

# ST. JOHNS REVIEW

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

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## A Boon to St. Johns

According to the bill which has passed both the house and senate for a free ferry at this point, it is incumbent upon the citizens of St. Johns to purchase the approaches and secure the franchise from the present holders. Some imagine the proposition is to purchase the present ferry boat also. This is entirely erroneous. The approaches on each side of the river is all that is necessary and is all that is proposed to purchase. The ferry company has placed a valuation of \$5000 upon these, and unless this is paid a free ferry will not be secured. While the price may seem high to some, yet we believe few, if any, will vote against paying the price asked. Since the county will build, operate and maintain the same, we are certainly getting out easily with buying the approaches. The cost of operating and maintaining the service will cost the county in the neighborhood of \$12,000 each year. The bill passed reads as follows:

### A BILL

For an act to provide for a free ferry across the Willamette river at St. Johns, Oregon, and repealing chapter XVI of the laws of Oregon, session of 1900.

Be it enacted by the legislative assembly of the state of Oregon: Be it enacted by the people of the State of Oregon.

Section 1. That if the city of St. Johns shall, within six months after the passage of this act, purchase and cause to be transferred to Multnomah county, Oregon, the ferry slips, pontoons and approaches thereto, now owned by the St. Johns Transportation company, situated at its ferry landings on the east bank of the Willamette river, at the foot of Pittsburg street in the city of St. Johns, Multnomah county, Oregon, and on the west bank of said river, opposite the city of St. Johns, and cause the St. Johns Transportation company to surrender its franchise to operate a ferry for hire between said ferry landings on said river, the county court of Multnomah county, Oregon, shall accept said ferry slips, pontoons, and approaches, and thereafter keep the same in repair, and within six months thereafter, shall, at the expense of the county, acquire, and thereafter maintain and operate, a ferry boat across the river between the foot of Pittsburg street in the city of St. Johns, Oregon, and a suitable point on the west bank of the Willamette river, opposite said city of St. Johns. Said ferry boat to be of suitable size and character to conveniently and safely transport all pedestrians and vehicles, and traffic of all kinds, except railway and street railway cars, and shall be operated daily between said points, at such intervals as the traffic may reasonably require.

Section 2. That chapter XVI of the laws of Oregon, session 1900, be and the same is hereby repealed.

From the Sunday Journal.

The bill empowering the county to build, operate and maintain a free ferry across the Willamette river at St. Johns, passed its final reading in the senate on Thursday and is now awaiting only the signature of Governor West to put it in the statute books. It is difficult to realize fully at the present time the great benefit to the peninsula which the passage of this bill will create, viewing it from a financial standpoint. The actual saving to the county of Multnomah and to the rate payers of Portland and St. Johns, will return more than the sum expended annually for maintenance, it is claimed. It is estimated that a sum of \$17,000 and an annual charge of about \$4,000 will cover the needs of a ferry operated on business lines and with modern equipment.

The rock crusher owned by the city of St. Johns and leased by M. G. Nease for a term of years is situated on the west side of the river and consequently every yard of crushed rock purchased at the crusher for use of the cities of St. Johns and Portland has to be transferred across the river and a charge of 25 cents a yard so ferried is levied by the St. Johns Transportation company. This company operates the present boat under a 15 year franchise granted it in 1907 by the city council. The city engineer has recently estimated that not less than 40,000 cubic yards of this crushed rock will be used in street improvement in St. Johns during the coming year. In view of the contracts for the supply of rock for University Park and Portsmouth, it seems probable that an equal amount will be carried over the river for street improvements within the limits of Portland, while

the present legislation tending towards the improvement of county roads and the employment of convict labor on them will tend to increase the estimate of the amount required from the city crusher, which was in the neighborhood of 15,000 cubic yards. Thus it will be seen that during the coming year the amount of crushed rock to be transferred from shore to shore approximates 100,000 cubic yards, and if the abolition of ferry charges were in force throughout the entire season, there would be a saving to the city of St. Johns and Portland who are authorizing the street improvements, and to the taxpayers in the county generally, of the sum of \$25,000.

