McChesney building of chronic pneumonia. Interment took place from Zellar-Byrnes' undertaking parlors on Russell street Thursday. Deceased was a sister of Mrs. Beam of this city and had but lately taken up her residence in St. Johns. Mrs. Gillman of 629 Tioga street died Tuesday night of a hemorrhage of the lungs, and Mrs. Fletcher died at the Raymond rooming house of tuberculosis Wednesday night.

NEW INDUSTRY FOR KENTON

Cement Sewer Pipe Co. Will Locate There

The Glazed Cement Sewer Pipe company of Tacoma, closed a deal last Friday with the Kenwood Land company for the purchase of a five acre tract in Kenton, on which a duplicate of the company's sewer pipe plant in Tacoma is to be built at once. Charles F. Allen, president of the company, spent several days in Portland last week looking over the situation and before leaving for Tacoma, purchased a site for the plant to be erected there at the corner of Derby street and Columbia Boulevard.

While in Portland, Mr. Allen let the contract for grading the land, and in a few days he expects to return and begin the construction of the factory buildings. The main structure is to be a two story mill construction building, 200x250 feet. At the start the company will employ from 60 to 75 men, and will employ about \$50,000 capital in its operations.

Good Prizes Offered

Prizes for stock raisers of the Northwest are offered by the Portland Livestock Exchange. The following premiums will be awarded for the best Christmas cattle shipped to the Portland Union Stock Yard: Best car steers, not less than 20 head, \$150; second prize, \$75.

Best car of cows, not less than 20 head, \$150; second prize, \$75. Best single steer, \$25; second prize, \$15. Best single cow, \$25; second prize, \$15. The cattle will be judged on the morning of Dec. 14 and sold at auction that afternoon. Judges of the stock offered in the competition will be John F. O'Shea, Portland; Frank Brown, Carlton, Ore.; and G. W. Gammie, Portland. The offer is made to encourage the grower and feeder of cattle throughout this territory and is expected to help in the development of the livestock industry. The value of a bigger livestock market at Portland is shown by receipts at the local yards during the past month. In November 6518 cattle, 584 calves, 7549 sheep, 12744 hogs and 274 horses were brought to the Portland market. The approximate value of the 457 cars that made up the receipts was \$567,500, a tidy sum that went into the pockets of the farmers and stockmen of the Northwest.

Building Permits

No. 98.—To B. U. Bickford to erect dwelling on South Gresham between Burr and Ida; estimated cost \$1200. No. 99.—To N. J. Bailey to alter building on corner of Tacoma and Jersey streets for Gus Salmon; estimated cost \$150. No. 100.—To B. V. Willevard to erect a dwelling on North Hayes between St. Johns Ave. and Maple street; estimated cost \$700. No. 101.—To F. S. Lindley to erect dwelling on Stafford St. between Buchanan and Folk streets; estimated cost \$1250. No. 102.—To Kerr & Son to alter building on corner of Jersey and Philadelphia streets; estimated cost \$750.

The following sales have been reported made by J. S. McKinney during the month of November: Sold for M. A. Mitchell lots 1-2, block 7, South St. Johns for \$900. For Frank Mitchell lots 7-8, block 8, South St. Johns, \$1000; purchaser will build at once.

For P. Wilkinson lots 14-15, block 14, South St. Johns, \$850. For Clifford Thayer lots 33-34-35-36, block 23, Point View, \$850. For C. V. Thomas lots 4-5, block 3, South St. Johns, \$850. For H. A. Sweet lot 12, block 6, St. Johns Heights, \$650; purchaser to build at once. For Chas. Holberg lot 1, block K, Portsmouth Villa Ext., \$875. For Gilbert Goodhue No. 928 North Hayes street, \$750. For S. O. C. Call lot 3, block 5, St. Johns Heights, \$500; buyer will build at once.

Work for a Greater St. Johns.