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Harvey W. Scott

Another great leader in Oregon development and politics has passed away, leaving a void that will be difficult to fill. The familiar figure of Oregon's "grand old man" of newspaperdom will be seen no more in the city he has been such a potent factor in making great.

He was born in Tazewell county, Illinois, February 1, 1838, died in Baltimore August 6, 1910, aged 72 years, 6 months and 5 days. His ancestors came from Scotland to America in 1755, landing at Charleston, S. C. His grand parents came from Pennsylvania and North Carolina, while his parents came from Kentucky to Illinois. His father came to Oregon in 1852 bringing his family across the plains with ox teams, settling in Yamhill county where he remained a little over a year. Going from there to what is now known as Mason County, Washington, about 20 miles northwest of Olympia. Here young Scott labored at clearing land and opening up farms until in 1855, when the Indian war broke out and he saw active service in those perilous times until the Indians were suppressed.

His consuming desire for an education brought him back to Oregon in 1857, because of the lack of educational facilities in his own neighborhood. Walking the entire distance from his home to Forest Grove, he entered the University. After a few months of study he was compelled to leave school and find work with which to support himself. In 1859 his father removed to Oregon and settled upon a farm at the foot of Gale's Peak, three miles west of Forest Grove.

Most of the money to meet the expense of his education was earned by hard manual labor on the farms in the neighborhood. On his father's place was a sawmill, and Mr. Scott worked there when not employed elsewhere. He was an expert axman as were all the young men of pioneer times and he did a good deal of work in clearing the forest about Forest Grove. Among the men who employed him largely in this was the late Thomas G. Naylor.

A few years ago in company with T. H. Tongue he pointed out stumps of huge trees on the Naylor claim which he and Mr. Tongue had cut down together while students at the University.

For about ten years Mr. Scott was a trustee of Pacific University and during the last four years he was president of the board. During his recent illness he wrote me a letter, expressing his interest and his regret that he would not be able to attend an important meeting of the trustees.

Thus he supported himself by work in the logging camps and by teaching school until 1859, when he entered upon a full collegiate course at the Pacific University. After graduation he went to Idaho and engaged in mining and other occupations until in 1864, when he returned to Oregon and secured employment in the Portland library and shortly began to work for the Oregonian. The following year he assumed the responsible position as editor of that paper which position he held continuously until he passed away, except for an interval between October 1872 and April 1877, during which time he served as collector of customs of the port of Portland.

To the virile writing, untiring energy, indomitable courage, clear-sighted view of the future, and great executive ability of Mr. Scott, more than to any other influence, is due the greatness of the Oregonian as it stands today, the leading, most powerful and influential newspaper of the entire Pacific coast country. Always vigorous in body and mind, he had hardly a day of illness until in April last when he went East to attend the meeting of the Associated Press of which he was a director and returning contracted a severe cold from which he never recovered, but suffered more or less from rheumatic attacks. After a most rigorous treatment here his physician advised that only by an operation was there any hopes of his recovery the disease being diagnosed as prostatitis or enlargement of the prostate gland. He went to Baltimore to the most famous specialist in prostaticomy of the country, leaving Portland July 28, enduring the trip without any inconvenience or loss of strength, and Dr. Young and other physicians declared that Mr. Scott was in a most favorable condition for the operation. After several days rest he underwent the operation, leaving the operating table in a strong condition; but Saturday morning at 7 o'clock he began sinking and in spite of the best stimulants known to medical science his heart grew

steadily weaker until the end. The operation was entirely successful and surgeons and physicians were confident of his final recovery until this heart weakness unexpectedly intervened.

The development of all of Oregon was ever uppermost in the mind of Mr. Scott. To him will be given much of the credit of the final opening of Central Oregon to railway transportation. During the recent tour through the interior of the state, Lewis W. Hill, president of the Great Northern Railroad, said in numerous addresses that the attention of the Hill interests had been finally attracted to the opportunities for railway development in this state by the efforts of Mr. Scott. Frequent references to the isolation of the district seen in the editorial columns of the Oregonian had first attracted the attention of James J. Hill and these led to consultations on the subject with Mr. Scott. President Hill gave to Mr. Scott by name a large share of the credit of the opening of Interior Oregon.

