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# ST. JOHNS REVIEW

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

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GET IN THE HABIT

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## Judge Holcomb's Views

In the article below Judge W. W. Holcomb gives reasons why he is convinced that it is best for St. Johns to remain independent of Portland for the present. Mr. Holcomb favored annexation when the subject was first broached, but after giving the matter deeper thought is firmly convinced that the time for annexation is not ripe. His impressions follow:

I have been asked by a number of citizens of St. Johns to write up my views on the question of annexation with Portland. Being a resident of St. Johns, I have given the subject considerable thought, pro and con.

The first question to be asked is: What advantages will we derive, if any, from annexation? It is claimed that by annexation we would secure free mail delivery, a free ferry and a reduction in the price of water and gas. As to free mail delivery, that can be accomplished without annexation if the people of St. Johns will purchase all their stamps at our postoffice. The postal laws require the postoffice to sell \$10,000 worth of stamps per year in order to secure free mail delivery. The fact is that many of our residents and large business enterprises have offices in Portland and purchase their stamps there, thereby depriving us of free mail delivery. Even in spite of that condition, the citizens of St. Johns will this year, doubtless, purchase the required amount of stamps if each individual that purchases stamps at our office will double his purchase. It is a great injustice to St. Johns for residents to purchase stamps in Portland, and when the fact is known to them and they are interested in St. Johns, the required number of stamps will be purchased and free mail delivery assured. The postmaster can have no personal interest in the matter, as he has to turn over to the government all the rent of boxes, and would surely in the interest of St. Johns welcome the free delivery. It is up to the people of St. Johns to have a free mail delivery, and I hope they will lend a helping hand in securing it.

Second, a free ferry is a necessity, and that we can have as soon and I believe sooner, without annexation. The state legislature passed a law requiring Multnomah county to run and maintain a ferry if St. Johns furnished it. The city should do so, and the city attorney and council should immediately attend to it by joining with Linton in the purchase of one, to the greater interest and advantage of both. A city without agricultural resources surrounding it cannot grow like one that has. The agricultural resources across the river tributary to St. Johns cannot be excelled in this wide world, and it is now dependent upon Portland markets. With a free ferry St. Johns would be their market and the cost of living thus reduced. The cost of street improvements, badly needed and expensive, would be greatly reduced. Even the crushed rock upon them would be reduced 35 cents per yard. St. Johns would have the use of the electric railway on the west side of the river with quicker service to Portland and at the same cost—two electric railways instead of one, and one more steam railway—advantages of great importance.

As to the gas and water, even if annexation would in time reduce them, they cannot by annexation be reduced now, and reasoning from the experience of the suburbs of the great city of Portland that have been poorly supplied, we could not afford to be put on the same basis. Again, St. Johns would doubtless grow and populate so that the reduction will be given by the companies now supplying us, and I must say that the St. Johns water and gas are A-1.

I am informed that the city charter of Portland provides for only ten wards, and that number they now have. Should St. Johns join with Portland she would of necessity be joined with the adjoining ward, and that would be Albina. Is there any sensible man in St. Johns who would desire that? In my judgment, that is enough for the residents of St. Johns to vote against annexation. We would no more be known as St. Johns, one of the most prosperous and thriving cities in the United States, but by the name of "The Slough."

Where is the loyal citizen of St. Johns who would trade her name, inherited from its old pioneer settler, James John, for that of "Slough," or ever adjunct to the tenth ward of Portland?

Now, if one wishes to investigate, as I had occasion to this day, the municipal records of streets, which was accomplished in a few minutes with the assistance of competent and gentlemanly officials, we

would have to go to Portland at the sacrifice of a day's time, which I consider of no little importance to the residents of St. Johns.

Our city taxes are less and will be still less without annexation. The restrictions that will naturally be placed on the bridges over the navigable water of the Willamette will surely cause large factories to locate below them, and St. Johns is a natural place for their location, and will soon have them.

I have made inquiry among the business men of St. Johns and find that they are perfectly satisfied with the present state of affairs, only asking for a free ferry. I see no immediate necessity for joining with Portland. We are an independent city, and with a free ferry can feel proud of the advantages that St. Johns possesses.

