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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

Of advertising in THIS Paper and you'll never regret it. The habit of once and keep right at it!

FREE FERRY AT ONCE

County Will Assume All Expenses Until the New Boat is Constructed

A strong delegation of representative citizens headed by Mayor Couch stormed the citadel of the county court Tuesday morning in an endeavor to induce the county authorities to operate the ferry boat James John until the new ferry has been built and placed in commission. The mayor was armed with petitions signed by numerous business interests on both sides of the river, and by more than 50 farmers in the valley beyond the west side hill. The delegation was also supplemented by several residents of the west side. The assemblage convened in the office of the county court, and were given attentive and respectful hearing by Judge Cleeton and Commissioners Lightner and Hart. Mayor Couch acted as spokesman for the delegation, and he presented the plea in a most plausible and convincing manner, in which he intimated that St. Johns had for years been pouring its tax into the county treasurer and receiving little or nothing in return. He pointed out the immense traffic that used the ferry while it was a paid affair, the handicap it was to the business interests of the peninsula since it has gone out of commission, and that the bill passed by the legislature besides giving the county power, also made it mandatory that the county acquire, maintain and operate a free ferry at St. Johns. He said that while St. Johns was willing to pay for the lease of the ferry at \$6 per diem, yet he believed it was the duty of the county rather than the city of St. Johns to pay for the boat as well as to operate it. The city of St. Johns, he said, was perfectly willing to assume the responsibility so far as the boiler and engine was concerned, but believed that as much as should be required of this city.

City Attorney A. M. Esson made a splendid plea also, in which he called attention to the inconvenience resulting from the artery of trade between the two sides of the river being broken. He took occasion to remind the county authorities of the proposed public highway encircling the lower peninsula, the right of way for which had been paid for by public subscription, and upon which the county authorities had agreed to construct a county road, but which failed to materialize after the right of way had been secured.

Richard Shepard, representing the west side interests, told of the necessity of a free ferry, and the desirability of having one placed in operation with as little delay as possible.

W. L. Churchill told of the inconvenience to his business owing to the disruption of the ferry service; how he was compelled to drive thirty miles now to reach a point three miles away in order to hold his patronage at Linnton.

W. H. King also made a few trite remarks bearing on the proposition, in which he stated that he believed the county authorities could be relied upon to do what they could in this regard.

The commissioners and Judge Cleeton seemed fair in the matter. The Judge pointed out that it was not the fault of the county authorities that St. Johns did not now have a free ferry, that they were hastening the construction of the boat as fast as possible, which he claimed would be the finest on the river. He stated that the county engineer has disapproved of the engine or boiler in the ferry boat James John, and even though the government inspector passed favorably upon the same, it would place the county authorities in a bad hole in case of explosion through defective boiler. However, with the assurances given that St. Johns would assume the responsibility in so far as the defective boiler might be concerned, he was willing that the county operate the boat, and also provide payment for the lease thereof. The crew for the new boat under construction having been already selected, he, in conjunction with the commissioners, decided that this crew should be put on the James John, provided the attorneys concluded they could legally do so. Judge Cleeton said the matter would be attended to at once, and he saw nothing in the way of placing the James John in commission in a very few days, unless the attorney's advice was adverse to so doing. The Judge also took occasion to state that the

county road mentioned by Mr. Esson was not altogether the county's fault that it had not been constructed. The route was deemed inadvisable and costly after inspection by the county authorities, but if a route higher up was secured the county would at once begin to construct a good roadway.

The St. Johns folks were well pleased with their reception, and the meeting of the citizens and the county authorities was conducive of a better feeling toward the officials, who showed that they were willing to do their duty toward St. Johns at any time. That a free ferry will be installed before the 15th inst. is practically assured, as there appears no doubt that the county court has full power to lease, operate and maintain the ferry boat James John, and submission of the matter to the county attorneys is merely a matter of form and a safeguard to the county officials. To Mayor Couch must be given the credit for bringing this about, as well as construction of the new ferry. He has been untiring in his efforts, having appeared before the county court several times single-handed to make the plea which culminated in success Tuesday. It was through his efforts that the delegation was assembled together, and through the force of his logic that the county court was brought to realize that St. Johns really needed a free ferry.

