

ST. JOHNS

Is second in number of industries.
Is seventh in population.
Cars to Portland every 20 min.
Has navigable water on 3 sides.
Has finest gas and electricity.
Has two strong banks.
Has five large school houses.
Has abundance of purest water.
Has hard surface streets.
Has extensive sewerage system.
Has fine, modern brick city hall.
Has payroll of \$95,000 monthly.
Ships monthly 2,000 cars freight.
All railroads have access to it.
Is gateway to Portland harbor.
Climate ideal and healthful.

ST. JOHNS REVIEW

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

VOL. 8

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NO. 10

ST. JOHNS

Has seven churches.
Has a most promising future.
Distinctly a manufacturing city.
Adjoins the city of Portland.
Has nearly 6,000 population.
Has a public library.
Taxable property, \$4,500,000.
Has large dry docks, saw mills.
Woolen mills, iron works.
Stove works, asbestos factory.
Ship building plant.
Veneer and excelsior plant.
Flour mill, planing mill.
Box factory, and others.
More industries coming.
St. Johns is the place for YOU.

The Straight of It

Editor Review: As I acted as special attorney for the city of St. Johns in the suit brought to determine the width of Willamette boulevard, and as many incorrect statements have been published concerning it, I deem it my duty to make, and yours to publish, a correct statement of the facts.

When the portion of the territory lying south of what is now Richmond street was under the jurisdiction of the city of Albina, and on December 10, 1889, A. L. Miner and wife laid out and platted what they designated "A. L. Miner's Addition," and what is now known as "Willamette boulevard" as designated on the map of that addition as Sixth street and as 60 feet wide. Subsequently, the city of Albina attempted to establish a thoroughfare 100 feet wide from a point commencing near the bluff of the Willamette river between Secs. 21 and 22, T. 1, N. R. 1 E., to what is now Richmond street, and with that object in view, attempted to appropriate 20 feet of land owned by A. L. Miner and wife on each side of Sixth street, thus making Sixth street 100 feet wide, instead of 60, and making it a part of Willamette boulevard. Afterwards A. L. Miner and wife vacated all that portion of A. L. Miner's Addition lying northeasterly of Sixth street, and Hartman, Thompson and Powers became the owners of all the land fronting on Sixth street or Willamette boulevard on both sides of said street or boulevard in A. L. Miner's addition. In 1891 Albina was consolidated with the city of Portland, and in 1898 the boundaries of the city of Portland were so altered as to exclude from the corporate limits of that city all the territory that is now in the corporate limits of St. Johns. The portion of Willamette boulevard within the limits of the city of Portland was placed under the jurisdiction of the county court, but there is no record of the county court ever acquiring jurisdiction over the portion of the boulevard that is now in the corporate limits of the city of St. Johns, although it has maintained the same in repair for many years.

The proceedings of the city of Albina by which it was attempted to make Sixth street in A. L. Miner's addition 100 feet wide and to christen it "Willamette boulevard" are in many respects defective, but in March, 1902, while Messrs. Hartman, Thompson and Powers were the owners of all the land on both sides of said boulevard or 6th street, in A. L. Miner's addition, they laid out and platted what is now St. Johns Heights addition, being the tract of land lying northeasterly of said boulevard and formerly included in A. L. Miner's addition. In the plat of St. Johns Heights addition Willamette boulevard is plainly designated as being 100 feet wide and all, or practically all, of the lots in St. Johns Heights addition fronting on Willamette boulevard were sold by Hartman, Thompson and Powers with reference to the plat of St. Johns Heights addition, which showed the boulevard to be 100 feet wide, before the lots on the southwesterly side, or the side next to the river, were sold. Therefore, in my opinion, the defects in the aforesaid condemnation proceedings are of no consequence so far as they affect the boulevard in front of St. Johns Heights addition, as I think, Hartman, Thompson and Powers, and all persons claiming under them, are conclusively bound by the plat of St. Johns Heights addition. In one of the early cases decided by the Supreme Court of this state, namely, Meier v. Portland C. Ry. Co. 1 Ore., at page 505, the Court said: "It would be unreasonable and unjust to allow a town proprietor (who, in this instance would be Hartman, Thompson and Powers) to revoke the dedication of any street indicated upon the plat of the town for the reason that the corporate authorities of the town had not specially accepted it as a street, nor the public actually entered upon and used it as such. The proprietor proposed to the public in the outset that the ground represented as the street should forever remain open to be used for that purpose, and upon a sale of lots and blocks by reference to such plat he precludes himself from making any other or different disposition of it." The above decision has been sustained by at least six additional decisions of the Supreme Court of