But crushed rock is not the only material conveyed across the present ferry. The official figures furnished to the city recorder's office each month show that an average of 5100 foot passengers, 1000 double rigs and 200 single rigs make use of this ferry every month, and these figures might be doubled under more favorable conditions. The present boat is frequently laid up for repairs, is unable to operate in rough weather or at high tide and gives an intermittent service, and that only in daylight hours.

The indirect advantages of a free ferry operating along business lines with a boat of correct design and modern construction are by no means local only. There are about 2000 farmers in the Tualatin valley who are unable to bring their products to their nearest and most logical trading center at St. Johns, but are compelled to spend an entire day making a journey to Portland to dispose of the produce owing to the present ferrage rates and unreliability of service, while the removal of these charges and putting into commission a boat competent to handle the business and give regular service, would open up additional markets and enable the farmers to deal directly with the retailers and consumers of a rapidly growing community.

Throughout the Tualatin valley there are many acres of first growth wood. The present charge of 70c a load ferriage precludes offering this wood profitably in St. Johns, which results in a dearth of firewood on this side of the river, while there are many cords on the farmers' hands unmarketed only a few miles distant.

There are hundreds of residents in the county who have had occasion to cross the Willamette at St. Johns—sportsmen, pedestrians, traveling men—who have been so delayed by the eccentricities of the ferry timetable and the unreliability of the boat that they have preferred to abandon the idea of a second journey or make a long detour rather than undergo the inconvenience of a second attempt.

The bill just passed is to be the panacea for all these ills. And that it will do much toward opening up markets for a growing, thriving district and will advance the importance of St. Johns as a trading center is not doubted. The bill ordains that the ferry shall be in operation in six months, and no stipulations were made nor any suggestions made as to the class of boat that the county would construct. It was felt that the county would be the best judge of the need of the community, and it would be presumptuous to venture to dictate any terms to it. That it will construct a modern boat is considered assured, that a regular service capable of meeting the requirements and increasing such service as occasion demands, equally sure; and the regular operation of such a free ferry is expected to stimulate activity in the peninsula and increase its usefulness rapidly.

## At the Stock Yards

Receipts for the week on this market have been 1103 cattle, 34 calves, 1495 hogs and 3992 sheep. The larger receipts of the week before and the consequent loading up of producers occasioned a listless tone in all classes but sales of quality live stock were made at strong figures. Top steers brought 6.25 and good cows 5.25. Good bulls 4.50, with one extra quality selling at 5c per pound. The top on hogs was 8.50. In the sheep market good wethers brought 5.00 and one lot of ordinary lambs sold at 4.65. The greater part of the offerings were thin and were more in the stocker line than mutton. The horse market is taking on an active tone and there was a fair amount of trading throughout the week. Good horses have brought good money and the demand is very active for utility animals. There is not much call for fancy drivers but good serviceable draft horses of the size and finish are much wanted. D. O. Lively.

## The Future Looks Rosy

The outlook for St. John's advancement is becoming more flattering every day. New developments and new projects are being ushered to the fore in a greater measure than at any time in the past. While so far this year but little has materialized, the immediate future is rich in promise, and the air is teeming with anticipation and expectancy.

The assurance of a free ferry this year is most gratifying, and will be the means of adding largely to the business that will be transacted in St. Johns. The ranchers of the rich farming country of the Tualatin valley will have free access to our city, and it is logical to presume that they will take full advantage of the opportunity that will be afforded; The loop from Portland on the west side of the river and the return on the east side will be complete with the coming of the free ferry, and thousands will visit our city to enjoy the ideal drive thus provided. Its benefits will be so many that an enumeration of all is almost impossible.

It is practically assured that the Mount Hood Railway & Power Company will enter this city and encircle the lower peninsula with a trolley line within a few short months. This will provide a quick transit to Portland and relieve the congestion on the present line. The fact that it will extend to the Swift territory will make it especially valuable to St. Johns. The company is at present seeking a franchise to provide the city with cheaper light and power, and the privilege will no doubt be granted by the council.