In 1886 he was the temporary secretary of the state convention of the Union party, and at numerous times in the following subsequent years he was an active participant as delegate in the Republican party conventions in Oregon.

In 1876 he was a delegate to the Republican National convention, held at Cincinnati, and which nominated Rutherford B. Hayes for President of the United States.

In 1880 Mr. Scott was a delegate to the memorial Republican National convention which nominated James A. Garfield.

At the time of his death Mr. Scott was a trustee of the Pacific University at Forest Grove, of which he was the first graduate. He had been a member of the Portland Water Board and always took great pride in Portland's water system. He was also a member of the State Text Book Commission, which chose the text books for the schools of the state.

In 1904 Mr. Scott was elected president of the Lewis and Clark Fair Association, but declined reelection in 1905, when he was succeeded by H. W. Goode.

Mr. Scott was a member of the charter board, which drafted the present charter of the City of Portland. He was a member of the Arlington Club and of the Portland Commercial Club.

Mr. Scott was made a member of Portland Lodge No. 55, A. F. and A. M., in 1905, and his initiation into the order was considered a memorable event by the members of the fraternity in Portland. He then became a member of Washington Chapter No. 18, Royal Arch Masons, and Oregon Commandery No. 1, Knights Templars. He received the thirty-second degree in the Ancient and Accepted Scottish rite in Washington, D. C., in 1906. This degree was conferred upon him by the Supreme Council of the Scottish rite.

On June 15, 1907, he was initiated into Al Kader Temple of the Mystic Shrine. Mr. Scott took great interest in Masonic histories after he joined the fraternity, and was frequently called upon to deliver addresses at Masonic ceremonies.

In October, 1865, Mr. Scott married Miss Elizabeth Nicklin. She died in 1875, leaving two children, John H. and Kenneth Scott, the latter dying in childhood. Mr. Scott's second wife was Miss Margaret McChesney. He married her at her father's home, Latrobe, Pa., in 1876.

Mr. Scott is survived by his wife and four children, John H. Leslie M., Ambrose B. and Miss Judith M. Scott. He was the last of five brothers, two of whom died in infancy. The fourth, John Henry Scott, died at Forest Grove, May 1, 1865. Four sisters are still living, and in Portland. They are Mrs. Mary Frances Cook, Mrs. Abigail Scott Duniway, Mrs. Catherine A. Coburn and Mrs. Harriet L. Palmer. Mrs. Margaret Furnside and Mrs. Maria Kelly, two sisters, died, the former in September, 1865, and the latter in 1901. Mrs. Ellen La-tourette, a half sister, is living at Oregon City, and Charles Scott, a half brother, died in 1895.

Besides the children there are four grandchildren, William Harvey and Marian, son and daughter of John H. Scott, a daughter of Mr. and Mrs. Leslie M. Scott, and Margaret, a daughter of Mr. and Mrs. Ambrose Scott.

The family lived at First and Market streets for a time, moving in 1869 to their present home, Twelfth and Morrison streets. Mr. Scott took two trips abroad, the first accompanied by Mrs. Scott, in 1891, and another in the fall of 1906, when he was accompanied by Mrs. Scott and his daughter. On the latter trip they visited the chief points of interest in Europe,

among them Florence, Italy; Rome, Vienna and Switzerland, besides London, England.

Thus passes another of the grand, noble, self-sacrificing, brave old pioneers of Oregon. A true, faithful, helpful friend; a vigorous, keen, and while in the fight, relentless enemy; but after the battle, an earnest, hearty co-worker with the conquered; a wit, a philosopher, a politician, an orator, a literature; while he has passed from among his associates, his name will live as long as the history of the early days in Oregon shall be known and future time will alone demonstrate what Oregon owes to Harvey W. Scott. Requiescat in Pace.

The body of Mr. Scott will arrive in Portland tomorrow morning and will be taken to the Holman's rooms. Later in the day will be taken to the Scottish Rite Cathedral where it will lie in state from 2 to 4 p. m. The midnight service of the Masons will be held at 9 p. m. Sunday the body will be removed to the family home at 12th and Morrison and at 1:30 p. m. Sunday, the Masons will take charge of the body and it will be interred at Riverview Cemetery.