Oregon and by other courts generally throughout the United States, and as the plat of St. Johns Heights was duly of record at the time the people on the side of the boulevard next to the river purchased, certainly they can claim no better right than their grantor, Hartman, Thompson and Powers.

The suit brought by Mr. Thurman only applies to one lot, 25x100 feet, and the decision of the Circuit Court is only binding as to that lot, if allowed to stand. The case was heard before Judge McGinn, who refused to hear argument at the conclusion of the trial, but instructed the attorneys to submit the same, with their authorities, in writing, and after careful consideration, he would decide the case. On behalf of the city I submitted an extensive brief on the subject, writing out all the authorities relied upon in detail. After holding the case open for more than six months, Judge McGinn notified me that he had not read the arguments and authorities submitted, that he considered the case one which should be decided by the Supreme Court, and would, therefore, decide in favor of the plaintiff, and the city could appeal to the Supreme Court. I notified the Council of the Court's decision and asked leave to appeal. The Council refused to authorize an appeal on behalf of the city. The property owners on the northeasterly side of the boulevard, through me, made a proposition to the Council to allow the case to be appealed, they agreeing to pay all the cost of appeal and to give bond protecting the city from all cost or damages. The Council then refused to allow the property owners to appeal the case in the name of the city unless they would give bond to pay the plaintiff's costs, whether the plaintiff should win or lose. Here was the anomalous condition, where what is believed to be, and what in my opinion, undoubtedly is, public property, of which the Council, by virtue of the charter, is the trustee, is sought to be appropriated for private use; the City Council refused to defend the public's interest in the property, and refused to allow private citizens to do so, unless they first gave bond to pay the plaintiff's expenses, whether they were right or wrong. The principle is the same as if some outsider should assert a claim to the city hall and the council should refuse to defend against his claim or refuse to allow a citizen of St. Johns to do so, unless the citizen should first give bond to pay the expense of the claimant's assault, whether right or wrong. I do not accuse the Council consciously of doing anything wrong, but the effect is the same so far as the welfare of the public is concerned. Not only the people owning property at this time on Willamette boulevard are affected, but the people of the entire city and future generations. The charter prohibits the city from selling property dedicated to the public or to allow it to be vacated except for manufacturing purposes. I reported the action of the Council to Judge McGinn and he immediately set aside the decree and allowed some of the owners of property abutting on Willamette boulevard in St. Johns Heights addition to be made parties defendant, so the case can be appealed to the Supreme Court in their name should they so elect. The time for appeal has not expired, and will not expire for about five months.

I make this statement for the reason that it is a matter that concerns the public, and I think the citizens should know their rights. I have no personal interest in the matter. I do not see how the Supreme Court can sustain Judge McGinn's decision without repudiating its previous holdings. I have offered my brief on the subject to the present city attorney, and believe if he will read it, he will concur with me. George J. Perkins.

It was a very hot day, and the fat drummer who wanted the 12:20 train got through the gate at just 12:21. The ensuing handicap was watched with absorbed interest, both from the train and station platform. At its conclusion the breathless and perspiring knight of the road wearily took to the back trail and a vacant faced "red cap" came out to relieve him of his grip. "Mister," he inquired, "was you trying to ketch that Pennsylvania train?" "No, my son," replied the patient man; "no, I was merely chasing it out of the yard."