The Weyerhaeuser Lumber Co. has, through a representative, stated that it will build the largest saw mill on the entire Pacific coast on their large tract of land in the North End within approximately one year. While many are skeptical regarding this project coming soon, it is reasonable to believe that this large company will be in shape to get its full share of the enormous trade in lumber that will be opened up with the completion of the Panama canal.

A report has been in circulation that the Inman-Poulson Company has sold its holdings in Portland and has purchased the Peninsula Lumber Company's mill and site. If this proves true, in all probability the plant will be enlarged. It already furnishes employment to a number of St. Johns citizens. In turn it is more than likely the Peninsula Lumber Company will erect a mill on their site near the St. Johns Shipbuilding plant.

It is understood that the Pitchless Lumber Company will erect a large mill at the foot of Macrum avenue on the Columbia slough, their former saw mill near Vancouver, having burned the past year.

Rumors of other industries are in the air, but as yet are too vague to enlarge upon.

There is a chance that the city dock will be leased and occupied in the near future. The Northwest Farmers' Union has been looking for the structure over and appear to be favorably impressed with it. Negotiations are now pending between the Union and the city council.

Several business blocks will be built this year, if present plans do not miscarry. Bickner Bros. will build a story and a-half brick on Jersey street adjoining the Electric Theatre. The Knights of Pythias will erect a two-story brick on the corner of Jersey and Charleston streets. W. T. Hull is contemplating the erection of an apartment house on Ivanhoe and Chicago streets. Another party is figuring on erecting a brick structure on the site of Milton's butcher shop and the bakery on Jersey street, and W. H. King still has the construction of a large brick on Jersey and Tacoma streets under consideration.

Numerous residences have been projected and will be built as soon as the weather is favorable.

Much street work will be pushed through this year, chief of which will be the hard surfacing of Jersey street from Richmond to Catlin and Burlington and Philadelphia streets from Jersey to Hayes. Fessenden street will be finished, as will also Macrum avenue, Columbia boulevard, New York, Mohawk and a number of other streets.

The large Maple street sewer contract will be under way in a few weeks, and the Burlington street sewer system will be completed in the spring.

Besides many and divers improvements are being made on sidewalks, business buildings and residences.

Taking everything into consideration, the people of St. Johns have every reason to feel optimistic and of good cheer.

## Westrumite The Best

To the Jersey Street Property Owners and Citizens of St. Johns: A result of the investigations of the committee sent east by the Pacific Westrumite Co. to investigate the merits of the various hard surface pavements, we beg leave to submit the following:

Of the half dozen hard surface pavements investigated Westrumite is pre-eminently the peer of them all in the opinion of the property owners, business men, automobile owners and chauffeurs, firemen and teamsters interviewed. Ten days were spent making inquiries. In all this time not a single complaint was heard about or a solitary defect discovered in the fifty miles or more of Westrumite paving examined. Our investigations were conducted independently and all information secured from those who were either using or who had gone down in their pockets to pay for these pavements.

One of the interesting features of the trip was in East Chicago where a bituminous macadam laid by a rival paving company had been repaired with Westrumite down the center of the street for many blocks. The defect was caused by the caving of the sewer. To repair the street with the original paving would have entailed a heavy expense by reason of the material having to be artificially heated and carted a long distance before putting down. To save time (the street being well nigh impassable for over a year) and money repairs were made with Westrumite. Common laborers did the work. Instead of heavy steam rollers ordinary hand tamps were used in placing the Westrumite. A perfect bond was made with the foreign substance, and an inspection of the street today demonstrated the superiority of the patch over the original paving.

From a sanitary point we saw no pavement that would compare with Westrumite. The streets on which it is laid can be detected at a distance by their neat appearance. Street litter is conspicuous by its absence. There was no accumulation of filth along the gutters nor the greasy surface so common with hard surface pavements. This applies to the business as well as to the residence districts.

