

St. Johns is Calling You

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

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St. Johns is Calling You

Has seven churches.
Has a most promising future.
Distinctively 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.

FINE HIGHWAY

"America's Foremost" is the Expectation

The city of Linnton is progressing right along with its proposed scenic roadway, which is eventually expected to be America's foremost scenic highway. It will be valuable to St. Johns in that the admirable location and natural advantages of the lower peninsula will be displayed in almost their entirety to all who travel over the new highway. St. Johns has an opportunity to construct a highway that would be a counter attraction by improving Willamette boulevard its entire length, and have the county continue the thoroughfare encircling the lower peninsula. That a high bridge will connect the new highway with St. Johns eventually is not a wild dream. Sunday's Oregonian devoted considerable space, including several large illustrations, to depicting the beauties of Linnton's new highway, of which we clip the following:

Portland's greatest highline boulevard will stretch its devious way over the West Side hills, between the northerly part of Willamette Heights and the town of Linnton, and will cover a distance of 14 miles. The surveys have been completed and all preliminary details have been arranged with the exception of the signing of right of way deeds. It is expected to complete title to the right of way this week.

The territory to be served by the boulevard comprises about 4000 acres, and as it was recently annexed to the town of Linnton, the proposed improvement will be made by the creation of a bonded district. By the middle of August actual construction work will be under way, it is declared.

That the proposed boulevard will have few equals, if any, on the continent is the belief of all persons who have visited the West Side hills, where the roadway will be built. It is the ambition of its promoters to make it "America's foremost scenic boulevard."

They point out that from any angle of this 14 mile driveway sweeping views of the city, rivers and mountains to the east and north are presented in striking detail and color, while in the distant background three towering, snow capped sentinels—Mount Hood, Mount Adams and Mount St. Helens—form the resplendent features of the matchless panorama. It will be along this scenic boulevard that tourists and visitors will view Portland and its environs and go forth, singing their praises of the natural beauties that surround the city, much the same way they do now after trolley rides up to Council Crest.

Looking towards the west, broad views of the country also will present themselves, and while less striking, they will prove, nevertheless, intensely interesting with the decided contrast in topography. The boulevard will rise to an altitude of nearly 700 feet and yet at no point will exceed a four per cent grade. The fact that it will be on the west side of the river will make it still more attractive, as it will be above bodies of smoke and dust from manufacturing plants and accordingly always unobstructed views will be had of the East Side residence districts.

The right of way of the boulevard will be 200 feet in width for the entire distance between Willamette Heights and Linnton. Wide spaces for parking will be provided on either side of the driveway, and on the upper side of the right of way sufficient space will be set aside for a trolley line. As soon as the grading is completed, the boulevard will be surfaced with macadam, but it is intended to install hard surface paving as soon as the roadway becomes settled sufficiently to permit of that class of improvement. In addition to the parking strips, several little plots along the route of the boulevard will be set aside by individual property owners for park purposes. Altogether about 500 acres will be devoted to parks and parking development.

C. W. Woodruff, the civil engineer who directed the surveys for the boulevard and who has charge of the improvement work, in discussing the project yesterday, said:

"The boulevard as now located will start at the present end of Thurman street on Willamette Heights at an elevation of 300 feet and follow a general north-westerly course to Linnton. The first one and one-half miles is on a four per cent grade, reaching an elevation of 600 feet. The summit is at the crossing with the Salzman road at an elevation of 680 feet. It crosses the Germantown road at the old rock crusher and then down on a four per cent grade to the St. Helens road in Linnton. Throughout its entire length, 14 miles, the grade does not exceed four per cent except where some existing road or street is followed. The long-est continuous grade is one and one-half miles and over half, or seven miles, is on a level grade.

