

# ST. JOHNS REVIEW

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

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## Straining a Few Points

The Portland Journal is putting up a strenuous fight for the construction of public docks in Portland, and in order to present convincing arguments in favor of the public utilities is willing to resort to some far fetched statements, as the following from its Monday's edition will attest:

"The public dock of St. Johns is ready for service. The little city on the peninsula has proceeded with quiet energy to obtain control of her water front while Portland, with bigger reasons and a bigger appropriation for a similar possession, has failed.

Seen from incoming boats, the "St. Johns City Dock" is a handsome structure with a frontage of 540 feet. It looks equal to caring for a large part of the city's shipping. The cost of building the dock was \$30,000 and the price of the site was \$24,000. The five year leases already assured will provide an income of 9 per cent on the investment, said City Recorder A. M. Esson yesterday. A bond issue of \$60,000 which was sold at a premium, covered the entire outlay.

"We built the dock for the sake of developing our shipping," said Recorder Esson, frankly. "Most of us expect that ultimately St. Johns will become a part of Portland, but by that time the value of public docks for this town will have been so completely demonstrated that the system for Greater Portland will be instituted.

"We had no fight among ourselves as to whether public docks would be a good investment for St. Johns. The proof of their value has been given too often in other places. The people authorized the bond issue and everyone worked for it, including the mayor. We need only one thing more to make the dock a permanent success. That is trackage, and we have it arranged for. The charter provides that the dock may be divided into different parts and each department leased for a period of five years.

There is no evidence that St. Johns expects to divert shipping from Portland by the building of public docks. The officials of that city do say, however, that if the structure doesn't make a cent they will still feel that building it was a good investment because of the development of shipping enterprise. This effect it is already having they say. Everybody is well satisfied. Finally the fact, disagreeable as it is, remains, that in municipal progressiveness St. Johns has taken a long lead on Portland in being first to build public docks.

According to St. Johns' experience it is possible for a city to procure water front at a reasonable price and build upon it a dock that fills the requirements of appearance and utility also at a reasonable price."

And so the Journal has at last gained the information that St. Johns is possessed of a city dock. Will wonders never cease? And it further learns that the dock "is ready for service." Yea, verily, so it is, and has been so, these many moons. But let us whisper it in strict confidence to the Journal that if "we folks" had an opportunity to do it over again it would not have been built. We like to tell strangers that it was but recently constructed, because—well, just because.

Then actually to be held up as an example for proud old Portland. Isn't it great? Who can now say that no good ever comes out of "Nazareth?" Even if we are losing fifteen or twenty dollars per day as interest on the money expended on the dock, insurance, depreciation, etc., isn't it worth it just to be pointed out as a shining example for Portland to follow? Is there a man among us with brain of calibre so small that he begrudges the mill and a half additional tax that had to be levied in order to pay the interest for such an honor, even if he does possess the knowledge that a sinking fund will necessarily have to be created before long to provide payment of the principal? St. Johns leads, Portland follows. What a wonderful slogan it makes, and yet the Journal attests that it is true. And it is only costing us about \$5,000 per year to keep it up.

With what delightful simplicity the Journal proceeds. Let us quote: "The five year leases already assured will provide an income of 9 per cent on the investment." What cheering news this is to the people of St. Johns. But, alas, it is sadly untrue. It is with deep sorrow that in the interest of truth we are forced to admit that there are no leases in sight. If there were we might give them a

## Republican Caucus

Republican caucuses were held in the city hall Saturday night to elect delegates to the Multnomah County Republican Assembly. Because the event was not extensively advertised, the attendance was decidedly slim. Three individuals from District No. 91 were all that showed up, but nevertheless the three appointed the seven delegates the district is entitled to. The attendance from No. 90 was larger and a number of individuals were voted upon. J. F. Hendricks was chairman of the assemblage and John N. Edlsten secretary. Following is the vote of No. 90:

Monahan, 10.  
Drinker, 8.  
Hendricks, 19.  
Perkins, 13.  
Valentine, 16.  
Hows, 1.  
J. McKinney, 8.  
W. Rose, 12.  
Glover, 6.  
Bredeson, 11.  
Collier, 12.  
R. McKinney, 13.  
J. N. Edlsten, 15.  
Carhart, 9.  
McClean, 5.  
Cook, 15.  
Busby, 1.  
Tufts, 1.  
Robert Johnson, 1.