A Mammoth Project

To harness the Columbia River at Celilo in the most stupendous water power development ever attempted in the world is the plan of State Engineer John H. Lewis, which will be presented to the Legislature of Oregon this month.

Production of power at a price that will attract great industries from countries of Europe, as well as all parts of America, the creation of a giant waterfall as a western rival of Niagara, and the elevation of Portland to commercial preeminence as the "Power City of the World," are some of the visions of the future generated by the state engineer's scheme.

The great project is planned to be built 90 miles east of Portland, the point of diversion being the head of Five Mile rapids, about five miles East of the Dalles. At this point the Columbia contracts from a width of 1600 feet to 200 feet, and is confined in a narrow gorge for a distance of about one mile and a half, to Big Eddy.

The plans call for the construction of a great canal, 30 feet wide and 20 feet deep, for this distance of one and one-half miles dropping the great mass of water to an immense power house at Big Eddy, where the water would be returned to the Columbia River. This canal would be constructed to carry the minimum flow of the river at all seasons of the year, producing 300,000 horsepower at the switchboards 365 days in the year.

Construction of two great dams are necessary to completion of this project, one a rock fill at the head of Five Mile rapids 120 feet high and 300 feet long, the other a dam of removable type 70 feet high to be swung across the artificial channel to be excavated through solid rock, which will be used to control the water in times of flood, and is also needed for diversion of the river during construction of the great overflow dam at the head of the gorge.

By this great engineering work, estimated at an outside cost of \$23,000,000, the figures carefully worked out by State Engineer Lewis and L. F. Harza, a Portland engineer who has made the detailed estimates. In the annual horsepower cost, placed at \$6.89, is found the key to vast industrial development through the attraction of manufacturing plants from all parts of the world. Mr. Lewis has figured \$9 as the price at which power could be sold to cover all contingencies and yield a handsome profit for the state.

This is the minimum price at which power is sold at Niagara, but the most of Niagara power is sold at \$12 up to \$20.

With the building of the Panama canal, the construction of great public docks at Portland, the location of the power house on a river navigable to tidewater and with transcontinental railroads on either bank, a prospect is opened for commercial development that defies competition and staggers the mind by its immensity.

While the physical features will challenge the attention of engineers over the world, it is the factor of low power cost upon which the state engineer depends to win the attention of the Oregon Legislature, for thereby he promises to show that the development of this power will mean a new era for Oregon, making Portland truly the "Power City of the World." He suggests that this would be a fit slogan to blazon on a great electric sign, placed where it should command the attention of every visitor who came within the city limits.—Journal.

Jaggs, after an evening at the club, elected to sleep in the tulip bed in his front yard. He slept well, and in the morning, when he awoke, he saw his wife regarding him bitterly from the open casement of her bedroom. Jaggs, confused and chilly in the fresh morning air, huddled up among the cold tulips and yelled: "Shut that window, woman! Do you want me to catch my death from cold?"

If your children are subject to attacks of croup, watch for the first symptom, hoarseness. Give Chamberlain's Cough Remedy as soon as the child becomes hoarse and the attack may be warded off. For sale by all dealers.

An Immense Plant

An immense gas plant, covering ten acres, with concrete buildings, offices and tall iron tanks, which will supply Portland with gas until 1920, is being built by the Portland Gas & Coke Co. at the Government Moorings, on the Linnton road, opposite St. Johns, at a cost of \$2,000,000. The building will be completed this week.

The new plant will have a potential capacity of fifteen million cubic feet of gas every 24 hours, although only half of this will be utilized now. In the office and station building there will be installed three big gas meters 16 feet in diameter, each of which has a capacity of five million cubic feet of gas, and these will be used in measuring the supply that is pumped into the city.

