

# ST. JOHNS REVIEW

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

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NO. 10

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## Mr. Cook Gives His Views

The following has been submitted by S. C. Cook. In order to economize on space, we insert our comments, in small type, following the numbers:

Editor Review: Yes, we will endeavor to answer your questions in issue of Dec. 29 ament annexation! 1st. Would taxes be less? Yes, people that have property in both cities state that their taxes are lower in Portland compared with the real value of the property than in St. Johns. Let me tell you a secret about the tax levy of St. Johns the last two years. When the levy for 1910 and 1911 was made the council knew that the levy was too low, and that there would be a deficiency but the levy must be kept a mill or two below Portland levy in order to make "campaign thunder" for the anti-annexationists, and I think the present levy is too low and was probably kept down for the same reason.

Mr. Cook flatly contradicts the first portion of his argument in his reply to the ninth question. He first says that taxes will be lower, later on he says the valuation will remain the same whether St. Johns is in Portland or not—50 per cent—and yet he is fully aware that the tax rate is a mill and one-half lower here than in Portland. The arguments will not reconcile in the least. The only way taxes could possibly lower would be a vast depreciation of property in the eyes of the assessor. A higher mill rate certainly could not lower taxes on the same valuation. Mr. Cook then makes what must be a most humiliating confession for a man who has recently retired from two terms on the council, and who now professes to be a most ardent annexationist—"The levy must be kept a mill or two below Portland levy in order to make campaign thunder for anti-annexationists" the two years he was on council. Yet Mr. Cook voted "yes" to both levies, even making the motion levying the tax rate in one instance. But, perhaps, he was not an annexationist when he was a member of the city council—certainly not such an ardent one.

2. Would the price of water be reduced at once and stay reduced, and would we get the same abundance of it? I answer yes, yes, yes! That is just exactly what would happen, and it is the very point that started this controversy; the nub to the whole thing. In every instance where territory has been taken into Portland that had been supplied by private water companies, the city has bought the private companies out at a good price and extended to the new territory the advantages of the municipal water system as rapidly as possible, and my main idea or purpose in advocating the withdrawal of that suit was to enable us to, at least have a chance, to get a good representative on the council or commission for the very purpose of buying out the local water company at a fair price, and do it now, while if we are kept out Portland by legal quibbles, the golden opportunity to take a part in the formation of a new commission government and secure representation thereon, will have been gone forever. The price of water to Portland consumers has been reduced 25 per cent. to take effect January 1, 1912.

Perhaps Mr. Cook failed to note last summer how the city papers were full of walls from citizens because of scarcity of water. Again, why should not St. Johns buy the local water works at the same "fair price"? It could do this if Portland could, and the price of water would be even lower than in Portland. The company states it is willing to sell at a fair price to this city. The water question is easy, if we possess enough energy to settle it. Mr. Cook is not to be censured for a yearning to be put on the commission, if that form of government is ever invoked in Portland. A fat job but useless so far as St. Johns is concerned. The tail has never yet been able to wag the dog. Ask County Commissioner Hart about it. He is quoted as saying that the less he tried to do for St. Johns in regard to the free ferry, the better it would be for St. Johns. So it would be with a commissioner from St. Johns, no doubt—the dog being too heavy for the tail.

3. Would we get a paid fire department? Answer.—Yes, much sooner than if we stay out. We could have a paid fire department now if we wanted one.

4. Would we get better car service? Ans.—Yes, with more people and increased business we would get better service—not because we were in or out of Portland. When we first came to St. Johns it required 35 minutes to come from Portland. With "more people and increased business" it now takes an hour or more. With a still further increase of both how long will it take?

5. Would the city dock at once be occupied? Ans.—Yes. I will be willing to deposit a bond of \$1,000,000 as a guarantee that the city dock will be as well occupied, and that the revenue derived therefrom will not be less than it is now—yes, the city dock, a conspicuous monument to imbecility. We have shown our utter incapacity to do anything with it. Could Portland do worse?

It is a safe bet that Mr. Cook voted for this "imbecility," and that even now he would not favor selling the dock for what it has cost the city to date, nor would the majority of citizens. An offer of cost and \$15,000 profit was turned down by the council Mr. Cook was a

member of. This was where the "imbecility" came in. The fact of the matter is that the city hasn't been trying to do anything with it.