I have seen old St. Johns fifty years ago, and its death knell will not now be sung I know.

The last few years its growth has been far from slow, and it shall still live in pride and prosper and grow.

## Home Rule Meeting

The Home Rule association held a meeting in the rink last Friday evening. The band was out on the streets and quite a crowd was attracted to the discussion. Captain Morgan Smith of Chicago was the principal speaker and he espoused the cause in which he is enlisted in a brilliant manner. His chief contention was that prohibition does not prohibit, never did nor never will, that it causes the dive keeper to flourish and the respectable saloon men are forced out of business. As an instance that prohibition, even when enforced to the limit, does not cure all the ills flesh is heir to, he cited Turkey, where liquor has been prohibited for 1,400 years, the most benighted, murderous, superstitious and immoral country on the face of the globe. He then told of Germany where beer is sold to all from the cradle to the grave, and yet an intoxicated man is a curiosity, and Germany has the reputation of being one of the most enlightened and orderly countries in the world. He claimed that the Scriptures do not teach prohibition, and that it is only taught by "pinhead" orators who are kept up by ladies' aid societies and the like. He told of his personal experiences in Maine, which has been dry for sixty years, and where by paying a dollar extra for his room he found a bottle of liquor in the bureau drawer a spoonful of which if given to a jack rabbit would cause it to go out and spit in the eye of a bull dog. He recited other instances of how easy it was to secure liquor in prohibition states and cities. He said there were rare instances of where prohibition did prohibit for a time, because, he said, we all knew that no liquor could be procured in St. Johns when prohibition was in force here, which remark caused a broad grin to diffuse itself through the audience. If prohibition has proven over and over to be a failure and a farce, he believed the people of Oregon would not try to fasten an assured failure upon the state.

The captain is possessed of a pleasing personality, and as a speaker was most interesting, even though the trend of his address was not in perfect harmony with the ideas of a number of his hearers.

McKinney & Davis have purchased 25 feet of the French block on the north end and are having it completely overhauled and put in first class condition. There are two rooms on the first floor and three on the second. These are being handsomely painted and papered. Mr. James has leased the lower floor for a period of three years and will occupy same with a stock of paints, oils, etc.

A new paper styled the "Linton Live Wire" has been started at Linton. It is a six column, four page paper, and is as yet printed in Portland. It will likely be quite a factor in Linton's development, which town by a two-thirds vote has decided to incorporate. Some of our "annexers" should journey over and tell the people there how foolish they are to incorporate instead of annexing to Portland.

Every little bit added to what you've got makes just a little bit more. Even the minstrel singers point the way to riches and competence. The First National Bank is no minstrel but it will help you save by compounding interest every six months.

Work for a Greater St. Johns.

## New Phone Exchange

The new exchange of the Pacific Telephone & Telegraph Co. in the Wolcott building on Jersey street is now completed, and henceforth better service may be expected. The Journal has the following to say concerning it:

Rapid strides in the settlement of St. Johns and the lower peninsula country, and flattering prospects of further extensions next year, prompted the Pacific Telephone & Telegraph company to build and equip a new exchange at St. Johns. This exchange was placed in operation Saturday evening at ten o'clock and the patrons of the old exchange are being served from the new and up-to-date office.

The peninsula country especially has been in need of this added service. The new exchange at St. Johns is modern in every respect and is planned to serve the district for the next ten years.

A new reinforced concrete building has been erected at St. Johns in which to install the new plant. The building is modern in every respect and contains rest rooms for the operators, a waiting room for patrons, business offices and cloak rooms. The ventilation is perfect and the heating is by an individual plant. The structure is absolutely fireproof and designed especially for a telephone exchange. It is located at No. 405 South Jersey street.

The company has notified all subscribers that beginning Saturday evening at ten o'clock all telephone numbers carrying the name of "Jersey" and "Richmond" will be changed to "Columbia."