Four big reinforced concrete buildings and two big steel tanks, one 250 feet high by 96 in diameter, stand out the largest on the site. Besides these there are a number of auxiliary buildings, the largest being the pumping station, which will have a capacity of seventy million gallons of water every 24 hours.

The Portland Gas & Coke Co.'s plant is one of the largest on the Coast. It is located on the street car line, a railroad and on the river, giving every transportation advantage. Below it ships and barges are constantly plying, and a wharf is one of the big and costly things on which construction has been started. This wharf will be the second reinforced concrete dock built in or near Portland, and will accommodate fairly large ships. Material for construction work can be carried much cheaper on the water, and with three methods of transportation at hand, the new plant is trebly fortunate.

Three hundred men are now busily engaged in building foundations, mapping out plans for small tanks, mixing mortar and building up the concrete walls of the four buildings that are now more than three-fourths completed. A big steam hammer clatters continually on the steel sides of one of the tanks, like a great woodpecker trying to make an impression on an oak tree. The daily payroll on this big job is \$1000, to say nothing of the operating expenses of pumps, hammers, engines and cranes.

The big pipe line that twists its way into the city and which will be more than eight miles long when it has completed its windings, will be finished within two weeks, and it is estimated by the officials of the company that the new plant will be in operation by August 1. This means the closing down of the old plant located on Front and Everett streets and the removal of all fixtures to the new quarters.

The new plant when finished will represent the latest and most up-to-date plant of its kind from an engineering and practical standpoint ever erected on the Coast. Much thought has been given to make the site a beauty spot. Especial attention has been given to the arrangement of the buildings and tanks and the plant will present a pretty picture. Landscape gardeners will be hired to beautify part of the grounds so that instead of presenting to the view of those traveling on river, street car and train a smoky, grimy factory, the plant will look to be a big, cool, well regulated gas manufacturing plant.

Situated along the Linnton road, one of the future boulevards of the city, with a background of beautiful green covered hills and the Willamette river flowing in front, giving the necessary liquid touch to the picture, the plant will be one to look at twice. The surrounding scenery will be contrasted with the red tile roofs placed on the gray concrete walls, forming the buildings of the plant, and the contrast will only enhance the beauty of the place.

On account of the increase in the consumption of the new fuel, carbon briquets, a much larger briquetting plant will be installed in the new works, consisting of filters, dryers, presses, conveying machinery and sheds.—Journal.

A soldier who deserted two months ago to get married has surrendered to the authorities and asked to be allowed to return to his army post. Some men never will give anything a fair trial.

A Large Undertaking

A man whose name we have been unable to learn, last week squatted, with the intention of homesteading, upon about twenty acres of land along the water front, which he claims is government property subject to entry, and which the original land donation claim of the founder of St. Johns, James John, of which it has been presumed to be a part, did not include. It is a strip of varying width, being about ninety feet wide at one end and about 16 feet wide at the other and almost half a mile in length. It begins at the north end of the St. Johns Shipbuilding plant and embraces parts of what has been known as the Peninsula Lumber Co. land the Barton tract and part of the Weyerhaeuser tract. It is all water frontage, and at a conservative estimate is worth half a million dollars. The contention of the squatter is that the land he has started to homestead, and upon which he has placed a tent is beyond the extremity of the James John donation land claim, that the original survey, as the monuments show, did not reach to the river, and that the lines were run to suit the homesteader in the first instance. He claims to be sure of his position, as his squating is ample proof. Among the old pioneers of St. Johns there has ever been some doubt as to whether this land had ever been taken up, and that there is a probability that the squatter is justified in the position he has taken. It is asserted that T. T. Parker, a former St. Johns attorney, discovered that perhaps this land had never been deeded from the government, while he was engaged in the abstracting business some years ago, and that he even endeavored to secure some one to homestead it, but no one would do so for fear he might become the laughing stock of the community.