6. Would we get better police protection? Ans.—One day the past summer I was standing on Philadelphia street near Burlington facing the city hall. The window of the police office was raised high. In plain view sat a policeman in an easy chair, feet on the window sill his face turned toward the lawn. On the lawn was four dogs at play, one dog wore a license tag, the other three had no collars on, in violation of the city ordinance. I do not say the policeman saw them—he might have been asleep. Possibly Portland might beat that. I don't know.

Portland has made provision for 50 more policemen and what is to hinder our policemen from taking the civil service examination and remaining just where they are? The same is true of our engineering force, our city recorder and deputy. All take the civil service examination, receive appointments and remain right where they are to look after his city business down here. This is no idle dream, but can be done if done at once.

It is a good citizen's duty, when he sees the law violated, to call the attention of the police to the fact. Portland policemen are not required to catch dogs, and it should not be the duty of our police to do so. As to the efficiency and integrity of the Portland police service, read the daily papers. We can only judge what the police force would be by that of other suburbs of like population. University Park and Portsmouth, with like population, has one policeman—occasionally. Former Chief Cook stated, however, that we would get one policeman, and possibly two. Not only an "idle dream" but folly to believe that the city hall force could remain where it is. The business of Portland is done at the city hall, and not parceled out to outlying districts.

7. Would we have saloons on Jersey street and more of them? Ans.—Portland is not issuing any new saloon licenses—that is, the number of saloon licenses cannot be increased until the population grows to a certain number, consequently unless the 5000 that St. Johns would bring in would bring the population up to that number there would be no room for our saloons and they would cease to run after the expiration of their St. Johns license, and we would have no saloons at all, like Portsmouth and University Park. As to saloons on Jersey street it is in my opinion of little consequence, whether they are on Jersey or Philadelphia.

Mr. Cook is perfectly aware that the present licenses will run until July next in any event; that if they are not renewed licenses could be transferred to St. Johns from any part of Portland; that with one saloon to every 500 people St. Johns could have a couple more, and that University is dry by vote, while this city is wet, by the same token.

8. Would we get a road to the Swift Packing plant? Ans.—Yes, if we go after it in the right way—whether in Portland or out—certainly St. Johns has done nothing towards getting it. Just so.

9. Would we get a public park? Ans.—The chances of getting a park would be a thousand times better if we were a part of the city of Portland. They are making parks, we are not and never will. All we have to do is to vote for a park, and we get it.

10. Would the assessed valuation of our property be less, and if so, could we sell them for higher prices? Ans.—The assessed value of all property is fixed by the county assessor, and whether it happens to be in St. Johns, or Gresham, or Portland, makes no difference. They aim to assess at 60 per cent of its actual cash value. The selling price of all real estate in St. Johns would immediately advance 25 per cent. Property is offered in St. Johns today for less money than at any other place with like natural advantages in the county, and is very slow sale. Is held back by an artificial condition.

11. Would the high school be operated? Ans.—If needed, yes. Why are some of the St. Johns pupils now going to the Jefferson High in Portland? We understand that Supt. Robinson states it would not be used. They are going to Jefferson High not on account of lack of room here, where many more could be accommodated. Just a matter of preference.

12. Would we have a ward of our own? Ans.—No. Under the commission form of government there are no city wards. The commissioners and any other elective officers are chosen at large—which, by the way, is the key to the success of that form of government. As expected. No ward.

13. Would we get the same quality of gas at a reduced price? Ans.—Yes. My first official act after taking my seat on the council in April 1909 was to hold up the fran-

chise of the Portland gas company for 60 days until it could be republished so as to insert a clause providing for that very thing. We got it.

We learn by reference to our files that A. W. Davis made the motion that the franchise be republished with the provision added, but the quality need not be as good as is now supplied.

14. Would insurance be lower? Ans.—Yes. The basic rate for dwelling in St. Johns is 45, in Portland it is 35 cents. Example: An ordinary plastered, frame dwelling, no exposures with 60 feet, the cost for \$1000 insurance would be in St. Johns \$4.50 for one year, or \$9.00 for three years. In Portland using the 35 cent rate the cost of the same amount would be \$3.50 for one year or \$7.00 for two years. A saving of \$2.00 on your house insurance.

