

# ST. JOHNS REVIEW

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

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## The Making of Millions

The world is beginning to see how the miracle was wrought—how a few men managed to get hold of scores of millions while the mass of men were struggling for existence.

Some thirty years ago a swarm of grasshoppers settled down on the prairies of Minnesota. These grasshoppers "disturbed business" for three successive years to such an extent that thousands of settlers left the country, and the Dutch investors who had begun to build the St. Paul & Pacific, a railway which went nowhere in particular by means of three different branches, became utterly discouraged.

"J. J. Hill, Wood & Coal," doing business on the river bank at St. Paul, saw his opportunity. He interested two Canadians and went after that railroad. These men knew the grasshoppers would not stay always. That is where their GENIUS came in. The rest was comparatively easy. One of the trio went to Amsterdam and came back with an eight months' option on the railroad. "That cost money," you say. Yes, one guilder—forty cents.

Big things happened before that option expired. The grasshoppers left. That changed the whole face of the situation. Settlers now poured in faster than they had poured out before. The Minnesota legislature granted a valuable franchise, and a good stroke of land business was done with the government at Washington. The road was purchased at one-third its original cost with the profits of its new-born traffic, plus a bond issue. Jim Hill and his associates, Donald B. Smith (now Lord Strathcona) and George Stephen (now Lord Mount Stephen) had put in for surveys and promotion after everybody saw the value of their purchase, the sum of \$283,000. In about four years they took out cash and securities to the value of forty million dollars.

That was only the beginning. The straggling railroad became the Great Northern, the Great Northern swallowed the Northern Pacific, and the two together acquired many other lines. At every turn of the wheel the millions were multiplied by means of clever mergers, bold stock watering, and the steady and enormous rise of land, including iron ore land, which fell into the hands of the bold financiers.

In about thirty years Jim Hill and his partners had piled up fortunes so vast that it is hard to calculate them, fortunes that have enabled them to dominate not only the business, but the politics of an empire. Some will say they "earned" it. Certainly they had the imagination to foresee what must happen in the expansion of the great northwest. They had the brains to discern the strategic points, and the courage to take possession of them. But after all the credit fairly due them is acknowledged, three outstanding facts remain:

First, these men capitalized the future by watering stocks and bonds, then levied tributes upon the industry of the region to make those fictitious securities pay dividends.

Second, they acquired vast areas of natural resources originally belonging to all the people and realized the profits which came with the inevitable development of these resources.

Third, by means of their monopoly of transportation, they took to themselves a tremendous share of all that was produced by the presence and the labor of multitudes of men—by society.

Without these three sources of profit they could not have made their multi-millions. No man should be permitted to get rich that way again.—Bonville Square Deal.

## Building Permits

No. 51—To Otto Pederson to repair a dwelling on Tioga street between Hudson and Central avenue; cost \$800.

No. 52—To N. A. Taylor to repair dwelling on Fillmore street between Fessenden and Trumbull streets; cost \$130.

No. 53—To S. Coppin to repair building on Jersey street between John and Charleston streets for M. L. Holbrook; cost \$50.

Wanted—To rent small house, not more than four rooms; must be close in and reasonable. Leave address at Review office.

## Should Be Regulated

The measure to regulate the use of streets and public places is proposed so that those who seek only to breed strife and class hatred shall be regulated in their desire to utter their offensive and filthy language against that which is best in society as represented by the state and nation.

Liberty and freedom of speech does not mean license to say what you please. In other words, it is not a privilege for any one to utter from any improvised rostrum maledictions against a citizen engaged in his lawful pursuit, against the church, against the nation and its defenders, and in the use of such language, which is often of the vilest type, endeavor to arouse such a class hatred as to engender a violent antipathy for those who may differ in their idea and view from that of the speaker, and those who may do not subscribe to his beliefs.

It has become altogether too common of late to hear these street corner orators pouring forth their filthy, vicious utterances, to give offense to passersby disregarding the common decencies that every man, especially the American man, renders to womanhood and those of tender years. They care not who hears them, and glorying their ability to speak unmolested, claiming the right to free speech, but not willing to accord it to others who differ with them, notable instances of which can be cited where they interfered with and broke up meetings because the views of the speaker were not in accord with their own.

