

Complete

IT'S NOW UP TO YOU
To subscribe for THIS Paper.
All the news while it is news is
our motto. Call in and enroll

ST. JOHNS REVIEW

GET IN THE HABIT
Of advertising in THIS Paper
and you'll never regret it. Be-
gin at once and keep right at it

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

VOL. 7

ST. JOHNS, OREGON, FRIDAY, NOVEMBER 11, 1910.

NO. 1

ANNEXATION CARRIES

A Majority of 62 Votes Secured at the Mock Election Tuesday

Official Vote in St. Johns

About 75 per cent of the voters of St. Johns availed themselves of the privilege of casting their ballots Tuesday. The election passed off in a quiet and orderly manner, and little or no enthusiasm was manifested one way or another. Most interest centered around the vote on annexation, although it was generally understood that the vote would not be a legal one. The question will now, no doubt, be allowed to rest until next July.

State wide prohibition was defeated in St. Johns by 40 votes, and Home Rule carried by 6 votes.

West, democratic candidate for governor, carried this city by 75 votes.

The democrats made great gains throughout the country. New York, New Jersey, Connecticut, Massachusetts, Ohio, Oklahoma, Colorado, Oregon, Wyoming, Alabama, South Carolina, Texas and North Dakota have all elected democratic governors from present indications.

In Portland the amendment providing for the issue of \$2,500,000 worth of bonds for public docks and also the amendment providing that water mains shall be paid from the water fund have carried. This means that water rates in Portland will have to be materially increased to meet this additional expenditure.

Kelly Butte and Sylvan voted against annexation with Portland.

Following was the vote in St. Johns:

| | | |
|----------------------------------|------------------------------------|----------------------|
| Second Congressional District. | Dunnaway, rep. 360 | Bryant, 295 |
| Crawford, soc. 80 | Godfrey, dem. 152 | Clemens, 301 |
| Lafferty, rep. 297 | Commissioner of Labor | Clyde, 289 |
| Manning, dem. 190 | Curry, soc. 115 | Cole, 277 |
| Pratt, prohi. 79 | Hoff, rep. 355 | Collins, 299 |
| For Governor | Houston, dem. 146 | Cottel, 272 |
| Bowerman, rep. 236 | Railroad Commissioner | Fouts, 311 |
| Eaton, prohi. 55 | McLain, dem. 218 | Rushlight, 316 |
| Richards, soc. 68 | Miller, rep. 348 | Democratic |
| West, dem. 311 | State Engineer | Berry, 127 |
| Secretary of State | Koob, soc. 155 | Gruss, 105 |
| Benson, rep. 331 | Lewis, rep. 428 | Sleret, 111 |
| Davis, prohi. 79 | Div. Supt. of Water, No. 1 | Stevenson, 137 |
| McDonald, soc. 100 | Chinnoek, rep. 456 | Stone, 118 |
| Oliver, dem. 135 | Judge Circuit Court, Dept. No. 1 | Thompson, 124 |
| State Treasurer | Kavanaugh, non-political. 463 | Van Duzer, 127 |
| Butler, prohi. 130 | Judge Circuit Court, Dept. No. 1 | Versteeg, 110 |
| Kay, rep. 359 | Cleland, non-political. 234 | Watson, 145 |
| Olsen, soc. 137 | McGinn, rep-dem. 312 | Prohibition |
| Justice Sup. Court, 4-years | Judge Circuit Court, Dept. No. 5 | Amos, 96 |
| Bean, rep. 327 | Ditchburn, rep. 183 | Barnes, 84 |
| Bright, prohi. 116 | Gatens, non-political. 350 | Clutterham, 86 |
| McBride, non-political. 321 | Senator 14th District | Eaton, 86 |
| Myers, soc. 96 | Baldwin, prohi. 161 | Fraleigh, 76 |
| Ryan, soc. 96 | Malarkey, rep-dem. 369 | Hubbard, 83 |
| Slater, non-political. 146 | Representative 7th District | Miller, 92 |
| Justice Sup. Court 6-years | Chatten, W. H. 455 | Sherman, 80 |
| Burnett, rep. 301 | Senator 13th District | Thompson, 84 |
| Jones, soc. 105 | Joseph, rep-dem. 324 | Wisborg, 73 |
| King, non-political. 243 | Paget, prohi. 107 | Wolverton, 96 |
| Moore, non-political. 281 | Robinson, soc. 104 | Socialist |
| Ramp, soc. 92 | State Senator to fill vacancy | Barry, 101 |
| Attorney General | Keating, soc. 139 | Blake, 95 |
| Brix, soc. 149 | Locke, rep. 366 | Ellis, 89 |
| Crawford, rep. 434 | Representative 18th District | Johnson, 95 |
| Supt. Public Instruction | Republican | Lloyd, 83 |
| Alderman, rep. 303 | Abbott, 302 | Madison, 91 |
| Hinsdale, soc. 95 | Ambrose, 298 | Martel, 81 |
| Hornor, dem. 130 | Amme, 288 | Obermeyer, 81 |
| Steel, prohi. 106 | Bigelow, 286 | Ruberg, 80 |
| State Printer | | Salmela, 80 |
| Bylandet, soc. 97 | | Streiff, 81 |
| | | Sullivan, 86 |