Merry Wedding Bells

Wednesday evening, August 3, 1910, at the residence of the bride's mother, 106 Willis boulevard, St. Johns, Oregon; Mr. W. R. Hall and Miss Maud Chambers.

Only relatives of the bride and groom were present at the ceremony which was performed by Rev. Chester P. Gates. After the ceremony a delicious wedding supper was served and the Willumbia Band, of which Mr. Hall is a member, serenaded the party.

The contracting parties are well known in St. Johns. Miss Chambers formerly lived here and later moved with her parents to Astoria; but recently attracted either by the lovely climate and other felicitous conditions and environments of St. Johns, or by this affair d'amour which has so happily culminated, she returned with the family who have again made St. Johns their home.

The groom is one of the most reliable, genial and enterprising young men of our city. With the First National Bank from its beginning, he has met almost our entire population in a business way and always with the same courteous, pleasant manner which has won so many friends for him here.

We but voice the sentiment of the hundreds of friends of both the happy young people in wishing them a long, happy prosperous voyage on the matrimonial sea, abounding in bright sunshine and devoid of the storms and gales too often incident to these life trips of our people.

They are at home to all their friends at 710 East Polk street, where Roy has provided a cage for his bird ere he make the final capture.

A Narrow Escape

While Mr. J. B. King of 350 Tiogo street was working in the trench of the sewer laying pipe near the manhole in the triangle in front of the Peninsula bank Monday, the bank caved in on him at 2 o'clock, covering him with six or eight feet of sand and dirt.

His companions saw the cave and at once began with frantic energy to dig him out. It was 2:30 before his face was uncovered and he had lost consciousness, but when he reached him he recovered and was given a stimulant, while the work of removing the dirt was continued with unabated effort. At 2:45 he was pulled out of his living tomb and strange as it may appear was able to stand upon his feet, although rather wobbly in the knees from the effect of his experience.

Mr. King says he was not frightened at first for he knew the boys would dig him out in a little while, and he could hear them digging away. Every movement, however, made the dirt pack the tighter around his chest and finally he could not get his breath, but fortunately just at this time he was reached and his face uncovered. Physicians were present and he was taken into the hotel and cared for. Strange as it may seem, Mr. King says he is all right except a bruise on one of his knees, and where the rope pulled so hard on his chest when they were taking him out is a little sore. Mr. King is an old miner and this is not the first time that he has been caught, and said he would be all right in a little while; but that if he had not been stout as a horse it would have been all up with him.

Council Proceedings

The meeting of the city fathers was a busy one last Tuesday evening. The executive body of the city government was all in their places promptly on time except the Recorder and Alderman Hiller. The former being on the annual hike of the O. N. C. and the latter out of the city. Deputy Recorder J. E. Tanch filled the recorder's chair assisted by Miss Brodahl, the recorder's secretary.

An order of the county court was read purporting to give the P. R. L. & P. company right of way from Richmond street to the city limits. This seemed all right as far as to the French block, but from that point to Ida street there having been no street roadway, either public or private, it did not appear that the county court, or any other for that matter, had jurisdiction in the matter and the company must have secured rights of way from the individual owners of the property.

Report of St. Johns Water Works company regarding placing and changing of certain hydrants was read, one of which was changing the hydrant at the intersection of Erie with Bradford street across the latter street, which the council thought put the hydrant outside the city's territory and upon private property.

Engineer's estimate of certain improvements on New York street between Kellogg and Willis boulevard was read and placed on file. Request of Dr. McChesney for permission to place cement sidewalk in front of his block was read, discussed and on motion was referred to chairman of street committee with instructions to confer with the doctor concerning the matter.

Communication from J. B. Holbrook conveying waiver and declaring purpose to pay whatever the cost may be on his property for the improvement of Columbia boulevard through the 1910 addition was read and placed on file.

Engineer's acceptance of the improvement of Thompson street was read and accepted.

In the matter of the petition of certain citizens requesting the council to close the moving picture shows and cigar stands on Sunday, which had been referred to the license committee, the committee reported against this closing and motion of Downey to table the petition indefinitely carried unanimously.