At one place we found a coal yard in front of which Westrumite had been down three years. Three heavy horses drawing huge loads of fuel into the gateway have failed to crumble or dent the pavement where the bond is made with the curb. One of the drivers, on being asked for an opinion, volunteered the following: "There's something about Westrumite that gives a horse a good foothold, and the more travel over it the better it gets. It is the easiest pavement on a team track."

All property owners who have used Westrumite are enthusiastic over its wearing qualities and the absence from noise and dirt, while many who petitioned for and secured other hard surface pavements regret their action and are now the warmest advocates of Westrumite. It was noticeable that those who had once used it insisted that Westrumite only should be used when they were compelled to pave additional property.

A street in front of a fire engine house was closely inspected. Westrumite had been laid five years ago. A 4 1/2-ton steamer answered the call. The pavement failed to show a dent or depression made by the whirling wheels of the ponderous engine. The entire crew of the engine house were unanimous in the opinion that as an anti-slip and non-skidding pavement and for fast driving Westrumite is the best of them all.

On the thoroughfare leading into one of the largest steel plants in the country Westrumite was found. Although the heaviest of loads are continually passing over it not a flaw could be detected. The surface was as smooth and even as the day it was laid. The absence of street litter was also noticeable, as were also the chuck holes and depressions commonly seen on streets where the traffic is heavy.

As a pavement for a residence district, there is none, in our opinion, the equal of Westrumite. It is clean, dustless and noiseless, and the street paved with it is in a class by itself and at once attracts comment from the stranger because of its cleanly and trim appearance.

The favor in which the wearing qualities of Westrumite is held may be gleaned from the fact that one of the largest corporations in the world, although manufacturing a pavement from its by-products, will have a street leading up to its main entrance paved with Westrumite.

Every statement made by the Pacific Westrumite Co. has been more than verified. They have delivered

the goods. Their one great fault is and has been that they do not make their claims strong enough. Every statement made by them was found to be correct. Contractors laying rival pavements told us "Westrumite can't be beat as an all around pavement." We were among strangers and none knew our business, but not a word of unfavorable comment could be obtained in regard to the Westrumite pavement.

In our opinion St. Johns—or any other municipality—can make no mistake in adopting this dustless, noiseless and easy to repair pavement. Our investigations were conducted from the dollars and cents standpoint and in the interest of the property owners on Jersey street and the citizens of St. Johns, and after investigating many kinds, unhesitatingly pronounce Westrumite the best hard surface pavement.

The "experiment" bugaboo was chased to cover and only exists in the minds of a few monopolistic rivals. Westrumite has passed the experimental stage. This fact probably accounts for the activity among numerous paving concerns.

The above is a fair and just statement of the facts and conditions as we found them.

Respectfully,

R. W. MCKEON,  
PASCAL HILL.

## From E. C. Hurlbert

St. Petersburg, Fla. Jan. 31, 1911.

Friend Markle: I have been reading your paper with interest and was almost persuaded to answer through the columns of your valuable paper, the article signed "Justice," but you know the annexation question was worn threadbare, so I will not take up your valuable space.

I want to let you and the neighbors know that I am still a citizen of St. Johns and that you want to be satisfied for, we, I mean the people of Oregon, certainly have the best state in the Union. I have traveled over 10,000 miles since I left Oregon and have stopped long enough in the different places to know.

For the benefit of those that are dissatisfied with the rains of Oregon and are longing for the sun and a dry country, let me say that Florida is ideal from that view, but unless one has enough to pay their way, and money to keep them four or five years after purchasing their land, giving their trees time to come into bearing, they would better stay away from here.

This is a white sand, and requires fertilizer to raise anything except a disturbance, and the Florida cracker, that is the name of the native here, hasn't the ambition to do that.

This is principally a tourist country. The merchants, newspapers, etc., are kept through the year by the money they spend.

Before we came here, we were in the Eastern states, and when we read your paper and you mentioned that it was warm and sunny, and that the roses were in bloom, let me say we were longing to be out of the snow and ice, for it was cold about Thanksgiving, all thru the East.