You will be told by the unions, and especially by the L. W. W. leaders, that a measure to abridge the rights of free speech, which is introduced by the employers Association, is about to menace your rights. Free speech can not be abridged, as it is guaranteed under the constitution of the United States, and, moreover, it is within the power of any Mayor or other officer of a city of 5000 or more inhabitants, if this measure passes, to grant a permit to any one applying, to speak anywhere in the city.

The regulation of speech should be just as important as the regulation of traffic on the streets, or the regulation of public morals in other respects. The streets are free to all of those who wish to use them in a lawful way, and those of us who have to listen to these self-styled orators should surely have some right to regulate and remove from the centers of congestion such of the ilk as will persist in using offensive language in their assaults on what they are pleased to call the wrongs of society.

There is another side of it, and that is oftentimes in a busy thoroughfare, when people are attracted to listen to these soap box savours in their salacious discussion of public affairs, the congestion becomes so great and the authorities are so taxed to relieve same, that a business man having his store or place of business in the vicinity of such gathering is seriously hampered in the conduct of his affairs. Indeed, it may cut into his revenue so seriously, when customers cannot enter his place of business, that he is subjected to losses which he should not have to bear, and which are primarily caused by the congestion and by the daily interference of these speakers, who cry loudest for their rights.

Most of these speakers are foreigners, seemingly intoxicated with the fresh air of freedom, not realizing that free streets are just as necessary as free speech, and that one man's rights end where another's rights begin.—Contributed.

As an instance of enormous size fruit that can be grown in St. Johns, L. H. Campbell of 422 East Leavitt street brought to the Review office Tuesday four handsome large peaches of almost equal size, the largest measuring twelve inches in circumference and weighing thirteen ounces. They are of the Crawford variety and were grown in Mr. Campbell's yard. He also brought us a couple of samples of Bartlett pears of the second crop that had been gathered off the trees this year. While not so large in size as the first crop, they are fine looking pears.

For Rent—Good five room house, \$10 per month. Inquire 123 West Tyler Street.

## High School Notes

A jolly bunch of travelers assembled at the "Gerat Greenhorn Depot" in the main entrance of the high school on last Friday evening to board the various trains for the athletic meet in the Gym. After the four captains had selected their teams, the "meet went on." The following events went off with a snap and enthusiasm worthy the occasion: Fifty cent dash, shot put (with a sponge), vocal high jump, hammer throw (with a sponge on a string), standing broad grin, whistling contest, cross country run. Following these lunch was served on the grounds and pie, apples and fruit punch disappeared with amazing rapidity. The meet had been so exciting that all were glad at the ringing of the train bells to avail themselves of the comforts of the coaches (?) on the return trip.

Most of the lyceum course tickets already signed for, have been placed by the committee. The reason for the increased price is that the course this year is far superior to that of last year, and consequently the expense is greater. We are sure that this course will more than make up for the little added expense to each individual.

We are very sorry to lose one of our Junior girls, Miss Ethel Coupe, who has moved to Beaverton.

The two divisions of the high school met on Monday evening to organize for the rhetorical work of the year. The officers elected were: Division 1—Thos. Cochran, president; Lucile Whelan, vice president; Florence Wass, secretary-treasurer. Division 2—Ralph Carlson, president; Edna Hollenbeck, vice president; Alberta King, secretary-treasurer. The funds left from last year have recently been invested in some pictures for the high school, as was intended. The pictures are: "The Wave," "Circus Maximus," "The Angelus," and "Castle Angels." The satisfaction of some of the pupils on beholding "Circus Maximus" on the wall of their room is partly due to the successful culmination of their own efforts in the way of physical labor to place it there. Reporter.

## Grown on One Acre

J. R. Steele of the Middle Valley, has produced a record yield of potatoes this year from an acre of ground on his ranch, that will make some of the growers of garden truck sit up and take notice. Last May he planted an acre of potatoes of the Early Rose and Garfield varieties on what had been in alfalfa for ten years. He irrigated them twice, and when he came to dig them, he found the hills had almost run together. He used a five gallon oil can to pick them up, in, and found that many a single hill filled the can. Very few of the spuds are less than a foot long, and some of them weigh four pounds each. He secured a picture of a hill that, when laid out, measured five feet across. In fact, the potatoes were so thick in the ground that there was almost continuous digging from one hill to the other. The yield was 700 sacks.—Hood River Glacier.

## Somebody Got Excited

St. Johns was totally destroyed by fire early yesterday morning in the imagination of an excited citizen, who did all he could to send the entire Portland police to the scene of the disaster. He was successful to the extent of causing an automobile load of policemen to whiz to the northern suburb, where they found a laundry afire, and the local department handling it without unusual difficulty.