In accordance with the vote the following nine were declared elected: Hendricks, Valentine, Edlsten, Cook, Perkins, R. McKinney, Collier, Rose and Bredeson. In District No. 91 the following were appointed: Hill, Greene, Markwart, Chipman, King, Kellogg and Stadelman.

## At the Seashore

F. R. Bement and wife of St. Johns are spending a few months at Sea View, Wash., and in a letter to the Review he has the following to say:

"Myself and wife will probably spend the summer here. I have charge of clearing and preparing a tract of about 115 acres of cranberry marsh for the Portland Cranberry Co. I have been here two months. My wife came down one month later. The work is progressing very satisfactorily. People are beginning to gather at the beach in goodly numbers. Cottages are filling rapidly, and Saturdays and Sundays are lively days on the seashore. Seaview is a station on the Ilwaco railway on North Beach, or Long Beach, and is reached from Portland by the steamer Potter to Megler, and train from that point—a pleasant trip, a pleasant and quiet place to rest, and just the place to grub, either on the marsh or at the hotels."

## Vale Man Strikes Gas

Vale, Oregon, July 11.—R. W. Eamos, who is interested in the oil fields here, has been drilling deep cold water wells in Vale on his residence property. He has two wells, one completed this week, and at a depth of 240 feet he found a flow of gas, which arises with the water.

He has not tested the flow to ascertain if it is of quantity sufficient for any purpose, but being about the same as that discovered at Ontario at the shallow depths there, causes the opinion that the gas is distributed generally over this part of the county.—Oregonian.

## Rebekahs Install

Wednesday night, July 13, 1910, the following officers were installed into their respective chairs for the current term:

N. G.—Mary Simmons.  
V. G.—Anna Glover.  
R. Sec.—Alda Overstreet.  
F. Sec.—Ella Beam.  
Treas.—Annie Evans.  
War.—Josephine Hendricks.  
Con.—Amy Day.  
I. S. G.—Hattie McKinney.  
O. S. G.—Mr. Bakke.  
R. S. N. G.—Rose Robinson.  
L. S. N. G.—Mary Downey.  
K. S. V. G.—Cora Churchill.  
L. S. V. G.—Bessie Bakke.  
Chap.—Anna Hathaway.

Oregon, in addition to an efficient state militia, is to have an organization of naval reserves. Steps have already been taken to form such an organization, which will maintain the same relation to the navy in time of war that the militia does to the army. Ex-navy men and others interested formed a temporary organization at Portland during the past week. This will be made permanent as soon as possible.

Work for a Greater St. Johns.

## Marriage and Divorce

Editor Review: I again, for the third time, beg your pardon and ask you for space in your valuable paper. The subject I wish to speak on is a delicate one as it involves the opinion of men, and the question arises whether God will approve of the same or not. First, I believe that marriage is of divine origin, for God intended woman for man and man for woman, he well knowing that a true honest union and populate the earth.

Hence, I believe that I agree with God in this, that where a man and a woman at morning, noon or night, in the light or darkness, having a legal right so to do, agree to marry, they, at that moment, are man and wife. I further believe that at such times an angel sent from God bears witness of the agreement when he sees the same sealed with the kiss of love. I further believe that at that moment the marriage of that couple is recorded with God's approval in the great book of life, and they from that moment on, are man and wife in the sight of God. Therefore, marriage is a contract divine, and is above all earthly right to deny (they are man and wife.)

And further believe, whether orthodox does or not, that God will not hold the marriage relation responsible for the lack of one's understanding of the other, as God never created two people of the same thought and disposition. Now, afterwards in life, if it should appear in life (both being mortals) that each failed to understand the other, a continuation of the marriage one with the other before God would be only to produce posterity born by parents who cannot and did not live congenial with each other, otherwise the earth would be populated with a population arrayed against each other, and no good could result therefrom.