| | |
|------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------|
| County Judge | Cleaton, rep. 430 |
| Dabritz, soc. 98 | De Graff, prohi. 86 |
| County Commissioner | Harrison, prohi. 94 |
| Hart, rep-dem. 400 | Hinck, soc. 98 |
| County Sheriff | Daggett, dem. 118 |
| Morrow, prohi. 80 | Newman, soc. 86 |
| Stevens, rep. 360 | County Clerk |
| Dorfman, soc. 93 | Fields, rep-dem. 328 |
| Northrup, prohi. 181 | Scott, anti assembly. 177 |
| County Treasurer | Barzee, soc. 140 |
| Lewis, rep. 439 | County Auditor |
| Lewis, soc. 138 | Martin, rep. 442 |
| County Surveyor | Arntjen, soc. 157 |
| Holbrook, rep. 321 | County Coroner |
| Hall, prohi. 83 | Newman, soc. 101 |
| Norden, rep. 283 | Skewes, anti assembly. 129 |
| St. Johns, Justice of the Peace | Downs, rep-dem. 516 |
| St. Johns Constable | Ashby, rep-dem. 318 |
| Perrine, soc. 277 | Amendments, Initiatory and Referendum measures. |
| For woman's suffrage | Yes. 210 No. 290 |
| Eastern Oregon state hospital | Yes. 277 No. 165 |
| Delegates to revise Constitution of state. | Yes. 147 No. 273 |
| To re-district state for election of senators and representatives. | Yes. 157 No. 212 |
| To fix taxation permanently for public purposes only. | Yes. 209 No. 192 |
| Authorizing state, counties and municipalities to build railroads. | Yes. 195 No. 203 |
| For uniform rule of taxation. | Yes. 160 No. 184 |
| Increase of salary of Judge of 8th district from \$3,000 to \$4,000 the increase to be paid by Baker Co. | Yes. 66 No. 327 |
| To create Nesmith county. | Yes. 138 No. 200 |
| For permanent Normal School at Mouth. | Yes. 264 No. 167 |
| To create the county of Otis. | Yes. 101 No. 221 |
| To annex part of Clackamas county to Multnomah. | Yes. 136 No. 268 |
| To create Williams county. | Yes. 93 No. 225 |
| To abolish poll tax and place regulation of taxation in the hand of the counties regardless of statutes. | Yes. 217 No. 187 |
| Home Rule amendment. | Yes. 262 No. 256 |
| Employer Liability Bill. | Yes. 325 No. 133 |
| To create Orchard county. | Yes. 87 No. 233 |
| To create Clark county. | Yes. 98 No. 222 |
| For State Normal School at Weston | Yes. 222 No. 178 |
| To annex part of Washington Co. to Multnomah. | Yes. 129 No. 249 |
| For State Normal at Ashland. | Yes. 197 No. 186 |
| Prohibition amend. to Constitution | Yes. 245 No. 285 |
| Prohibit manufacture and sale of intoxicating liquors in Oregon | Yes. 253 No. 293 |
| Creating board of commissioners on Employers' Liability. | Yes. 189 No. 201 |
| To prevent taking fish from Rogue River or any of its tributaries | Yes. 259 No. 125 |
| To create county of Deschutes | Yes. 112 No. 218 |
| To limit action looking to creation of new towns and counties to the territory affected by the change | Yes. 172 No. 165 |
| Good roads amendment. | Yes. 277 No. 128 |
| To include the nomination of presidential candidates in the action of the direct primaries. | Yes. 223 No. 162 |
| To provide for inspector of government and the printing of an official state magazine containing a report of their findings. | Yes. 153 No. 209 |
| To increase initiative and referendum powers of the people, etc. | Yes. 196 No. 178 |
| Amendment to constitution providing for verdict by three-fourths of jury in civil cases, etc. | Yes. 188 No. 198 |
| Annexation. | Yes. 362 No. 300 |

Prohibition Defeated

State-wide prohibition has apparently been defeated by a majority that may range from 10,000 up. The striking feature of returns so far indicate that the Prohibitionists have lost at least 13 of their "dry" counties so far as the state-wide prohibition vote is concerned, while they have not gained one "wet" county.