C. C. Woodhouse presented in person request for permission to place an entrance from the street to the basement of his proposed new structure on corner of Ivanhoe and Burlington streets, opening on Ivanhoe street. This opening cuts into the sidewalk 2 1/2 feet, but as there will be a 12-foot sidewalk, and Mr. Woodhouse proposed to protect the opening from the sidewalk by iron bars, so that pedestrians could not fall into the opening, the request was granted.

Communication from the Ferry company offering to perform the labor necessary and furnish the nails with which to redeck the street leading to the ferry provided the city would furnish the lumber, led to a lengthy discussion. The terms of the ferry franchise require that company to keep this decking in good repair even to the extent of reconstructing the entire improvement if necessary. Since this franchise was granted. However, other conditions have arisen: the new city dock, the development of the shipyard, the location of the garbage deposit and the development of the wood business along the water front, has created an immense traffic over this street. An actual observance demonstrated that where three teams went over the ferry inside of three hours nine teams went down the street to these other users. It was therefore deemed but just that the proposition be accepted, and on motion of Downey it was decided to furnish the lumber to repair this street with three-inch plank down to the ferry slip. The only part of the decking that needs renewing being the center portion, it will cost but between \$100 and \$150 approximately.

The matter of the sewer right of way over the Weyerhaeuser tract was up again with the proposition that this company would grant right of way for the sewer to its outlet in exchange for the same right over the stub end of Maple street on their tract. The sense of the council was that it would be a fair exchange and the matter is in the hands of the city attorney for final adjustment. This sewer will therefore be put through as quickly as the necessary steps can be taken to accomplish it.

Nightwatchman Straight, of the St. Johns Lumber company, was appointed special policeman by the

Mayor and confirmed by the council.

Resolution to improve Columbia boulevard was passed, and engineer ordered to make report on the cost of widening and changing St. Johns avenue.

A resolution to improve Mohawk street between Ivanhoe and Willamette boulevard was lost because of a jog in that street making it necessary to have the resolution in different form. Referred to street committee with instructions to consult the engineer and have in proper shape to report at next meeting for action.

Edlefson Fuel Co. asked permission to install and operate scales in Erie street in connection with their fuel yard opposite the water tower. Granted.

Alderman Downey, the Demos-thenes of the city council, at this point in the proceedings resurrected the Bradford street improvement resolution. It seems that this resolution was passed June 28, and the city engineer ordered to present the city council with a directory resolution, but the work has been hindered doubtless by the heavy burden of sewer and street work that is being carried on. On motion of Johnson city engineer was directed to prepare this resolution as soon as possible.

Committee reported that the property on proposed Oswego street improvement would not stand for the full improvement, but the assessed valuation would provide only for the grading of the street, unless waivers could be secured from the property owners. The present valuation will provide for about \$1200, while the improvement will cost about \$2000. Bills to the amount of \$483.36 were allowed and ordered paid.

Alderman Downey again trained his forensic guns upon the council in favor of improving North Ivanhoe street from Catlin to the Weyerhaeuser tract, with the result that the city attorney will take the matter up with the city engineer to ascertain if the revenues will be available to grade the street and put in the sidewalks.

Ordinance adopting viewers' report on the improvement of Fessenden street was passed and signed by the mayor.

On motion of Johnson it was decided by the council to use none but vitrified sewer pipe.

Resolution for the improvement of Jersey street will be republished, the necessary notices not having been placed in the proper time.

Alderman Davis introduced the subject of oiling our boulevards and on motion of Johnson, recorder was instructed to request the county commissioners to oil Willamette and Columbia boulevards.

Ability

The following clipped from his home paper, from the pen of a local writer, was handed us by our townsman, S. W. Rogers, shows the writer possessed of more than ordinary "ability." The moral, too, applies as happily to politics and religion as to hauling logs:

Three teams hitched to a load of logs
Were toiling up a hill,
The anxious driver urged them on,
"Hi, Molly there; Hi, Bill!"
And stretching out full length they pulled.

With inch-long steps the load
So high and wide it fairly hid
The whole view of the road.