## A Manly Boy

Editor of Review: I am not in the habit of throwing bouquets, but my heart was stirred at the parade on the Fourth of July in St. Johns, by the honor paid the old soldiers as they passed along Jersey street, not by the noise made by firecrackers or bombs, but by a young boy scarcely past his ninth year removing his hat and standing with uncovered head as the broken ranks passed slowly by. Three cheers for this young patriotic lad, the only one among us to uncover his head as the grand old men passed by. I learned that his name is George Urban, son of Morris Urban of the O. R. & N. R. R. To the father and mother of this young gentleman I extend congratulations of being the parents of such a manly boy. And surely the future holds many honors for such a boy as he is. Other boys should stand up and take notice, for next year there will be just as many heads to uncover as the ranks pass by, but fewer to uncover for. Three cheers for George Urban, the only one in St. Johns to stand with uncovered head in respect to the old soldiers on the 4th of July, 1910. An admirer of many boys.

H. J. C.

## Death of Former Citizen

Thomas Anderson, well known to many of the inhabitants of St. Johns, died at Stewart, Canada, July 3, at 11 p. m., after an illness of three days duration. He was born in Ayer, Ontario, 46 years ago, and leaves a widow now residing at Beavertown, Oregon, a father, aged 91 years and mother, aged 89 years, residing at Ayer, besides five sisters and three brothers, all of Canada. Mr. Anderson was a cripple, and for some time conducted a bakery on Jersey street, and also at Cedar Park. Mrs. Anderson is in a critical condition at Beavertown.

## Building Permits

No. 88—To H. J. Ames to erect a dwelling on Buchanan street between Bank street and county road; cost \$400.

No. 89—To G. W. Sellick to erect a dwelling on Charleston street between Portland boulevard and Seneca street for Mrs. Damon; cost \$400.

No. 90—To J. W. Whitsell to erect a dwelling on Mohawk street between Hendricks avenue and Bank street; cost \$700.

The First National Bank PAYS you to save; pays you three dollars for every hundred you put in that strong bank. Your money will work for you if you will let it. Interest compounded every six months.

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## The Speed Fiends

The residents along Willamette boulevard are registering many complaints against a automobile speeding along that highway. The speed with which autos at times travel along the boulevard is something terrific, and is a source of much danger to the inhabitants, and especially to the children. The residents claim that they would not object to a speed of even as great as fifteen miles an hour, but the fifty and sixty that some of the joy riders put on is entirely too much.

Besides the danger, the dust flies in clouds and settles all through the homes that line the roadway. The police seem unable to cope with the nuisance. Several arrests have been made, but the speed remains, likewise the danger and dust. It seems to us that the city officials would be justified in appointing a special police to look after this nuisance. If he did his duty he could make his salary several times over until the fiends were made to realize that it does not pay to make a race course of Willamette boulevard. At the speed they attain it is impossible to obtain the number of their "chug" wagons, as the pillars of dust that travel in their wake obliterate the figures until the machine is brought to a standstill almost. Unless stringent measures are adopted the nuisance will continue to exist. Each culprit captured must be given the full extent of the law to make it effective.

If the parties in the auto does not have the money on their person and refuse to put up bonds, the machine should be held as security for the fine. No half way measure will answer. The people of Willamette boulevard are entitled to this protection. Instead of being one of the most pleasant and most desirable resident sites in the city, as ordained by nature, it is made unpleasant and disagreeable on account of the free license taken by auto drivers. Let the law be enforced, and if it takes more police to enforce it, they should be provided, and this menace to health and comfort abated.