Insurance agents may differ as to this. Two have told us there would be no difference; that rates are fixed according to fire protection or risk.

15. Would we get more industries. If so, how? Ans.—It is said that God made the country and man made the big town, and the devil made the little town. Men of large capital intending to embark in large enterprises as a rule keep shy of little cities because they are afraid of the freak legislation of the little city councils they are likely to encounter. In the past six years has St. Johns secured an average of one payroll industry a year of any magnitude? Have we got any prospect of any? Have we not demonstrated our inability to get any, by not getting any? The new payroll industries (the St. Johns Lumber Company can not be classed as a new industry because it took the place of other mills that burned out); in the past six years would support a very small town. Yes, we would have a much better chance to get more industries. Because we would have the assistance and not antagonism of the various clubs and organizations that are working for a greater Portland. The very name itself would be a great help, perhaps would aid more than any one thing. Portland is well and favorably known the world around and the name carries weight and prestige, otherwise why do most of our enterprises sail under the Portland name? e. g., Portland Woolen Mills, Portland Manufacturing Co., Jobs Milling Co., Portland-St. Johns, etc., etc. Join forces and all boost for a greater city, that's how.

Freak legislation has nothing to do with it in St. Johns. It is the high price of water front, and yet Mr. Cook states that the selling price will be increased 25 per cent by annexation, making a still stronger obstacle. Nearly every real estate man in St. Johns at one time or another has had a chance to locate an industry here in the past six years if a reasonable price on location could have been secured. Proportionately how many has Portland landed in the past six years, including Keaton, where they located on account of cheap land? What clubs are antagonistic? We haven't heard of any. They would be, however, if this part of maybe Portland would get more than their respective localities. The name didn't prevent the industries we have from locating here, nor will it prevent others. They can all use the title "Portland" if they care to.

16. Would we get better streets? Ans.—Yes. The matter of streets is a purely local affair, paid for by the local property, and is usually improved only when the local property owners ask for it. But the standard of work is much higher in Portland than in St. Johns. Look at the job of grading that was accepted on Fessenden street over the protest of property owners. Do you think that would have passed inspection in Portland? Not by a week's work, with five teams.

Yes, we would get better streets. Mr. Cook was chairman of the street committee when a good slice of Fessenden street was accepted. He is the one to be censured if the streets were below standard during his regime. "People in glass houses should not throw stones." No streets were accepted by council until accepted by the street committee. Portland has better streets because they are laid out. If the property owners want to stand for it, ours can be improved the same way.

17. Would business be better and why? Ans.—Yes, for everybody except the Review, business would not be so good for it. It would necessarily lose the city printing worth nearly \$1200 per year, which very naturally makes the Review think it would be bad, very bad to withdraw the appeal to the supreme court. Business for all others would be better because more people would come to settle here and build and improve and enter into the activities of building a city. Did you know that St. Johns had actually lost in population during the last year? The school census shows a loss of 30 scholars.

As to the Review—that is very simple and should occasion no alarm for our welfare. The profit, less stock and ink on the job printing, on city printing largely pays the salary of one good printer. All we have to do is to drop him from our payroll, which we would do if we were not for the work involved in the city

(Concluded on fourth page)

## Council Proceedings

All members were present at the regular meeting of the city council on Tuesday evening, with Mayor Couch presiding, as usual.

The first matter to receive attention was a petition for an arc light at the corner of Weyerhaeuser avenue and Kellogg street, which was granted upon recommendation of the water and light committee, it appearing that that part of the city was destitute of lights.

Petitions for three arc lights on Oregonian street were referred to the water and light committee for investigation of conditions.

A. D. Robinson, contractor on Tioga street, proposed to put up a certified check to cover cost of completion of this street if the council would accept it in its present condition, so that the contractor could pay for his material, averring that it would place more money in circulation in St. Johns. Ald. Bredeson objected to compromising with contractors, that property owners petitioned to have the streets improved, and didn't want to wait a year or two on completion, that he believed in holding contractors to the time limit. Attorney Esson also strongly advised against entering into such agreement. Matter ordered filed.

Bills amounting to \$333.03 were allowed on motion of Ald. Muck; all yes.