The delegation was composed of the following, besides several whose names we failed to get: Mayor K. C. Couch, City Attorney A. M. Esson, City Recorder F. A. Rice, City Engineer C. E. Andrew, F. W. Valentine, J. N. Edlefsen, P. Hill, W. A. Bennett, W. S. Lauthers, H. Ritchie, W. H. King, P. H. Edlefsen, W. C. Roe, M. E. Kilkenny, Chas. S. Davis, M. G. Nease, R. McKinney, H. S. Hewitt, R. G. Brand, C. S. Thompson, A. C. Gesler, C. E. Smith, C. S. McGill, C. C. Woodhouse, Jr., F. P. Drinker, J. E. Tanch, Henry Muck, S. W. Ormandy, W. E. Bunnick, W. L. Churchill, T. J. Monahan, C. S. Snyder, C. F. Butterfield, Richard Shepard and A. W. Markle.

Oregon Slough Plan

Officials of the Port of Portland, representatives of the various improvement clubs on the Peninsula and others made a thorough inspection of Oregon Slough from its mouth to Kenton, Saturday, preliminary to the adoption of definite plans regarding the widening and deepening of the stream as a ship channel. The investigators were surprised at the possibilities of the proposition. The slough was much wider and deeper and carried more water than they believed. They are of the opinion that the stream can be dredged and dyked so that it will make a splendid ship channel a distance of at least seven miles for a comparatively small sum of money. If this work is done it can also be utilized as a drain for the sewers, which are to be built on the Peninsula.

It is estimated that the proposed development will cost between \$500,000 and \$900,000. It is anticipated that the United States Government will pay a portion of this, the owners of property abutting on the ship channel another portion, the property owners benefited by the sewer system still another and it is anticipated that Portland will share the expense. A meeting of those interested will be held in the near future at which will be arranged another excursion up the slough. Invitations will be issued to the city officials and others to make the trip. At this time an effort will be made to definitely outline a plan for raising the finances to insure the success of the project.

Hearing February 28th

The hearing of the annexation case by the supreme court is scheduled to take place on Wednesday, February 28th. This will be pleasing news to most of our citizens. It is a question that should be definitely settled one way or another. Until it is settled, matters must remain in an uncertain state. It has been dragging along since July of last year.

The Water Wagon

The water wagon's running light, its seats have lots of room; for many men have quit the fight against the booze saloon. Resolves they made on New Year's day are broken, smashed and crushed; they're jumping off along the way, their temperance talk is hushed.

The water wagon sails along with many vacant seats; the swear-off men are going wrong and calling up the treats. John Barleycorn at them did wink, and said: "Come, liquor up!" They nearly all began to think that they should have a sup.

And then they scrambled for the bar, for they were fearful dry; they tumbled off the water car to get a taste of rye. They're now in Barleycorn's tight grip, they're boozing ev'ry day; old John has got them on the hip, and dragging them his way.

Some will again swear off next year, about the first of 'Jan.!' but some of them will not be here, Oh man! My brother man! The last resolve for some is made, they'll die within the year; some will within their graves be laid because of booze and beer.

The man who's always swearing off, upon the New Year's day, is soon lined up against the "trough," just in his same old way. He soon will hunt the booze bazaar, and quaff the flowing bowl; his resolutions don't go far, they don't upon my soul.

He's like some men at "mourner's bench"—converted ev'ry year; but soon he's back within the trench, the trench of booze and beer. He's like a poor old jellyfish, his back is wishbone, sure; his great resolves are one-half wish, the other half is fear.

The man who makes and keeps a vow, and cleaves to virtue's way, just says: "Old man I'll do it now, not wait for New Year's day." The New Year's gang are weak kneed chumps, their vows most always break; their wump resolves wont stand the bumps, wont keep the vows they make.

Therefore, the wagon's running light, good old water wagon; the swear-off men have quit the fight, gone and got a jag on. The New Year's gang of swear-off chumps, have tumbled off the seats; they couldn't stand the wagon's bumps while being offered treats.

And Barleycorn is laughing loud, that old John Barleycorn; he's gath'ring in the whole blamed crowd as sure as you are born. They surely are a weak-spined lot, to break their vows so soon, but say, dear folks, I'll tell you what—a man's a weak gassoon.—Windber Era.