After investigating the various places throughout the East and South, I am prepared to say that Oregon is far ahead of anything I have seen, both for the poor man and the man with money to invest.

Taking everything into consideration, soil, climate, resources, we can beat them all.

By the way, when in Washington, I had the pleasure of seeing the sights with our democratic friend, Mr. Chamberlain, and a special reserved seat at one of the senate sessions for myself and family.

Now in closing I will say that I will soon be back in good, old Oregon and in the game as usual.

Yours truly,

E. C. Hurlbert.

## Mid Winter Bargains

Will exchange for St. Johns property one acre on Oregon City electric line, set to fruit and berries, 5-room house, small barn, near school, church and stores. One block to postoffice. What have you to exchange for this?

1 7-room plastered house, lot 40x 100 for \$1050, \$100 cash, balance \$10 per month. Nice fruit trees.

1 6-room plastered house, lot 35 x 100 for \$1050, \$100 cash, balance \$10 per month.

We have some vacant lots for sale that are away below the market.

We will buy any kind of St. Johns property that is cheap. Come and see us.

McKinney & Davis

## Council Proceedings

All members were present as usual at the regular meeting of the city council Tuesday evening.

Chas. Bredeson as spokesman, and one of a committee from the fire department, asked that hose carts and hose be furnished for placing at North and South St. Johns in order that the service would be facilitated in case of fire in either of these directions. On motion of Councilman Davis the matter was referred to fire commissioners for recommendation next week.

A communication from the Portland Railway, Light & Power Co. stated that the company would willingly make a stop at Buchanan street provided a suitable platform or station be erected. As the property owners have agreed to do this the communication was accepted and placed on file and the company to be notified of this fact, on motion of Councilman Dobie.

Mrs. T. L. Noonan and W. H. Warner complained of a stable and 5 cows on the street adjoining them at Edison and Tacoma, praying for relief from the nuisance. Matter was referred to the health and police committee on motion of Councilman Johnson.

The 100 feet of wooden sidewalk in front of J. H. Crook's property on Fessenden street was the subject of some discussion. Contractor Peterson having asked for instructions concerning this piece of work. Mr. Crook contended that the walk had not been laid long and he did not care to have it torn up at this time and replaced with cement. Council decided, however, that since no remonstrance was made at the proper time, it was too late to alter plans, and on motion of Mr. Johnson, the improvement was ordered to proceed as per plans and specifications.

An attorney representing the Weyerhaeuser Land Company was present with a deed of easement for the construction of the Maple street sewer through their tract of land in North St. Johns. An ordinance which had reached its second reading and which provided for vacating a plat of ground including a stub of Maple street in exchange for the easement was taken up and by order of the mayor received second reading by title. On motion for third reading all favored doing so except Councilmen Dobie and Downey. The fact then made itself manifest that these two aldermen were not satisfied with the proceedings and Councilman Johnson found a 50-foot end of street that he had not noticed before in the ordinance, and he also objected to its final passage. Councilman Hiller stated that the matter had been thrashed out for the past six months or more and he believed all were satisfied. He thought it was rather late in the day to register protests against something that might have been adjusted long ago if the objectors had intimated they were not agreeable to its contents. Mayor Hendricks stated that he would not sign the ordinance if it passed final passage until he had satisfied himself that he should do so. Councilman Cook stated that if Jersey street was to be improved this year it was imperative that the ordinance pass without delay. Councilmen Dobie and Downey both objected on the ground that the Weyerhaeuser Land Company wanted too much for too little, and Mr. Downey was in favor of throwing the whole proposition up and condemning the property for a right of way for the sewer. As the damages would likely reach into thousands and would have to be paid out of the general fund, other councilmen believed it better to give something that was not needed at this time and which could at any time in the future be condemned for street purposes than to start condemnation proceedings now, which Attorney Collier assured the council would take 18 months to get through the supreme court and Jersey street would be hung up indefinitely. Councilman Davis strongly objected to holding up Jersey street and while the exchange might have objectionable features, he believed under the circumstances it would be by far the best to pass the ordinance as it reads. He believed it would be just as easy to condemn what property would be needed for street purposes later on as it would be to start condemnation proceedings for a sewer right at this time, and then Jersey street would not be trembling in the balance. Attorney Collier stated that the sewer project could not be cut in two and a contract given for Jersey street only unless all the proceedings thus far were thrown out and new proceedings instituted, which would make the hard surfacing of Jersey street extremely doubtful this year.