The new telephone directory will contain these changes. There were 720 telephone lines in the old exchange, and 300 were added Saturday evening. Seven operators are employed. The plant is known as a common battery type and has all the latest improvements in telephony. The ultimate capacity is 9,600 lines. The operation of the exchange will be under the direction of G. E. Mae, district traffic chief. The wires enter the building by an underground conduit, and this conduit extends for two miles out from the exchange. No telephone poles are in sight and the work has been done at an expense of several thousand dollars. About 27,000 telephones are now accessible over this company, and no extra tolls are charged.

A Few Reasons

Following are a few reasons why the merchants and business men of St. Johns do not favor free mail delivery:

Because every letter or statement sent to any resident in St. Johns through the postoffice would cost two cents instead of one cent.

Because business letters are generally wanted as soon as the mail is distributed, and not after a mail man has carried the same five or six miles before it reaches its destination.

Because the streets are much livelier looking when people are compelled to make a trip to the postoffice. Jersey street constantly would present almost a deserted appearance if it were not for the postoffice.

The Portland papers are using the "Big Stick" on the P. R. L. & P. Co. in an effort to induce them to change the track at the south end of the loop so as to get away from the big cut which has been caving badly. While there does not seem to be any immediate danger from the caving, however should one of the cars jump the track along where it runs so close to the edge of the cut, there would be a most excellent opportunity for both car and passengers to go to the bottom of the cut, which would be about as disastrous as a drop from one of the famous airships. It would seem good policy for Brother Josselyn to have this change made before the rains make the work almost impossible. Why not send him a desk card marked "DO IT NOW?"

The increase in livestock production throughout the Northwest following the establishment of a big market at Portland is shown in receipts at the local packing plants. One day last week receipts at the stockyards were over 4,000 head. These animals were shipped from various localities in Oregon, Washington, Idaho and Montana and such deliveries show that the money formerly going East for large shipments of livestock is being kept here at home.

## Two Annexation Features

Editor of the Review: I accept your kind invitation to discuss the question of annexation through the columns of your valuable paper. The fundamental principle of government from national down to municipal is to benefit the greatest number of people, in giving to them the way to make a livelihood, to make it possible to exist, financially, physically and morally.

I contend that to annex to the sister city Portland will benefit a greater number of people financially; hence, it will benefit them physically, and every one that has an ounce of grey matter knows that when one is bettered physically it has helped him morally.

Those who are against annexation say we will lose our individuality. Let us see if we have an individuality. If we have, why did the Portland Manufacturing Co. and the Portland Woolen Mill Co. incorporate with the names they did (Portland) instead of St. Johns? Why does the Jobs Milling Co. have their flour sacks marked Portland?

It is because St. Johns has no individuality, and because the greater city has prestige over it, and is known the world over. Webster says "Individuality is a distinct existence." If it were possible for a person, for a family, for a state, or for the different states to maintain a distinct existence there would be no home life, for the man and woman would retain their individuality. There would be no collection of families, making up municipalities, county or state government.

It has been found of benefit to the greatest number of people, to unite their individualities, and what one lacks the other provides. Hence the prestige St. Johns lacks Portland will provide. If it is better for the manufacturing companies to use the prestige of Portland, in the same degree it is of benefit to each person in St. Johns.

Let us discuss another benefit financially to the citizens of St. Johns if we are annexed to Portland. I have consulted authority on the Portland Water Board, and I found that the same rate for water must obtain in every part of the city, that the charter provides that there must be a uniform rate. I am perfectly satisfied with the quality of water here in St. Johns and will not be sorry if the city of Portland takes over the present company's plant. But if by annexing citizens can lower their rate, it is a gain financially. Let us make a comparison and show what we pay over the rate in Portland—water, gas, insurance.

Portland rate per year:  
Ordinary house water, \$12.00  
Gas, 1000 ft. per month, 12.00  
Insurance, \$1,000, 3.50  
Base rate 35c, 3.50  
Total cost for one year, \$27.50

St. Johns rate per year:  
Same house, \$24.00  
Same gas, 15.00  
Same base rate, 45c, 4.50  
Total cost for one year, \$43.50  
Cost in Portland, 27.50  
A net saving of \$16.00

For each house in St. Johns if we have 1600 houses (estimated) we will save in hard cash to the citizens \$25,600 from these three items.