Parents Complain

A delegation consisting of a dozen irate parents of St. Johns pupils of the Northwestern conservatory of music appeared Thursday at Bickner Hall in St. Johns, where this concern gives its lessons to protest against the treatment they and the pupils are receiving. The delegation consisting of D. J. Horsman, Mrs. J. A. Crouch, Mrs. Robert Hodkins, Mrs. E. J. Hughes, Mrs. L. L. Cooper, Mrs. Brock, Mrs. Lehr, Mrs. Taylor, Mrs. Hall and Mrs. McCarthy found no one to receive their protest. Mr. Osborn, who has charge of the St. Johns work, not being visible, but they declare they will call every lesson day until they are able to meet the man in charge. They object to Teacher J. H. Peterson, who they claim, is incompetent and failed to hold pupils secured by him a year ago because of inattention and incompetency. Several of the women said they had been promised that Peterson would not be employed as instructor and only consented to send their children with this understanding. They also assert they were told the conservatory people were organizing a glee club in St. Johns schools and that the first 25 children joining the class would become members of this club and receive instruments free, while no such club has been organized or even attempted. Another grievance is the quality of the instruments furnished the pupils taking the course. These are said to be practically valueless. Still another is a story published in a Portland paper a short time ago in which serious charges are made. It is also charged that an attempt was made to get one 15-year-old St. Johns girl to come to the Portland rooms at 11 o'clock at night for a lesson.—Telegram.

Another Smoke Stack

A Mr. Free, representing a company formed for the manufacture of furniture and wooden novelties, appeared before the board of governors of the Commercial club Monday in an endeavor to secure its aid and co-operation in securing a site in St. Johns. The company owns a number of valuable patents in the way of household necessities, the demand for which is fully assured. A plant was erected some months ago at Salem, but before the machinery had been installed the building was razed by fire. Not being altogether satisfied with the location at Salem, the company became interested in St. Johns, and state that this location suits them better than any other they have yet seen. The plant will employ 65 hands to start with, and the chances that St. Johns will land the industry are very bright.

For Sale Cheap.—Equity in St. Johns property located at 812 Gilbert street. Buy of owner. See John Kelliber, 816 Gilbert. 12tc

St. Johns Auxiliary

During the times the State Women's Press Club of Oregon has been in existence, it has confined its activity to Portland, although as the name implies it is a state organization. In order that it may fulfill the greatest possibilities of a state organization and be in effect what the name signifies, a plan has been proposed by the president, Mrs. M. L. T. Hidden, and enthusiastically endorsed by the members whereby the club's field of action may be greatly extended.

Briefly stated, the idea is to establish auxiliary Press clubs throughout the state in every city and town where there are women writers living in a sufficient number to warrant such action.

From inquiries made it appears there is literary talent in St. Johns to constitute a highly successful Press club, if the talented women of the city would join forces with that object in view.

Of all brain workers, writers need the inspiration that comes through an exchange of ideas with others of like tastes. A Press club promotes an intellectual comradeship among its members, which is helping and stimulating. Among the many advantages the plan of the auxiliary club offers, would be an annual meeting as a happy culmination of the year's work, where all State Press clubs could be represented. The benefit, pleasure and inspiration to all concerned from such gathering would be of incalculable value to every one attending.

In accordance with the constitution of the State Woman's Press club, it is not necessary that every member be an actively engaged author. Some of its brightest members at present are only occasional contributors to the newspapers and periodicals of the country, while others—associate members—never have received remuneration for their work.

It is earnestly desired that an auxiliary Press club of women writers be formed in St. Johns, and any information which would help toward the establishment of a St. Johns auxiliary will be furnished gladly by the corresponding secretary of the State Woman's Press club, Oswego, Oregon, box 186. The Club's Year Book, constitution and by-laws will be sent on request.

Just a Rumor

It has been persistently rumored that the Weyerhaeuser Lumber Co. will erect a mammoth mill on its land in the north end in the near future. Through some source or other, which is said to be authentic, comes the report that the company is tearing down its big mill in the state of Wisconsin, and that the machinery and fixtures are being loaded on cars consigned to St. Johns. Whether there is anything in the rumor remains to be seen. So many hopes have been bolstered up on the Weyerhaeuser mill proposition at different times, that most people take rumors of this sort now "with a grain of salt." It is feasible to believe, however, that this company will have a plant erected here in time to take advantage of the Panama canal opening. Lumber prospects are taking on a rosy hue after years of quietude. When construction begins the people of St. Johns will then begin to believe the Weyerhaeusers intend to do something.

Building Permits

No. 6—To Wm. Marshall to erect a dwelling on Hayes street between Burr and Alma; cost \$400. No. 7—To the same party to erect a dwelling on same lot; \$400. No. 8—To H. Steinfeldt to erect a dwelling on Hayes street between St. Johns avenue and Maple street; cost \$1200. No. 9—To F. S. Hallock to repair Muck building on Jersey between John and Charleston streets; cost \$100.