Surely, but slow, the mass moved on—
Each horse was true as steel,
And large and strong and sinewy
With calks on toe and heel.
Four solid tons these horses weighed,
Full fourteen tons the sleigh,
And twenty rods of icy hill
To climb that winter day.

With nostrils wide and muscles tense
"Gainst load and hill and wind
They toiled triumphant toward the top,
Ten rods are left behind,
When lo! the camp boy on a mule
Comes stubbing up the road,
And aly hooks the dragging chain
To that gigantic load.

Surely, but slow, the mass moves on
Above the creaking sleigh,
And quite as slow the mule is turned
Down hill the other way—
This boy had argued with the men,
And vowed that "mules is stout,"
And said if ever they got stuck
He'd come and pull 'em out.

Well, steep-like the little mule
Got started down the hill
But when he felt the backward strain
It went against his will;
Then straightaway he began to dig
Contrary-wise and straight
Those eighteen tons of logs and teams
Were stopped as sure as fate.

Scrabbling like mad the horses planged
The driver yelled in vain—
Those eighteen tons of logs and teams
Went down the hill again.

This anecdote is bona fide,
And serves, I think, to show
What one contrary, many, little,
Runtly ass can do.

—Floyd D. Raze.

Subscribe for the Telegram—best evening paper on the coast. See Ed Stockton.

A New Industry

We are glad to note the prosperity and enterprise of our sister communities near Portland. It is an incentive to us to get up and hustle for better things in St. Johns. This time it is Oregon City.

For a number of years deposits of a mineral substance has been known to exist in several localities about that little city. Numerous experiments and analyses have been made to determine the commercial value of the deposits, but of no avail until quite recently Mr. L. R. Talley, from San Francisco, came to Oregon City and engaged in the painting and paperhanging business. He was called to the home of Louis Vierhus near that place to do some work. Incidentally he was shown a sample of this mineral because he was a painter and it was thought that this would be a good material to manufacture into paint. In fact, the Indians were known to have used it for their facial decorations. As soon as Mr. Talley got his eyes upon the sample, he grabbed it and exclaimed excitedly "Gee whiz! that is just what I have been looking for." Then he went on to explain how he had once been engaged in the manufacture of a mineral paint from this same kind of material under the name and trade mark of the "Aztec Paint Co."

This company was originally located at a point in Arizona where the relics of the ancient Aztecs are so abundant. Mr. Talley told Mr. Vierhus how he became interested in the material by seeing some of the work of this extinct race on pottery and other articles, and was impressed with the indestructible nature of the paint, which centuries of exposure to the weather had not been unable to dim its lustre. He spent several years in investigations, making excavations, and all kinds of research to secure the secret of the Aztec painters and decorators. He had many analyses made but all to no purpose until he accidentally discovered an urn containing all the ingredients which had apparently been abandoned for some cause at the critical moment of mixture. This he had carefully analyzed and from this source learned to make identically the same paint used by the aborigines. A company was formed and the manufacture commenced. For some time all went well, but later the Indian chief who owned the land where the deposit was, refused to permit them to have any more of the mineral. This put an end to the manufacture. But enough had been made to demonstrate the value of the product. Nothing whatever seems to have any effect upon the paint. Ocean going vessels whose bottoms have been covered with this paint have gone on their long trip to Alaska and after being months in the salt water have returned to the dry dock to find the paint just as bright and clean as when first put on. Not a crack, erosion, corrosion or other defect. This means a saving of thousands of dollars to ship owners.

Put on buildings, the weather seems to have no effect upon it whatever and the protection that it thus gives to building material is of inestimable value. Mr. Talley has been looking for this material for several years and is delighted with his find. We are informed that there is an inexhaustible supply which has already been secured a company formed and the manufacture of the paint begun in a small way. The old machinery of the former company has been acquired and one of the old employees. This machinery will soon be placed in a large building which has been purchased by the company and is being refitted for the plant. Mr. Vierhus expects to have the plant in full operation in from 60 to 90 days. New machinery is being added to the old and the manufacture will be pushed as vigorously as money and enterprise will accomplish it.