Stop to think what that amount of money would purchase. If there were other things we would lose to offset the gain, I would be the first to fight annexation. I have visited the other suburbs of Portland not as well located as St. Johns, yet I found streets improved, and sewerage and buildings in the course of construction. I interviewed business men of those districts and found that annexation had been the best for them.

I will not take up more of your valuable space this week but will be glad to discuss taxation and other questions pertaining to annexation at some future date.

Respectfully,  
E. C. Hurlbert.

Prof. Frank Ely greeted his old friends in St. Johns Monday. The professor has been rusticated in North Yamhill for the past few months, but he says his heart yearns for St. Johns, and he will once more establish headquarters here next month. He will have charge of Jack Durate who will meet Ace Clement in a ten round fistic encounter on the 27th inst.

Mrs. Shepardson of Catlin, Wash., has been a guest of her daughter, Mrs. E. S. Wright on South Hayes, for the past few days.

## The Rock Crusher

To set at rest all misunderstanding as to the condition of affairs at the city rock quarry at Whitwood Court, M. G. Nease, lessee, on Tuesday morning invited the councilmen, Recorder A. M. Esson, C. G. Woodhouse, P. H. Edliefsen, ex-councilman F. P. Brown and ye editor to visit and inspect the plant. The trip was made and the crusher and appliances were found to far exceed all expectations. A large rotary crusher is installed which "eats 'em alive" and has a capacity of 300 yards per day. The machine weighs 34,000 pounds and is of the latest approved pattern. The crushed rock is conveyed by buckets attached to belting to an immense screen which separates the rock into three sizes and deposits same into the respective bunkers below. Much money has been spent in improvements and the scene as presented was a revelation to the visitors. Twelve or fifteen employes are steadily at work drilling, breaking and feeding the hungry crusher. Everything was moving along just like clock work and made an interesting picture.

Associated with Mr. Nease in the operation of the rock crusher is W. H. Mead, who is modeled after a Taft style of "architecture," and a man of wide and varied experience in rock work, who was found to be a most capable as well as genial and entertaining gentleman. W. P. LaRoche, a prominent Portland attorney, is also interested in the crusher. These gentlemen have expended many thousands of dollars and are making arrangements to spend many thousands more in making the plant one of the best in the Northwest, with a capacity of 1200 yards per day.

After a thorough inspection of the operations, the guests were invited to the Claremont hotel, where a lunch fit for ye gods was served in the splendid manner for which that hostelry is noted. Nothing was lacking to make it the most appetizing and satisfying meal imaginable. After the inner man was abundantly taken care of, short and happy speeches were made by the hosts and guests, with Mayor Hendricks as toastmaster, during the smoking hour. Those present were J. F. Hendricks, S. L. Dobie, P. H. Edliefsen, C. C. Woodhouse, M. G. Nease, W. P. LaRoche, W. H. Mead, J. E. Hiller, A. W. Davis, A. M. Esson and A. W. Markle. J. S. Downey and F. P. Brown were called away before luncheon was served.

That the quarry could not be in better hands than is the case at present was fully demonstrated, and all felt satisfied that the city of St. Johns never made a better investment than when it bought the quarry and then leased the same to Mr. Nease and associates.

## Improve Dawson Street

Since the street improvement era is drawing to a close for this year, it would be well for the city council to take up the matter of the improvement of Dawson street from the French block to the North Bank cut. There seems to be several complications in the way of making rapid progress on this street's improvement, and these should be straightened out this winter so that no hitch would be found in the spring to stay or delay improvement. With the exception of Fessenden street, whose improvement has been provided for, there is not a street in St. Johns of vast importance in the way of an attractive city. Every visitor to St. Johns on the trolley line must pass along this street, and at the present time only a mass of jungle greets the eye. Appearances count for much to the home seeker and investor, and if this street is left in its virgin state, even if every other street in St. Johns is improved in first class style, it will remain a "black eye" to the city. There seems to be no good reason why something should not be done to ward its improvement. The property on both sides of the track is held at a high figure, and we believe is assessed high enough to allow for the street's improvement in a thorough manner.