From all indications it appears that the home rule bill will carry. In all probability, Lane County, which rolled up a majority of 770 for the Prohibitionists two years ago, has gone "wet" on the state vote, but turned a majority of more than 700 against the home rule bill. Umatilla County, which gave the "drys" 694 majority and Union County, which favored the "drys" by 690, both went into the opposite column. The "dry" majority in Douglas County appears to have been cut by half and Josephine County switched from 363 "dry" to a similar majority for the "wets."

The vote on state-wide prohibition and the home rule bill in certain precincts was almost freakish. In "dry" precincts, the home rule bill led the vote against prohibition and again was defeated, while the "wet" vote had a big majority.

On the local option vote, Union County, which has been "dry" voted "wet" and also cast a vote against state-wide prohibition and in favor of the home rule bill.

Clackamas County voted "wet" on local option, cast a substantial majority against state wide prohibition and gave the home rule bill a slight majority.

Counties that voted "wet" were Baker, Clackamas, Clatsop, Coos, Crook, Gilliam, Harney, Josephine, Clatsop, Lake, Lane, Malheur, Marion, Morrow, Polk, Sherman, Tillamook, Umatilla, Union, Wasco, Washington and Multnomah.

The only counties known to have voted "dry" are Benton, Douglas, Linn and Yamhill counties.

J. R. Knodell, Superintendent of the Anti-saloon League, stoutly maintained last night that state-wide prohibition would carry by 8,000, reducing his first prediction by 2,000, and he also declared that the home rule bill had been defeated by 10,000.

H. C. McAllister, General Manager of Greater Oregon Home Rule Association, maintained his optimistic attitude, declaring that the home rule bill had carried by 4,000 to 6,000 and that state wide prohibition had been defeated by anywhere from 10,000 to 20,000.

Only three counties, two counties outside of Multnomah, have reported on all the initiative and referendum measures and the returns are therefore too meager to warrant an estimate on the results of the election aside from that on the measures heretofore mentioned.—Wednesday's Oregonian.

Pay Your Debts

Young man, the boys are telling around that you forget to pay your little debts. You borrow a quarter here and a half there, and forget to make it good. You may not know it now, but you will some day, that you are putting up a very rotten foundation. Others have tried it long before you, and in every instance their whole house tumbled down just at the wrong time. If you start a foundation that way there is only one way you can overcome it. You will have to go back over the entire work and "yank" out every defective stone. You will have to make every quarter and every half-dollar good before your building will stand. You may think these little quarters and half-dollars are very small pebbles. They are, but they will grow. You see that poor fellow over there working hard, day by day? He has to do it now to keep from starving. But he had a glorious opportunity when young to amount to something. But he had in a bad foundation, and his house tumbled down and buried his credit. When he tried to dig out and get on his feet again, there wasn't a soul around to help him. You will find yourself in the same fix, some day, unless you change your ways.—Exchange.

Chas. Bredeson has received word from the State Railway Commission stating that his petition asking for the commission's influence in securing a side track to the city dock, east of the river boats at dock and a freight and passenger depot on the O. R. & N., had been received and would have careful attention.

W. S. Basesy has opened up his saloon on West Burlington street.

Will be Fine Building

Plans have been completed, excavation work has been finished and the foundation, walls and first floor slab is being put in place for the four-story reinforced concrete building, 64x110 feet in size, which is being erected at the northwest corner of Lombard street and Portsmouth avenue on the Peninsula for the Willumbia Hall Association. The building will be practically a fireproof structure faced with terra cotta brick and a large Marquise of ornamental glass will extend around both of the street sides of the building.

The first floor will contain two store rooms, one to be used for a general merchandise store, the other room to be used for bank purposes. The second story will be used for office rooms almost exclusively, and the upper floor for auditorium and lodge purposes. The auditorium will have a 21-foot ceiling and will seat about 700 people.

The Peninsula Commercial Club will occupy quarters in this building and have a suite of rooms comprising a beautiful hall, with a seating capacity of 200 people, a social hall, reading rooms, writing rooms, secretary's office and reception hall.

The walls are made of sufficient strength to support two additional stories, provided the governing board of the Commercial Club considers the addition necessary at some future date.

The building will have a plate glass front and will be equipped with an automatic electric passenger elevator and a modern steam heating and ventilating plant. It will be one of the finest business buildings on the entire East Side and will make a very valuable acquisition to the list of new buildings recently started on the Peninsula. The building completed is estimated to cost in the neighborhood of \$50,000.

To show what important matters are being very largely upon the settlement of this proposition, I have no hesitancy in declaring, and I think that the majority of the people will accept my word, that the companies and people that I represent have very far-reaching plans regarding extension. There is not a shadow of doubt in my mind that within a year or 18 months at the furthest, that the Oregon Electric and the United Railways combined will show an additional mileage over that which they now possess of at least 200 to 250 miles, involving an expenditure of from \$7,000,000 to \$10,000,000.