Mr. Talley alone possesses the secret of the combination of the paint, fillers, etc., which are made from this mineral, which takes no oil, white lead, or other ingredients commonly used in paints; but certain herbs and their extracts which an analysis of the contents of the old Aztec urn disclosed, together with exhaustive experiments have enabled Mr. Talley to properly combine so as to reproduce the old Aztec paint in all its indestructible nature.

The company, even before beginning the manufacture of the paint had secured orders for thousands of gallons of the paint from those who used it before, thus attesting the value these former users place upon the product.

There are many other things which might be added in favor of putting oil on the streets; but this has been said with a view to getting an expression from our citizens on the subject either pro or con and in the hopes that our city fathers may see fit to take the matter up. If it should be deemed too late to take action this year, let us make arrangements now, so that next summer will find our streets oiled and the dust nuisance a forgotten nightmare.

Wanted—Reliable person to clean office daily, not to exceed one hour's work. Leave name and address at this office.

Why Not Oil Our Streets?

A number of our friends have urged us to say something about the proposition of oiling our streets. There are so many things that may be said both pro and con that it is with diffidence that we undertake to discuss the matter.

Those who are not in favor of oiling the streets plead the bad odor that emanates from the material used thereon. This is offensive to some, while others do not mind it or even appear to like it. One thing is certain, that is, that it is healthful. No "bugologist" has ever been able to discover a germ, microbe, bacilli or other form of life detrimental to the genus homo, which uses this material as a medium through which to cultivate an acquaintance with the said g. h. On the other hand, it is claimed that this oil and its odor is an anti-septic and tends rather to purify the atmosphere than otherwise, while the oilless dust is the most happy medium for the transmission of all microbe life.

The ladies, may their tribe increase, dislike the oiled streets because the oil gets on their gowns and proves a sad decoration. But why have gowns that trail along in the dirt? It must be tiresome to handle such apparel, and besides the physiologists tell us they are not conducive to the health of the wearers. These same delightful companions of "mere man" also object that the oil clings to the feet and is carried into the homes by the pedestrians going and coming. A good healthy door mat judiciously used before entering our homes would remove this objection. Besides, after a short time this matter is righted by the use of the streets, the oil becoming so intricately mixed with the soil that it does not adhere to the pedal extremities.

The citizens, a few of them, decry the expense. This cannot be avoided. But the immense saving to the streets, to the homes, to the work of the housekeepers, whether it be the good wife, or the hired servants, will, in a short time, reimburse the objecting citizens for all of their well spent money used in defraying this expense.

Let us look for a moment at the other side of the question and enumerate some of the good features of this oil upon the streets. The first thing that would claim our attention is the absence of the dust in the air. St. Johns streets are so level, are becoming so well improved, our homes here are becoming so attractive; that this city is rapidly becoming one of the brightest spots on an automobile drive from our big sister city up the Willamette, and we are not exaggerating when we say that more autos come our way than in any other direction from the big city. Every one knows the results of these rapidly moving "joy mills" over our light, sandy soil. The surface of the roads where they have not been hard surfaced soon become worked into an impalpable powder, which the wheels of the swiftly moving vehicles throw into the air, and the gentle breezes which prevail here nearly all hours of the day and night carry great clouds of this dust into the homes along the streets and thoroughfares. The oil abates this nuisance entirely and permits one to enjoy the sight of these pretty cars passing without the necessity of perforce taking his "peck of dirt" each time.

The effect upon the streets, too, is beneficial in many ways. As the oil mingles with the soil, the passing vehicles pack it down firmly instead of loosening it up and the dirt remains in the streets instead of its being carried away by the breeze to the adjoining lots. The streets are thus kept in better condition and require less than half of the labor to keep them so, as when oil is not used. The "blessed ladies" too, we are told by those who live on oiled streets, find the work of dusting more than half saved by the action of the oil in holding the dust where it belongs—on the streets.

There are many other things which might be added in favor of putting oil on the streets; but this has been said with a view to getting an expression from our citizens on the subject either pro or con and in the hopes that our city fathers may see fit to take the matter up. If it should be deemed too late to take action this year, let us make arrangements now, so that next summer will find our streets oiled and the dust nuisance a forgotten nightmare.

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Preach the gospel of St. Johns.