Mrs. Essie Shultz, whose husband died two weeks ago, leaves this week for her old home in Kansas where she will probably spend the winter and then come back and settle up her estate here. Her many warm friends here will certainly endeavor to induce her to remain when she comes and will regret to lose her even for the winter.

French the gospel of St. Johns.

## Council Proceedings

After many vexatious delays all summer the contract for the sidewalk and grading of Fessenden street from Edison to the southeast city limits was let at the regular meeting of the city council Tuesday night to P. J. Peterson.

All members were present when council convened with Mayor Hendricks presiding. Minutes of the previous meeting were read and approved.

A petition for an arc light at the corner of Mohawk and Willis boulevard was accepted and ordered filed on motion of S. L. Dobie.

An application for liquor license, presented by W. S. Baisey to do business in the Valentine building, 211 West Burlington, was referred to the license committee on motion of C. L. Johnson.

A petition for the improvement of New York street, Hayes to Willis boulevard, was referred back to petitioners to secure waivers on property not standing for the proposed improvement upon order of Mayor Hendricks.

P. J. Peterson petitioned for an extension of 30 days' time on the improvement of Edison street, owing to inability to secure material when needed. On motion of A. W. Davis the request was granted.

A remonstrance against the improvement of the Tyler street improvement was lodged by property owners. On motion of Mr. Davis the matter was referred to the street committee.

As the proper time had elapsed for letting contracts on Oswego, North Ivanhoe and Fessenden streets, bids were rather plentiful. The first taken up was Oswego street from Barton's addition to the county road. Bid of M. T. Swan read: Cut 30c, fill 20c. St. Johns Sand & Gravel Co. bid: Cut 25c, fill 22c. Rector & Dailey bid: Cut 27c, fill 19c. Chas. E. Pottage bid: Cut 25c, fill 20c. P. J. Peterson bid: Cut 26c, fill 10c. As the latter bid was found to be the lowest, P. J. Peterson was awarded the contract.

North Ivanhoe was next. Bid of Rector & Dailey: Cut 38c, fill 15c, walk and curb 99c, cross walks and box gutters 43c, crushed rock \$2.90. Bid of Chas. E. Pottage: Cut 35c, fill 10c, walk and curb \$1.02, cross walk 50c, rock \$3.15. St. Johns Sand & Gravel Co. bid: Cut 25c, fill 15c, walk and curb \$1.02, cross walks and box gutters 45c, rock \$2.50. The latter, being lowest bidder, received the contract.

Fessenden street was then taken up, there being four bids. P. J. Peterson bid: Cut 28c, fill 10c, sidewalk 95c. On cross walks and box gutters Mr. Peterson neglected to state a price, which he claimed was entirely forgotten. He had made out bids for street from Edison to Jersey and from Jersey to city limits separately, and when he found that it should be all in one bid he failed to put in the price of the omission, which he had figured out at 45c in each instance. This caused quite a discussion as to whether a bid could be given if an omission of this nature had been made. Upon investigation of this point in the charter by the city attorney, he found that council had the power to accept or reject any bid or any portion thereof, although two contractors present claimed that Portland charter did not allow for this. Therefore, the bill was decided to be legal. Bid of C. E. Pottage: Cut 35c, fill 10c, sidewalk 95c, cross walks and box gutters 50c. Bid of T. H. Cochran: Cut 35c, fill 18c, sidewalk 98c, cross walks and box gutters 45c. Bid of Rector & Dailey: Cut 34c, fill 17c, walk 99c, crosswalks and box gutters 43c. The bid of P. J. Peterson being over \$2,000 lower than any other bid, as far as it went, on motion of J. S. Downey the contract for grading and sidewalk was given to Mr. Peterson, with the agreement that he pay for readvertising for bids on cross walks and box gutters and that he will construct same at 45c providing there is no bid received as low. All the councilmen were anxious that work proceed on this street, and while it was a little unusual, the charter justified and authorized them to let the contract in the manner in which it was done.