Finally, Mr. Davis made a motion that the ordinance be placed on its final passage. This was seconded by Mr. Cook. Aldermen Downey and Dobie voted "no," and while Mr. Johnson was within "fifty foot of it," also voted "no." Councilmen Hiller, Windle, Cook and Davis voted in the affirmative and the ordinance passed by a four to three vote. But if it is vetoed by the mayor, however, it will be lost.

Bills amounting to \$106.75 were allowed on motion of Mr. Johnson.

On motion of Mr. Downey the following lights were ordered: At the intersections of Chicago and Jersey, Tacoma and Jersey, John and Jersey, New York and Jersey, New York and Hayes and Philadelphia and Ivanhoe. Mr. Cook voted in the negative, believing some of the lights mentioned were not needed at this time. This will make about seventy arc lights in this city when the new ones ordered are installed.

On motion of Mr. Davis the attorney was instructed to investigate the free ferry bill and proceedings necessary for the purchase of the approaches to the ferry.

An ordinance providing the time and manner of improving New York street from Hayes to Willis boulevard and was passed.

## Great Is The Oregonian

The Oregonian certainly did itself proud on its fiftieth anniversary edition last Friday. It contained 128 pages brim full of useful information concerning the state at large and embellished with attractive illustrations of prominent buildings and scenes of special interest. Starting 50 years ago with a daily which, on account of its diminutive size and lack of local news and editorial comment, would not have been able to live a week in these modern times, it kept constantly enlarging and improving year by year until today it is the newest and most reliable newspaper on the Pacific coast. H. L. Pittcock, the principal owner, has made a record in journalism that has rarely if ever been equalled, and he is deserving of all the success that has attended his efforts. His tenacity of purpose, progressiveness and indomitable pluck will stand as an example for young newspaper men for years to come. May the Oregonian continue to wax stronger and mightier as the years roll by.

## It Pays to Hold On

Austin Lee of Kent, Wash., was a visitor in St. Johns during the past week. Mr. Lee came to St. Johns in 1901 and purchased the block where the Peninsula bank now stands for \$1700. Mr. Brady, the former owner believing he was getting a large price for it. Mr. Lee kept the block 18 months when he sold out for \$4500, and considered he had made a fine deal. Today the same block of 100x200 could not be purchased for \$50,000. Property owners in St. Johns might well take a lesson from this instance. St. Johns is still in her infancy, and if alive ten years from today many of us can look back and see where we should have sacrificed everything if need be in order to retain our St. Johns real estate, just the same as Mr. Lee can see where he made a monumental mistake less than ten years ago. If you would become independent, hold on to what you have here and try to secure more.

Usual low priced colonist rates to the Pacific Northwest from the East will be in effect from March 10 to April 10 and will, no doubt, result in inducing many settlers to come west. Rates will be the same as last year on the basis of \$25 to the coast from Missouri river terminals. The fare from other points is in proportion; for example, \$33 from Chicago; \$32 from St. Louis; \$50 from New York City; \$49.75 from Washington, etc.

The ladies of St. Johns will give a Valentine ball in St. Johns Rink Tuesday evening, Feb. 14. Elaborate preparations are being made for the affair and the most successful event of the season is promised. A number of ladies met at the home of Mrs. R. D. Jackson yesterday to labor upon the decorations. If you want the time of your life, don't fail to attend this dance. Everybody is invited.

The Home Telephone Company of Portland recently installed one of its pay stations in St. Johns Pharmacy, 105 No. Jersey street, for the use of all persons desiring to communicate over the home system.