## Silver Anniversary

We acknowledge receipt of the following invitation, printed on a neat little card: "Just to prove that two people can live together for twenty-five years, Mr. and Mrs. Walter Lewis Thorndyke will commemorate the Silver Anniversary of their marriage Tuesday evening, July 12, 1910. You are invited to an informal porch reception at their Jacksonville Heights Bungalow, Jacksonville, Florida, R. F. D. No. 4." As our air ship was out of commission for the time being, we were unable to take advantage of the kind invitation. "Thorn's" many friends here will be glad to learn that he has breasted the rough and tumultuous sea of matrimony for so many years and is still alive to celebrate the fact in befitting style. Here's hoping that Mr. and Mrs. Thorndyke will live to commemorate their golden wedding in the fullness of time.

## Death of Old Citizen

Carlton O. Force died at his home at 713 Fox street Sunday, July 3rd. He was born at Stockbridge, Mich., in the year 1839, and crossed the plains with his parents and arrived at Oregon City in 1842. Enlisted as a volunteer in the Indian wars of 1855-1856, serving under Captain E. J. Harden. The deceased leaves a widow, daughter and two sisters. The funeral services were held at Finley's undertaking parlors Portland, July 6th, Rev. E. D. Blackburn, pastor of the St. Johns Free Methodist church, preaching the sermon, and taking his text from St. Luke, 12:40. The Indian war veterans assisted with the services. Interment took place in the Riverview cemetery.

## Gray's Harbor people are talking over the project of building a canal from that waterway through Willapa Harbor to the Columbia River, thus giving a deep water, dependable channel to the sea. One meeting has already been held and the people are considering it seriously. It is said such a project will cost not over \$1,000,000 and in addition to its aid to navigation, will drain a territory covering 10,000 acres of marsh land, now practically worthless.

## Submit for the Review and be happy.

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## Council Proceedings

The regular meeting of the city solons found all members, from the mayor down, present Tuesday night, and they concluded their labors bright and early Wednesday morning. After the minutes of the previous meeting were read and duly approved, a petition for an arc light at the intersection of Burr and Gresham streets was read, accepted and the request granted.

Two bids were presented for the construction of the District No. 3, or Burlington street, sewer. One was by George Gordon of Portland and the other by Jeffrey & Bufton of Kenton. Both were referred to the engineer who found that both were below his estimate. The bid of Gordon was deemed irregular, however, on account of not being made out on the proper blanks and in the proper manner. The bid of the Kenton firm specified cement pipe, and Councilman Johnson contended that this material for sewer pipe was yet in its experimental stage and he did not believe the city of St. Johns should do any experimenting at the public's expense.

He favored throwing out the cement proposition altogether. Other members of council believed the pipe should be accorded some consideration and if the firm could demonstrate clearly that the pipe had all the merits claimed for it by the bidders it should have equal chance with the vitrified pipe. The Kenton representatives were present and agreed to demonstrate to the satisfaction of all that the pipe was all they claimed for it. Aldermen Cook, Downey and Davis were delegated by the mayor to be present during the demonstration and report to council as to their impressions. The engineer's estimate for the construction of this sewer was \$20,587.40; Gordon's bid, \$20,508.65; Jeffrey & Bufton's bid, \$20,061.39. Upon motion of Johnson both bids were rejected and re-advertisement of call for bids ordered.

A petition praying for the improvement of Portland boulevard, from Thompson street to Bruce, with 16 foot macadam and 6 foot cement sidewalks, was accepted and the engineer directed to prepare the necessary profile, plans and estimates for the improvement as desired, the property owners signing waivers for any excess expense that might be incurred.

An ordinance adopting the city engineer's report on the improvement of Fessenden street was passed, Councilman Downey offering the only negative vote. Same may be found in this issue.

The bid of P. J. Peterson for the improvement of Edison street, from Fessenden street to St. Johns avenue, which was held up last week until waivers could be secured to take care of the excess expense over the assessed valuation, was accepted and he was awarded the contract. W. S. Baise took it upon himself to secure the waivers, and he lost no time in doing so, upon a pro rata basis. This will be the only street in St. Johns, we believe, that has ever been improved by the property owners each sharing alike upon its payment, and will be the first street in the North end to be improved in first class style.

J. Weimer asked permission to remove the freight station on the west side of his barn to the east side. Permission was granted.