It appearing that flush tanks in the sewers were being turned on too frequently at heavy cost for water without the cognizance of the city authorities, on motion of Ald. Valentine the engineer was directed to shut off the tanks during the wet weather, or as much so as expedient during the season; and on motion of Ald. Perrine all keys to same be turned over to the engineer and he be held responsible for same. It is suggested that some boys have been turning the water on with monkey wrenches as a prank, and they will be watched more closely in the future.

The improvement of Baltimore street from Jersey to Bradford was accepted on motion of Alderman Hill; all yes.

The quarterly reports of the city recorder and treasurer were submitted and referred to the finance committee.

Reports from the fire department announcing the election of B. F. Noonan as chief, and general business during the past year were received and ordered filed.

## Joint Installation

The joint installation of the officers of the General Compton Post and Womans Relief Corps was held last Saturday at the G. A. R. hall.

The W. R. C held their installation at 10:30 a. m. The following officers were installed by Mrs. Geo. M. Hall, the installing officer: Cynthia Hewitt, president; Mary Simmons, junior vice president; Cora Merrill, chaplain; Mary Chaney, Secretary; Lillie Sizemore, treasurer; Sarah Hurley, conductor; Sue Clayton, assistant conductor; Harriet Miller, patriotic instructor; Hannah McCallum, press correspondent; Mabelle Walker, musician; Mary Downey, second color bearer; Adele Hanson, third color bearer; Carrie Vandenberg, fourth color bearer; Maylie Steele, senior vice president; Sarah Nolan, guard. Clara Lathrop, assistant guard and Sarah Rippley, first color bearer, were absent. These two officers will be installed at the next regular meeting of the corps.

After a few fitting remarks by the president and the installing officer and thanking our past president, Mrs. Anna Barnard, for her efficient service in the past two years, the meeting was turned over to the Post.

The following officers were installed by the installing officer, Adjutant General Williams: Geo. H. Adams, commander; E. H. Parker, junior vice commander; R. H. Miller, adjutant; Levi Stewart, surgeon; O. A. Bemis, O. D.; A. M. Mason, O. G.; S. M. Horton, S. M. The following officers of the post were absent and will be installed by the commander at next meeting: D. G. Horsman, S. V. C.; Daniel Drew, chaplain; F. E. Hubbard, quartermaster; James Downing, quartermaster sergeant; Daniel Drew, patriotic instructor. After a few remarks by the installing officer, commending the post for its good work, the announcement was made that lunch would soon be served.

In a short time the tables were ready and all sat down to a lunch of sandwiches, baked beans, salads, pickles, cakes and coffee.

May this be a prosperous year for both the Post and Corps and may we have many social times together, this year.—Press Cor.

taste out of their mouths afterward. Aids. Perrine and Horsman balked, however, and would not let go of the tail.

The bid of Knowles & Kanouse on the improvement of Gresham street from Buchanan to Ida having been found to be the lowest, they were awarded the contract.

## Hard Surfacing Dawson

Editor Review: Permit me to make a few remarks concerning this most important improvement.

I notice Mr. Benson's statement regarding Dawson street improvement. I am glad to note that there is at least one property owner who is willing to have Dawson street hard surfaced. I am certain that Portland will do her part to build a continuous hard paved street from Portland to St. Johns this summer. This is the only possible way we will get nice homes and lots of people to live in St. Johns. In my mind there is nothing the people of St. Johns could do that would build up the town more rapidly than to improve Dawson street. I have a very nice home in St. Johns and expended a large sum of money improving my place, but was compelled to close my house and move to Portland to be near my business. I cannot drive my auto, as the streets are too bad and the car service is worse than nothing, requiring anywhere from one to one and a half hours to make the trip. After taking on passengers to the limit of capacity for all points along Union avenue, Killingsworth avenue and Portsmouth, the St. Johns passengers can expect to get a seat after passing Portsmouth. So you see the car service cannot be considered when one has to go back and forth each day. Now what is best to be done about improving Dawson street? Mr. Benson says he will give \$100 toward hard surfacing the street providing it is done within one year. I will give him one better. I will give \$250 provided the street is hard surfaced within one year. It seems to me that there could be some way where the council could declare this improvement a public necessity and order the work done. I do not think it necessary to widen the street. If it is hard surfaced it would accommodate a tremendous traffic and the cost of improving would not be so great.