It was about 3 o'clock when the desk officers' telephone rang insistently and a breathless man at the other end of the line said that the ferry, the city dock, the St. Johns Lumber Company and virtually the whole town was in flames. The firemen were powerless, he said, and unless ready assistance came from Portland the catastrophe would be awful. Fire headquarters was notified and then the policemen whirled away at top speed, using only a few minutes to reach the burning city. They came back in disgust. The excited informant was not found.—Oregonian.

## Council Proceedings

With the exception of Councilman Wilcox, all members were present at the regular meeting of the city council Tuesday evening, with Mayor Muck presiding. The first matter to occupy the attention of the body was a petition for an arc light at the corner of Polk and Bank street, which was referred to the water and light committee.

A number of petitioners signified that it was agreeable to them if the license now held by Basey & Glover for East Burlington street be transferred to the Woodhouse building on Philadelphia street. The petition stated that the present lease would be kept up and paid regularly, and that Mr. Glover would purchase the interest of Mr. Basey in the business. Matter was held over for one week only. A Portland attorney for Mr. Glover took occasion to compliment this city upon its splendid liquor regulations, stating that it was something he had long tried to inaugurate without success in Portland.

More time was asked for and granted on the improvement of Fessenden street between Jersey and Smith avenue, on motion of Alderman Hiller.

A strong remonstrance was injected against the proposed improvement of New York street between Smith avenue and Fessenden street, but as not quite the necessary two-thirds of frontage was represented in the remonstrance, on motion of Alderman Valentine it was unanimously rejected. An ordinance providing the time and manner of its improvement was later passed on motion of Alderman Horseman; all yes.

A communication from the Star Sand Co. stated that it had gone as far as it could on the improvement of Dawson street until the P. R. L. & P. Co. shifted its tracks, which the contractors were most desirous of having done with as little delay as possible. The city attorney was directed to hurry matters along.

Communications from the fire department, complained of the number of fire hydrants being out of commission and that the water pressure at the time of the laundry fire was very weak. The recorder was directed to notify the water company to make all necessary repairs at once and also to paint all fire hydrants white. The city attorney stated that he had had a conference with Mr. Powers, principal owner of the water plant, and that he was quite willing to sell to the city at a reasonable price, since he did not care to have his money tied up in it any further, since everything practically went back into the ground and dividends were nil. The attorney believed it the best thing the city could do if a right price could be secured. The councilmen believed all overtures should come from the water company, and until they had something to act upon, there would be nothing doing.

The proposition of purchasing a street sweeper was revived by Alderman Hill, who urged that such a purchase be made. The mayor and Alderman Valentine also strongly advocated such purchase, but the balance were strongly opposed to the present. A representative of a Portland company handling sweeping apparatus was present and offered to put in a sweeper at \$400 to be paid for after tax money was available in the spring, without interest.

Bills amounting to \$123.89 were allowed on motion of Alderman Hill.

The bid of G. W. Overstreet for the erection of a drinking fountain at the Peninsula National Bank corner, on motion of Alderman Horseman, accepted.

## CARD OF THANKS.

We desire to publicly express our sincere thanks to neighbors and friends, ladies of the G. A. R. and Relief Corps and the Masons for floral tributes and aid and sympathy extended during our recent bereavement, assuring one and all that the same was deeply appreciated and will ever be gratefully remembered. Mrs. T. F. Barton, Mr. and Mrs. W. C. Roe, Mr. and Mrs. E. Warwick.

For Rent—Six room modern bungalow, Southwest Cor. Fillmore and Catlin. Rent \$12 per month. Inquire at the Peninsula bank.

## The Bonville System

The proposed lecture tour of Mr. Bonville, scheduled to begin the first of the coming year and to extend from Portland to the Atlantic coast, has been indefinitely postponed. Matters of importance connected with the Ninety-nine Year System makes it expedient for him to remain here for the present. His work will be principally in Portland, lecturing several nights every week in different parts of the city, with occasional visits to nearby towns. Address all correspondence to Frank Bonville, Box 1195, Portland, Oregon.