If the squatter can hold the land he has taken possession of, it will mean that he will control almost half a mile of St. Johns best water front and is about the luckiest man that ever "came down the pike."

Former Resident Killed

S. Schelter, a contractor of McMinnville, formerly of St. Johns, was instantly killed today while working on the A. L. Powell house near the Sheridan road, on College Side. Mr. Schelter was working in the erection of a house and had just placed his working scaffold in place when it collapsed and he fell 18 feet and struck his head and neck on a cross beam, causing instant death.

Schelter's head was split open and his neck broken. He had been engaged in McMinnville for the past two years as a carpenter and contractor and had been employed on the new United States National Bank building, now nearly completed. His assistant, Mr. McFarland, although on the scaffold also, and falling at the same time, did not receive serious injuries.

Mr. Schelter had a wife and grown children living near St. Johns, his former home. He was about 45 years of age. Arrangements for the funeral have not been announced.—Tuesday's Oregonian.

Sylvester J. Sheltzer was born in Roxann, Mich., June 29th, 1870; was accidentally killed at McMinnville, Oregon, Jan. 13, 1913. He was thus 42 years, 6 months and 14 days old. He was married to Miss Anna Dillenbeck in 1890. To this union was born two sons and two daughters—Percy, Rachel, Katie and Johnny. They came to Oregon in September, 1902, and for two years resided in Oregon City; from there they came to St. Johns in 1905, where they have resided since. He leaves to mourn his sudden and sad departure his companion and two sons and two daughters. These can only be commended to Him who doeth all things well. Mr. Sheltzer joined the United Brethren church at the age of 24 years, and remained a member until his death.

Congregational church—Sunday school 10 a. m.; preaching 11 a. m. and 7:30 p. m.; C. E. 6:45 p. m.; prayer meeting Wednesday at 7:30 p. m. All are welcome.

Council Proceedings

A resolution was adopted at the regular meeting of the city council Tuesday evening directing the city engineer to prepare the necessary plans and specifications for the improvement of Willamette boulevard. The proposed improvement extends from the southern city limits to Richmond street on the north. It calls for cement sidewalks on either side and a bitulithic strip thirty feet wide in the roadway.

A petition for an arc light at the intersection of Smith avenue and East Polk street was referred to the water and light committee.

Leading residents and business men of East St. Johns asked that a special policeman be provided for that section of the city. Referred to the health and police committee for recommendation.

W. G. Eaton asked that his apportionment of cost for the improvement of Burlington street be annulled for the reason that his property suffered alleged damages in excess of benefit by said improvement. Filed.

Attorney Stroud stated that he had received word from the Railway Commission relative to the case brought to its attention by him on the water rate question, and that he had been informed that the commission would institute investigation here with a hydraulic engineer and expert accountant after the Medford case, which it had taken up first, and which was expected to consume two weeks more time, had been thoroughly investigated. The St. Johns water rate question, he had been informed, would be the second case to be taken up by the commission. The attorney also took occasion to state that he had several complaints filed with him, and which he was preparing for action, against the water company for violating the water rate ordinance recently passed by the city council.

The city recorder was directed to advertise for bids on lighting the city of St. Johns, the contract of the Portland Railway, Light & Power Co. terminating next month.

The application of transfer of liquor license from James Mellon to M. F. Joyce was not allowed. The attorneys for Mr. Mellon were present and made a strong plea for the transfer without avail.

Miss Caples, who has remonstrated against the extension of Kellogg street through their property, claiming that it destroyed valuable property without adequate benefit, suggested that the proposed site of the public library building be moved a couple of hundred feet further east, so that their property would not be interfered with. She believed the change in locality would be satisfactory to the donor and the library association, and also be more quiet than nearer the street car line. Referred to a committee consisting of Aldermen Hiller and Davis.

An ordinance assessing the cost of improving Olympia street from Myers to Charleston was passed.

All members were present with the exception of Alderman Wilcox.