Imagine if you please, the beautiful auto drive this would afford; go down the Linton road and cross over our big new ferry, then thru the city up Dawson street to Portsmouth avenue and Columbia boulevard, through Keaton to Portland. How many thousand Eastern visitors would see our town in this manner? We do not want any crushed rock street. The travel would be so great the moment the street is open that nothing but hard surface would stand the wear. Now is the time to start proceedings if we expect to get the work done this summer. The people and the city dads of St. Johns have done a great deal for the upbuilding of our city, securing the big new ferry was a grand achievement and a great deal of credit is due our public spirited citizens for it. Now let us all pull for a hard surface street to Portland.

Thanking you for your co-operation, I am yours respectfully,  
H. E. Harris.

Then HEM-ROID is what you want a guaranteed internal remedy. Here is a physician's remedy, in sugar coated tablets taken inwardly, that cures all forms of piles and avoids painful operations, as well as the common odious treatments. It attacks the very cause—bad circulation.

This remedy is Dr. Leonhardt's HEM-ROID, sold by St. Johns Pharmacy, and all druggists. \$1 for 24 days' medicine and satisfaction guaranteed. Dr. Leonhardt Co., Station B, Buffalo, N. Y., Prop. Write for booklet.

Tells the cause of APPENDICITIS  
Jackson & Thompson, druggists, state that much appendicitis in St. Johns is caused by constipation, gas on the stomach, or sour stomach. These troubles are almost INSTANTLY relieved and appendicitis guarded against by taking a SINGLE DOSE of simple Buckthorn bark, glycerine, etc., as compounded in Adler-i-ka, the new German appendicitis remedy.

For Sale  
85x100 lot, 4-room, new plastered house, 117 Swensen street. Price \$1050, half cash.  
50x100 lot, 4-room house, facing east, 708 East Richmond street. Price \$900. Small payment down, about \$10 a month.  
5-room modern house on East Mohawk street, half block from corner, price \$1350. Will trade for vacant lots. Inquire of S. C. Cook, 308 E. Fessenden street.  
Do you know that fully nine out of every ten cases of rheumatism are simple rheumatism of the muscles due to cold or damp or chronic rheumatism, and require no internal treatment whatever? Apply Chamberlain's Liniment freely and see how quickly it gives relief. For sale by all dealers.  
Sash and Doors are carried in stock by the Peninsula Hardware Co. Get our prices.  
For Insurance see F. W. Valentine

## The Library

Open Hours: 1:00 to 5:30 and 7:00 to 9:30 p. m. Sundays: 1:30 to 5:30

Owing to the storm and consequent poor car service the usual Saturday and Monday deliveries from the main library were omitted but a special delivery was provided on Tuesday, and those who requested books will now find them waiting.

The following new magazines are on the table:  
System—The magazine of business. What the Scientific American, Popular Mechanics and the Engineering News give to those interested in mechanical and engineering subjects, System gives to the business man. Typical articles in the January number are: What is Good Will Worth? The Wasteful Waste of Labor and How to Prevent it. How to Buy the Kind of Coal You Need. One hundred twelve pages are given to short cuts, selling plans and systems of practical helpfulness.

Books Received—Practical Treatise on the Steel Square—Hodgson. So many requests have come in from carpenters for a steel square book that the best authority on this subject has been provided for our own shelves. It is the 1909 edition in two volumes.  
Songs of Cheer—John Kendrick Bangs. John Kendrick Bangs is a rhymster for every day and for the common people. This little book is a warranted cure for the blues. It contains the often quoted lines: "Today—whatever may annoy, The word for me is joy—just simple joy. What'er there may be of sorrow I'll put off till tomorrow. And when tomorrow comes, why then 'Twill be today and joy again." Also:  
"I fear there's little hope for me On old age I'll never stop It makes no difference where I be, When springtime first I chance to see And birds about me trill their glee I simply can't grow up."

The Reds of the Midi—Felix Revault. An episode of the French Revolution with a young peasant, Pascalet, as the hero. Of this book Gladstone said: "Such works throw more light than many so-called histories on the true roots and causes of the Revolution which are so widely and gravely misunderstood."

Have You Piles  
Then HEM-ROID is what you want a guaranteed internal remedy. Here is a physician's remedy, in sugar coated tablets taken inwardly, that cures all forms of piles and avoids painful operations, as well as the common odious treatments. It attacks the very cause—bad circulation.

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