The following testimonials relative to the Bonville 99-Year System have been copied directly from the originals, and give the public an idea of what those who have become interested in the System think of it: To whom it may concern: In regard to the Bonville 99-Year System, I am pleased to say that I have since April 4, 1912, contributed to the support of the System. My only regrets is that I am not a millionaire that I might contribute millions to the propaganda. It is the dawn of the millennium and the nation's salvation. My occupation is horseshoer for the Peninsula Lumber Co., where I have worked for 18 months. I am a property owner.—Alvin Porter, 837 Warren street, Portland, Oregon.

To whom it may concern: In respect to the Bonville 99-Year System, I am glad to have gained the system and have paid into it, and I feel like helping it, and am glad to keep it up and help the people. I am a property owner and have been working at the Peninsula Lumber Co. for the past five years.—J. J. Shanahan, 1144 Ambers street, Portland, Oregon.

To whom it may concern: In respect to the Bonville 99-Year System, I am glad to say I have been contributing to the System for several months and hope I will be able to help the System come before the people. I have been working for the Peninsula Lumber Co. for the past 14 years as engineer.—W. Wallace, Foot of McKenna avenue, Portland, Oregon.

This is to say that I am becoming acquainted with the Bonville 99-Year System, and the more I make a study of it the firmer is the conviction that it is the solution of a very large majority of our civic and labor problems. Have contributed considerable cash to the proposition and expect to continue. Am doing all I can to get our officials interested, having paid the subscription to the St. Johns Review to be sent to the Governor, and feel confident that this thing is worthy of our most earnest consideration. I am in the livery business in Portland, now owning two barns and have followed this business about 44 years in this city.—W. L. Malory, 661 Union avenue, Portland, Oregon.

To whom it may concern: This is to certify that I am thoroughly acquainted with Mr. Frank Bonville, and have studied his 99-Year System of incorporation, and I firmly believe it to be the solution of many of the most difficult problems now confronting the American people. I also believe the adoption by our state government of the Bonville 99-Year System will so simplify many of the wrongs under the present system that if fully understood its immediate adoption would take place. I hope to live to see the day when the Bonville System will be in full force and effect throughout the world.—T. F. Mahoney, president Concrete Block and Construction Co., 183 Grand avenue, Portland, Oregon.

To whom it may concern: I do hereby certify that I believe the Bonville System is the system that should be adopted in our government for the protection of the people at large, as well as the labor movement. I have been in the barber business in Portland for the past eight years and have been somewhat acquainted and affiliated with the 99-Year System, and would heartily recommend it to the world, for from a general standpoint, I consider it equaled by none, and advise every one to support it. I take the St. Johns Review, which highly recommends it. Am also a property owner.—J. H. Myers, 44 Grand avenue, Portland, Oregon.

I believe the Bonville 99-Year System will do more for the (concluded on fourth page)

## Great Street Project

Connecting Broadway bridge by way of Larrabee and Goldsmith streets in lower Albina, with the boulevard system of the Peninsula, and forming an important link in the Pacific Highway, a street 80 feet wide is projected between Goldsmith street and Killingsworth avenue along the west side of Overlook, and along the old county road east of the Portland Flour Mills, and is well toward definite form. This is the greatest street improvement projected on the East Side for several years, and will complete the fine boulevard system on the Peninsula which is the leading asset of that portion of the Peninsula. In the development of this connecting street, 80 feet wide, the expense will be so distributed that the cost will be light for each individual property owner.

This boulevard extension will start at Goldsmith street, where it passes directly through block 54 and the old J. J. Fisher brick building, taking the entire block. This block, triangular in shape, is bounded by Russell, Goldsmith and Delay streets and will be appropriated with all the improvements by the new street, which will be 80 feet wide. The new street will follow east of the O. W. R. & N. track and along the old St. Johns county road along the foot of the bluff and then will enter the bluff nearly opposite of the Portland Flour Mills until connection is made with Wilamette boulevard at its intersection with Greeley street. It has been estimated that the cuts in the new street will furnish sufficient material to fill up all the ravines and make a fine wide street with only four per cent grade at the steepest point.

Besides being a connecting link with the Peninsula boulevard system this route will be made a part of the great Pacific Highway across the Peninsula and the interstate bridge. Goldsmith street will be widened to 80 or 100 feet, so that there will be ample room for the street car track, the spur asked for by the Hancock Land Company and the Pacific Highway. It will be a simple matter to make Goldsmith at least 80 feet wide, as there are no expensive permanent buildings on one side of the street at present, and proceedings will be inaugurated at once for this widening as part of the great boulevard scheme. Lower Albina will get the Pacific Highway and whatever advantages may accrue from the development of the Montgomery tract of 27 acres as sites for factories and wholesale houses.