The engineer's acceptance of District No. 1, or Philadelphia street sewer, endorsed by the street committee, was accepted by council on motion of Mr. Dobie.

The street committee recommended a guarantee of two years be required on the sidewalk of Midway avenue, placing the contractor under \$500, bonds. On motion of Mr. Dobie matter was referred to engineer, attorney and street committee for report.

J. H. Crook registered a protest (Continued on page 2).

## Snow's Eulogy

Editor Review: As a citizen of St. Johns I have returned from the burial of Samuel Cochran, and as a neighbor, citizen and friend of Samuel Cochran, I regret with deep sincerity the loss of a man possessing his rare qualities. I have known him for years, and I know that he was born a cripple and labored under great disadvantages, both financial and personal, as his physical condition rendered him unable to compete with mankind, but his noble brain rendered him able to compete with his surroundings from a financial point of view. Sam Cochran is dead. The following eulogy I pronounce in his favor:

No man ever lived in the city of St. Johns that ever did more for the upbuilding of the great masses of the citizens of St. Johns than did Samuel Cochran. He was one of the great factors of the motor power that made St. Johns what it is. True it is that he was a drinking man; true it is that he was a saloon man, and also true it is that in my opinion there is not a church in the city of St. Johns in which the name and money of Samuel Cochran did not cut a conspicuous figure. He was liberal in his church views and also liberal in his contributions to all churches. His heart was large and sympathetic and no man or woman or child ever asked of Samuel Cochran a dollar or a number of dollars, convincing him that the same would revert to their personal benefit, that they did not receive the same. Samuel Cochran, through his financial ability, gathered thousands of dollars, and had he not been charitable his estate would today be increased thousands of dollars. Could the public but know it, the dollars that Samuel Cochran gave to the poor, if spread out in the streets of St. Johns, would pave any one street regardless of its length in the city. A more liberal man than was Sam Cochran, does not live, having known him for years and been with him in the open sunlight and in the forest where it was so dense that the sunlight of heaven was excluded. Even there I found him governed by a principle of justice with a spirit of forgiveness to those who did him wrong; and coming out from the shadow of the deep forest I have known him to grasp the hand of him who did him wrong and forget the wrong that the party did him. He must have been governed in all his acts of life by the thought of charity, friendship and love. We have lost men in the city of St. Johns who were noble men from a sectarian standpoint, but in my opinion we never lost a man who in fact was more charitable, indulgent or forgiving; and if there is an account kept by the God who rules the universe there must be a just account, man must receive credit for all kind acts, and be chargeable with all unkind acts. And in my opinion, the books being properly kept, Sam Cochran must have to his credit a heavy balance. This eulogy is pronounced and declared to be the facts as they truly existed and well known to be the facts of a friend knowing him well for the last six years. Believe me to be honest. B. L. Snow.

Ho! Odd Fellows! All members of Laurel lodge and visiting members of the order in the city. There will be an interesting program put on in Odd Fellows' hall next Monday night, Oct. 17, by the famous old "Bun Committee." This means "Sumpin' good to eat," as Topsy says. Besides Brother Amprose H. Johnson of Hathaway lodge will tell us of his last summer's trip through Italy, where he visited Naples, Rome, Florence, Venice, Pompeii, Mount Vesuvius and other points of interest. His lecture will be illustrated by numerous views taken on the trip, showing Naples, said to be the wickedest city in the world, just as he saw it. They also show the beautiful architecture of those cities, the woful desolation of the stricken city of Pompeii, and brings out in strong contrast with our land of liberty and enlightenment that country where ignorance, superstition, tyranny and vice predominate. This is all free and it is hoped that every Odd Fellow who reads this will take it as a personal invitation to be present. The hour of meeting is now 7:30.

T. Persyn arrived here last week from Gypsum, Kansas, to assist his daughter, Mrs. Bessie Shultz, in arranging her affairs to go back to the old home.