Bills to the amount of \$49.75 were allowed.

The petition of H. E. Harris asking for permission to lay a cement sidewalk from Mohawk street to the ice plant was laid on the table until the grade has been established on Dawson street.

The city attorney was directed to prepare a resolution for laying a 12 foot cement sidewalk on Jersey street from Richmond street to Fessenden street and have it in readiness for adoption next Tuesday evening.

A quarterly report of the city treasurer showed a balance on hand in all funds of \$3,845.

Hibernians from all over the United States will visit Portland next week, coming to attend the annual convention of the A. O. H., which opens on July 19. It is estimated that no less than 20,000 people will come to Portland at that time, attracted by the convention and the favorable rates made on account of it. Oregon has a chance to impress itself favorably upon this great number of people and there is no doubt it will make the most of the opportunity.

It's hard to save money. Let us help you. No matter how small the sum bring it to this strong bank. The First National Bank pays 3 per cent.

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## Jersey Street Sidewalk

That Jersey street will at least have twelve foot cement sidewalks from Richmond street to Fessenden street before winter comes is almost assured. The preliminary work is now under way, and the contract will no doubt be let inside of the next six weeks. It is extremely doubtful if paving of this street will begin this year, and from the present outlook, we do not believe it will get under way before spring. The delay in securing an outlet for the Maple street sewer is the cause of the stagnation, and it is imperative that this be laid, or at least the Jersey street lateral, before paving can take place. The Weyerhaeuser interests emphatically objected to the main going through their tract as planned, and no moves so far have been made to take aggressive steps toward forcing the issue in spite of their objections. In fact the laying of the sewer in District No. 2 is just as far away as it was two months ago. It was expected that council would take some action last Tuesday toward relieving the situation, but they did not get to it. The sewer in District No. 3, or Burlington street, is, however, the one of the most vital importance, because the purity of our water system is involved in it. With every delay the danger of the city water becoming contaminated becomes greater and more enhanced. It is only a question of time until the various cess pools surrounding it are permitted to drain into the ground, as is now the case. When that time will come no one can tell. It may be next week, and it may not be for several years. As the two bids offered Tuesday night were rejected, it will be at least three weeks more before the contract can be let. Winter is approaching, and when the rainy season sets in sewer work is almost an impossibility. Each week counts now, and it is to be hoped that council will be in position to accept a bid when they are again presented. We are not authority on the merits of either vitrified or cement sewer pipe, but we believe the city duds made a mistake when they rejected the bid of the Kenton Cement Sewer Pipe Co. We believe the bid should instead have been held over for one week. In the meantime the aldermen could have looked into the merits of their output and satisfied themselves as to its practicability. If satisfactory, two weeks could have been gained; if not, one week would have been lost. However, it is to be hoped that another delay will not be found necessary. We do not want to pose as a "calamity howler," but do believe we should not juggle with death.

## Mothers' Meeting

The mothers' meeting of the Woman's Christian Temperance Union which was held at the home of Mrs. Scott Monday afternoon, July 11, was well attended, some fifty being present. A most interesting program was rendered. One of the numbers which none should have missed hearing was a song entitled "The Prodigal Son," and sung by Mrs. Pugh. At the close of the program all joined in singing "Oregon's Going Dry." Then all gave the "Oregon Dry" yell and Chatanqua salutes, which refreshments were served and a social hour enjoyed by all present.

The regular monthly business meeting of the Woman's Christian Temperance Union will be held at the Congregational church Monday, July 18, at 2:30 p. m. Let everyone be present at this meeting that can as we have an interesting program planned.

Press Correspondent.

An annual apple show that will reach big proportions has been determined on for Portland. The first such exhibit will be held in November and it is expected to have the entire state represented in a way never before attempted. The Commercial Club, business men and hotel men's association have all entered heartily into the project at the instance of the Oregon State Horticultural Society, which proposes to celebrate its quarter centennial this fall by inaugurating a big annual apple fair that is expected to grow with each passing year until it attains proportions where it will attract national interest.

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