Reports from all over the state indicate that Governor West's proclamation setting aside this week especially for the consideration of the subject of good roads is being acted upon with great enthusiasm. His message was an appeal to the citizens of Oregon to get ready for the opening of the Panama canal and thus provide the easiest possible access to the interior of the country. Under the auspices of Oregon Association for Highway Improvement, copies of the eight bills that have been prepared were sent to the commercial clubs and to the newspapers. The secretary of the Oregon Development league sent out a message that as this question was not a political issue, special meetings of the commercial bodies affiliated with the league be held to discuss good roads and to make their recommendations.

Cheese? Any old kind! Also strictly fresh eggs and butter, milk and cream.—St. Johns Dairy and Co., 206 North Jersey 5tc

Hard Surface Era

Hard surfacing of streets will be the watchword of St. Johns this year. Jersey street, from Richmond to Catlin, will be resurfaced with Westrumite; Fessenden from the east city limits to Oswego, will be surfaced with concrete; the same composition will be placed on Baltimore from Jersey to Bradford, and Burlington street from Hayes to Bradford. Dawson street, connecting with the hard surface on Jersey, will be continued to the southern city limits, which will connect there with the hard surface Portland proposes to lay this year. This will afford a hard surface thoroughfare from St. Johns to the west side of Portland. Plans are under way for these improvements. Property owners on Ivanhoe and Crawford streets are catching the hard surface fever, and the probabilities are that before winter these streets will be treated to hard surface improvement also. A sewer will be laid on Fillmore, and a system is also contemplated for southeast St. Johns. A number of other streets, which will not stand hard surface, will be treated to 20 feet wide of concrete in the center. These will include Portland boulevard, Willamette boulevard and Hayes street.

Last year more street improvements were made in St. Johns than during all the previous years of its existence, amounting to more than \$200,000.

It is proposed by some of the city's leading citizens that a municipal heating plant be installed. It is said that enough refuse goes to waste at the saw mills to heat the city, making the item of fuel a nominal one. Before the hard surface era is inaugurated it is argued is the best time for laying the pipes necessary for a public heating system. Another scheme to be advanced is the establishment of a municipal electric lighting system. The city alone pays \$6000 per year for arc lights, and it is argued that this sum would pay all operating expenses of such a plant, giving the citizens light at very low cost.—Journal.

A Good Living

Can be made with poultry if it is properly fed and housed and good stock is used to begin with. No place in the country is so well adapted and prices so good as in the Western states. Nothing will pay so well for the amount of cash and labor expended.

The poultry business is an opening for the man with a limited amount of cash. A few hundred hens will make a good independent living and much better than depending on day's labor and is equally good investment on a large scale.

If you wish information on incubators, brooders and the poultry business in general, it will pay you to send for the new 1912 catalogue just issued by the St. Helens Incubator company, Toledo, Washington. Ad appears in this issue.

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Try the home-made sausage at the St. Johns Meat Market.

Council Proceedings

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

A petition for the improvement of Gilbert street from Fessenden to Thompson street was read, and on motion of Alderman Horsman a resolution was adopted directing the engineer to prepare the necessary plans, etc., for its improvement by grade and cement sidewalk, as prayed for.

A petition for the improvement of Myers street from Fessenden to Thompson street, with grade, cement walks and cement cross walks, was read, and a resolution adopted directing the engineer to prepare the data for same on motion of Alderman Valentine.

Several remonstrances against the cost of street improvement were received and referred to the street committee for cogitation and digestion.

The following bills were ordered paid on motion of Alderman Muck: all yes. Mr. Rambo, 2 cords of wood \$ 7.00 H. Rutledge, hauling 2 cords of wood 2.50 Edmondson Co., city hall plumbing 3.55 H. C. Stevens, 2 day's work 5.00 Couch & Co., janitor sup's 2.43 St. Johns Review, official printing to date 99.95 P. R. L. & P. Co., electric light globes 1.85 Columbia Elec Co., supplies Police Department .35 L. Caples, dock watchman one month 10.00 Boston Lunch prisoner's feed 11.25 H. A. Harter engineer's inspector 12 days 36.00 D. A. Anson killing 9 dogs 9.00 St. Johns Lumber Co., load of wood, charity 3.00 Thurston Jonson, 12 days engineer's rod man 30.00 Total \$221.88

A resolution providing for the operation of the free ferry and assuming responsibility for the same was adopted on motion of Alderman Muck.

Resolutions providing for the hard surfacing of Fessenden street from Buchanan to the east city limits, and taking care of the same were adopted on motions of Alderman Valentine and Horsman, respectively; all yes.

Ordinances assessing the cost of improving Baltimore street from Jersey to Bradford were passed on motions of Alderman Horsman and Valentine, respectively; all yes.

The First National bank was awarded improvement bonds to the amount of \$25,500 at par and accrued interest, it being considered the best bid, on motion of Alderman Muck.