Maryland avenue also is to be connected with Delay street in Lower Albina, through the condemnation of several lots so that the boulevard system of the Peninsula will have two connections, one by the river boulevard now being developed and one by Maryland avenue well advanced. The former will have a direct route across the Peninsula by way of Greeley street and the latter by way of Patton avenue, and Lower and Upper Albina will benefit through these improvements. For the river route the cost has not been figured out, but it will be large, but will be distributed all over the Peninsula, so the cost per lot will not be above \$3 or less.

The immediate benefits for the entire Peninsula district cannot be estimated at this time. Through the new route along the river the St. Johns cars can be brought directly into Portland 20 minutes earlier than by the present round about way. The St. Johns cars will be routed directly for the Broadway bridge from Greeley street by way of the river route, the new street through Lower Albina, the saving in distance over the present route being two and one-half miles, which will be a great gain in the distance between St. Johns and the heart of the city over the Broadway bridge.—Oregonian.

## CARD OF THANKS.

We desire to publicly express our heartfelt thanks and appreciation of the kindness and sympathy extended towards us by neighbors and friends during the illness and death of our son, Earl L. Purinton, assuring them that the same will ever be gratefully remembered. Mr. and Mrs. J. B. Purinton, Mr. and Mrs. J. M. Wray, V. P. Wray.

Note the label on your paper.

## Evangelical Church

The Evangelical Sunday School has taken on new life and activity since "Rally Day" a men's organized Bible class has been started which as it develops and grows will give added life and inspiration to the school, as mens organized Bible classes are beginning to be recognized as the big thing in Sunday school work, this is especially true in the East, where all classes of men are being attracted to them regardless of religious views or faith for practical systematic Bible study, men are beginning to realize that a knowledge of the Bible is a thing to be desired even though they are not entirely in sympathy with its teachings. A special call is being sent out for fifty men or more to spend an hour each Sunday morning in the discussion of Bible themes in the side room of the Evangelical church, will you be one of this number? You will be given a fair chance to present your conception of Bible topics.

Sunday, Oct. the 27th, is to be known as men's day in our school; the men are to have special charge of all departments of our school for that day, and are making special preparations to make it the very best day the school has ever enjoyed; special music will be one of the attractive features of the program; everything is to be done by the men from the usher to the Supt. The women are to come as scholars, even our worthy Supt., Mrs. Geo. Hall, will have to take a back seat for that day and I am sure they will sit up and take notice the way men do things. Look for the program next week.

There was a get together social, given at the home of Mrs. Poff on Wednesday evening of this week, for the purpose of bringing the members and friends of the church into closer touch with each other; it was well attended and all present expressed themselves as having spent a most enjoyable evening.

There will be no preaching service in our church next Sunday morning owing to the union service in the Baptist church conducted by the W. C. T. U. with a speaker from the National convention to be held in Portland this coming week, but the regular service will be held in the evening at the usual hours. A cordial invitation is extended to all. Reporter.

## Loss to St. Johns

The razing of the Model Laundry which was destroyed by fire last week is quite a loss to St. Johns. A pay roll of \$1100 per month, besides feed, fuel, blacksmithing, etc., is lost for the present at least. The insurance on the plant was \$2,000 instead of \$7,000 as stated last week. At least two-thirds of the laundry work done was for out-of-town parties. In the meantime while the proprietors are making arrangements for rebuilding or re-establishment of another laundry here, the work will be taken care of as usual. Very few people are inclined to criticize the proprietor for the loss of their wearing apparel, etc., as it was impossible to insure such, and it is only those who kick for the pleasure kicking affords them that can blame the proprietors for the loss sustained. It is only a chance all people take in case of laundry fires. Mr. Churchill and Mrs. Weeks desire to express their thanks and appreciation for the kindness and sympathy extended towards them during the severe loss they have sustained.

At a meeting of the board of governors of the St. Johns Commercial club Monday afternoon Chas. E. Bailey was elected secretary of the club at a salary of \$83.33 per month for the first three months. Matters relative to a roadway to the Monarch Lumber Co., tenancy of the city dock and better street car service were discussed and the new secretary directed to assemble all data possible on the propositions. The matter of changing the North Bank depot from its present location to Dawson street was also left in the hands of Mr. Bailey to take up with the proper officials.

Satisfaction, is the word—Gilmore, the Barber.