But the investment of this sum will depend very largely on whether the company is allowed to unite the two roads in a businesslike manner, so that it can give first-class service into and out of the city, which it cannot at present give, and to be able to realize in time to come, to some extent at least, some return for its tremendous outlay.

"We all feel that the actual expenditure which we have already incurred, and which inures directly to the benefit of the city of Portland more than to any other one point, of more than \$60,000,000 the last four years is, or should be, a satisfactory guarantee not only as to our motives, but as to our performances in the future. We have come before the City Council with a proposition which taking into consideration all the conditions and potentialities which our plans embrace, we know not a city similarly situated as is the city of Portland, but what would gladly embrace the opportunities presented, in fact, we feel that the people of Portland and vicinity, as well as ourselves, will be the direct and heavy beneficiaries from our proposed plans."

It was proposed to make an investigation as to whom was the author and distributors of the anonymous circular last Saturday and Monday, with a view to having them indicted for violating the corrupt practice act. But cooler judgment prevailed and the matter was dropped. It was apparently an oversight on the part of those who had charge of its publication, and as there was nothing personal, malicious or vicious about it, no good object could be attained by arrest and conviction. It was certainly the wisest and best course to pursue.

There should be no pleasure or gratification in working a hardship upon a citizen and neighbor. The only thing we had against it was that it was responsible for a special edition of the Review for the purpose of refuting and disputing the statements made in the circular. It put us to a little extra trouble, but a printer's life is ever full of trouble, so "what's the odds?"

Big Developments

That great developments may be looked for along electric railway lines now seems likely. There is a vague rumor afloat to the effect that Hill proposes to run his lines down Willamette boulevard and extend over to the Swift territory. At any rate it is practically assured that Mr. Hill will spend vast sums in Oregon in the near future, as the following from Tuesday's Telegram will attest:

John F. Stevens, chief executive of the Hill steam and electric railway interests in Oregon, has returned to Portland after an extended absence in the East, and announces that the Hill interests will spend from \$7,000,000 to \$10,000,000 in extensions of the United Railways and the Oregon Electric within the next year or 18 months. This will mean an addition of from 200 to 250 miles of electric lines tributary to Portland. It is understood he is able to make this announcement as the result of extended conferences with the Hill officials while he was in the East.

Aside from this statement regarding future plans for railroad development on such an unprecedented plan, Mr. Stevens declared that he as well as the Hill forces which he represents are most vitally concerned in the electric railway situation at the present time. It is, he said, his intention to take up at once the local situation which has developed somewhat during his absence, more particularly in regard to the proposed franchise to enable the Oregon Electric to operate cars on Salmon and Tenth streets, in connection with the United Railways. When asked as to his attitude and that of his associates on this point, Mr. Stevens said this morning:

"A physical connection will enable not only cars of the Oregon Electric to be transferred to the United Railways, and vice versa, but will also enable both companies to bring their people from the surrounding country into and take them out of the center of the city. These propositions seem to me to be so evident that they do not need discussion."

At present the Oregon Electric does not reach the center of the city. Its thousands of passengers, both city and country, are put to the necessity of finding some way of getting from the Jefferson street station to the center of the business district. While the distance is comparatively short, still it is a waste of a busy person's time to walk, and as arranged, the street car accommodations, while taking the city as a whole are equally as good as any, they are not well arranged to handle the people to and from the Jefferson street station.

Saturday's Telegram

Hidden in a St. Johns sewer ditch and known by the appellation "Number 4" to his employer, and "Slim" to his mates, a violinist who is able to play the most difficult classical music with the air of a master has been discovered. He plays such pieces as Souvenir De Moscow by Wienewski, and Mendelssohn's Concerto in E Minor, as easily as a 4-year-old child toots his little tin horn. What makes this more surprising is that in his working clothes, there is nothing about his appearance to indicate that he is other than an ordinary digger in dirt, but he is seemingly well acquainted with all the noted violinists and knows the individual characteristics of each as well as all their family and personal history.

A big kick is being made at the poor service given by the Portland Railway, Light & Power Company to St. Johns. Cars are continually turned back at Portsmouth and Northern Hill, and it is often 40 to 60 minutes between cars for this reason. Tab is being kept on the service by interested residents and unless things are changed the citizens say the street car people will hear something drop. If a suit is again started before the Railway Commission, it will not get off as easy as it did last winter, they say.

Charles F. Roberts, a professional beggar, who seems to get his living by working on the tender feelings of the ministers in the towns he visits, was turned over to Chief of Police McKinney for investigation by Rev. C. L. Owen, of the Baptist Church, Thursday night, but released yesterday upon the understanding that he would immediately leave town. From addresses and papers found in his possession it was thought that he had visited every minister in the towns on the North Bank railroad and also in most of the stations between Tacoma and Portland.

Preach the gospel of St. Johns.