On motion of Alderman Muck it was decided to insure the ferry boat James John during the time it would run under the responsibility of the city.

E. D. Hurlbert has returned from an extended visit to California, the most of the time being spent at Modesto. He says the weather was most miserable there on account of rain and freezing weather, and the mud when not frozen was a fright, being of the dobe variety, which those who are acquainted with it will recognize as being of the consistency and having the adhesive qualities of thin light-bread dough. He was more than glad to get back to good, old Oregon.

Half the joy of life comes from getting good out of things as we go along. Some of us are always putting off our enjoyments. After a while, we expect to take a rest, see a friend, read a book. But after a while never comes, the good time we are looking forward to lies as far away as ever. All our life is spent in meaning to overtake it and enjoy it. Meanwhile we toil, drudge, grow old, passing by with unselfish eye the happiness we might get out of every day.

A Chicago wedding party was disturbed by the crying of a baby belonging to one of the women guests. One of the young ladies present remarked to the bridesmaid: "What a nuisance babies are at a wedding!" "I should say so," returned the latter, and added, without very full consideration: "When I send out the invitations to my wedding I shall have printed in the corner, 'No babies expected.'"

The prediction of fashion brings the happy news to every married man that women's gowns will be buttoned down the front. That will allow man several hours' longer sleep on each sacred Sabbath morn-

Opie Read

There is only one Opie Read, and he is only one in a life time. He appeared at the St. Johns High school auditorium Monday evening and left a lasting impression on the hearts and minds of those who were fortunate enough to hear him. His wit and humor flowed on like a scintillating stream and kept his audience convulsed with laughter. At times he would carry his listeners to the sublime heights only to dash them back to earth at one fell swoop. His wit was so pungent and withal so subtle that one almost feared to give vent to his feelings in laughter lest the quickly subsequent smirk be lost to the ear. At the outset he gave his audience to understand that he had no time nor patience with the pessimist, that he loved the sunshine of life and avoided the shadow as much as possible. From the time he began to speak until he uttered his last word, the audience was held under the spell of his voice, and it was with a feeling of deep regret that his enthralled hearers realized that he had finished. Would that there were more Opie Reads in the world, diffusing their sunshine and driving back the darkness and gloom. The world would be so much brighter and better for it. His picturesque appearance and the things he told will dwell in the minds of his hearers many days to come, and his sparkling humor and bubbling wit will be remembered when the world shall know him no more. May he live as long as he likes and have all the things that he likes as long as he lives.

Smoker at Linnton

At the kind invitation of the Linnton Fire department, the St. Johns fire lads, to the number of about 30, journeyed thither Monday night on the good boat Argosy, and participated in a smoker. The visiting lads were clothed in their new uniforms and created much havoc in the hearts of the maidens of Linnton by their imposing and dashing appearance. The aid of the ladies of Linnton had been invoked in the way of refreshments for the occasion, and the result was enough to tempt the appetite of the most pronounced dyspeptic. All manner of good things were arrayed in abundance, and the St. Johns boys did full honor to the feast. The mayor of Linnton gave an address of welcome which was responded to by Chief B. F. Noon, an in his own inimitable style. The local firemen's quartet rendered several of their most pleasing selections, and one of the best times the fire department ever had ensued. The boys are loud in their praise of the treatment accorded them by the Linnton lads. The Linnton fire department is only about four months of age, yet it has 24 members and is well equipped with apparatus.

Mr. Crawshaw Here

The St. Johns Commercial club is nicely located in its new quarters in the Holbrook building, which is being fitted up in a comfortable and cozy manner. B. F. Crawshaw, the publicity promoter, has been delayed in coming, owing to requirement of time in closing up the details of his secretaryship of the Astoria chamber of commerce and starting his successor right. But he is here today, prepared to take off his coat and go to it. There is considerable business accumulated to deploy his energies upon, among which are two proposed industrial plants seeking the assistance of the club. From now on club matters will develop rapidly, and results of material benefit to the city may be looked for.

Did you hear about it? The Baracas held a big feed last Friday evening. The "vats" were presided by a debate on capital punishment with Messrs. Teeling and Kellier the attacking force and Messrs. Cheney and Dickson the defenders. The latter were nearly annihilated but were soon revived by the abundance of refreshments. Everyone present enjoyed himself, you will, too, if you come to the Baptist Church Sunday, to a M.

The workman who hands his wages to his wife every Saturday and receives ten cents and a kiss in return has more real enjoyment than the man who spends his whole pay on Saturday night and hands his abused and starved wife an empty pay envelope.