Work on the first community center ever planned for Portland has commenced at Peninsula Park. The building will cost in the neighborhood of \$30,000. It will provide in door amusement recreation facilities for hundreds during the winter months and we bespeak for it a good attendance. Other improvements are under way at the park and when it is opened again the coming year it is safe to say that it will become at once the most popular of all city parks. The season of 1912 proved its worth as a playground and with these new improvements installed we have indeed a park to point to with pride.—Peninsula Herald.

James John versus Clatskanie H. S. Saturday night January 18, the home team will play the basketball team of Clatskanie High School. Clatskanie has not been defeated this year and has Portland Academy and Jefferson High among her string of victories. The home team also has not been defeated this year so the game will undoubtedly be one of the strongest of the season. A preliminary game will be played by the second team. Tickets on sale at St. Johns Pharmacy.

The young man who is lazy, who shirks his work, and thinks he is getting something for nothing when he does not give his employer the best that is in him, will never get very far. The best way to get even with a mean employer is to make yourself indispensable to him. Then you have him on the hip.—Ex.

Work for a Greater St. Johns.

Elect New President

The annual stockholders meeting of the Peninsula National Bank was held Tuesday, Jan. 14, 1913, and the old directors were re-elected as follows:

Peter Autzen, president of the Portland Manufacturing Co.
F. C. Knapp, president Peninsula Lumber Co.

M. L. Holbrook, vice president Merchants National Bank of Portland.
R. T. Platt, of Platt & Platt, Attorneys.

J. N. Edlefsen, cashier.
A subsequent meeting of the directors was held in which the following officers were elected:

Peter Autzen, President.
F. C. Knapp, Vice President.
J. N. Edlefsen, Cashier.

S. L. Dobie, Assistant Cashier.
The election of Mr. Autzen to the presidency of this institution will undoubtedly please the public in general and the patrons of the bank in particular. To all he is known to be a successful and conservative business man and his character far above reproach. Peter Autzen is a man among men, ever just, absolutely dependable and public spirited.

whose word is as good as his bond at any time, and he never turns a deaf ear to the call of distress and destitution. No better choice could possibly have been made. His own interests are largely in St. Johns, and his heart is here also. Mr. Autzen is a director of the First National Bank of Hoquiam, Wash., and has large timber and saw mill interests there also.

New Theatre Open

The new theatre in the Holbrook building, conducted by Earl Jayne, opened for business Sunday evening. The theatre has been overhauled and thoroughly remodeled under the skillful manipulation of Kerr & Son, and presents an appearance most pleasing to the eye, and convenient as well as attractive. Only the best pictures that the market affords will be produced, and the cheap and uninteresting pictures will have no place in the new theatre. Charley Leland, who made quite a reputation at the Multnomah as a moving picture operator, has been secured to take care of the films, and the public can feel assured that they will be shown to the best possible advantage. All the machinery and apparatus is entirely new and of the latest pattern. No name has been given to the new theatre as yet, but we understand a contest will be held soon in which suggestions for an appropriate title will be received, and a prize given for the name adopted. The new theatre started out with a fine attendance, and since it is the intention of the management to give only the best service available, there is no doubt that it will meet with splendid and continued success.

Building Permits

No. 1.—To L. S. Root to erect a dwelling on Ivanhoe street between Polk and Buchanan; cost \$150.

No. 2.—To Gordon Elliott to erect a dwelling on Dawson street between Burr and Alma streets; cost \$1400.

The lay of the Oregon hen has been the subject of much thought on the part of the regents of the Oregon Agricultural College and they will seek funds from the Legislature to establish a model poultry farm at Corvallis. The average hen in the state lays about 50 eggs per year while champion layers at the college have gone well past the 200 mark in a twelvemonth. It is desired to develop a laying strain of poultry, and to sell the fowls and their eggs at a reasonable price to farmers is the object aimed at in establishing the poultry ranch.

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Note the label on your paper.