On all points where advantage views can be obtained, and they are innumerable, wide turns are made on level grades; thus permitting automobile parties to go slow or stop and enjoy the view without fear of accident on account of the grade. From these numerous points, some or all of Portland, Southeast Portland, East Portland, Montavilla, St. Johns, Linnton and Vancouver, are in view, as well as the numerous towns along the North Bank railroad up the Columbia river for 30 miles. This view is exceptionally good in the afternoon when the sun is at the back of the sightseer. The water view includes the Willamette from its mouth to the Oaks, the Columbia from ten miles below Vancouver to Cape Horn, and all lakes and islands in that district. Mounts Hood, St. Helens, Adams and Ranier and the Cascade Range complete the picture.

Winding in and out of the canyons, one crosses many beautiful mountain streams and passes through numerous places that have never been touched by the logger. This feature alone will be a big thing in a country noted for its timber. The beauties of the parking in these places when made accessible can scarcely be imagined. Some idea of the country can be gained by considering the fact that from the starting point to the end of the boulevard is but five miles, while its length is fourteen miles, or almost three times as great.

From looking at the hills thru which this boulevard will run, one would imagine that it is a steep, worthless place. Such is far from being the case. At an elevation of from 300 to 500 feet the hills flatten out to a very gradual slope, about like the west slope of Mount Tabor, and it is through this country that the boulevard runs at a general elevation of 600 feet. When one realizes this fact, the boulevard no longer seems impossible, or expensive. In fact, the cost will be less than \$6000 a mile, according to the estimate made from the complete survey.

The boulevard winds back into the ravines and crosses the streams without bridges. Culverts will provide for the water and fills will be made.

The park strip 120 feet wide below the 80 foot right of way for the road will insure the view from obstruction by buildings and will provide approximately 225 acres of natural park in addition to the 120 acres in the right of way. The 80 foot strip will contain the boulevard and on the upper side room is reserved for a car line. The car line will connect with the Willamette Heights line and boulevard will later connect with the Portland system of boulevards through Macleay Park and the City Park. On the lower end it is a very feasible plan to start at the crossing with the Germantown road and continue down the river at an approximate elevation of 500 feet for many miles."

Richard Shepard, who organized the property owners and who has been directing the promotion of the project, is of the opinion that a large percentage of the grading will be completed before the Fall rains set in. He says that all property owners affected are extremely enthusiastic over the enterprise and are anxious to have the roadway completed as soon as possible.

"In addition to the large amount of land dedicated to the enterprise, the cost to the property owners will be between \$110,000 and \$130,000," said Mr. Shepard. "Within a few years we expect to pave the boulevard for its entire distance, and this will mean a large additional expenditure. We feel, however, that it will prove not only a great advertising feature for Portland but also an important step in the development of the West Side hills. Along the route of the boulevard there will be big ac-

THE LIBRARY

Interesting Notes for the Library Patrons

A box of 75 new books, mostly fiction, was received this week.

Here is a group of the new travel books. If you cannot take a vacation trip, enjoy away-from-home places vicariously.

Cooper—Norwegian fjords. The fjords of Norway, by their unique charm, annually attract an increasing number of English and American tourists. This book is the outcome of periodical visits to Norway extending over fifteen years, including two winters spent among the fjords and mountains of that delightful and interesting country. There are 24 beautiful illustrations in color.

Creelman—On the great highway. The wanderings and adventures of a special correspondent. These pages from the experiences of a busy man are intended to give the public some idea of the processes of modern journalism which are gradually assimilating the human race. The newspaper reader, who sits comfortably at home and surveys the events of the whole world day by day, seldom realizes the costly enterprise and fierce effort employed in the work of bringing news of all countries to his fireside, nor does he fully appreciate the part which the Press is rapidly assuming in human affairs. The author has attempted to give the original color and atmosphere of some of the great events of his own time.

Penfield—East of Suez. A pleasantly written and well illustrated volume treating of Ceylon, India, China and Japan.

Sonnichsen—Ten months a captive among Filipinos. Being a narrative of adventure and observation during imprisonment on the Island of Luzon, P. I.

Van Norman—Poland, the knight among nations. First hand impressions of an American journalist, having exceptional facilities for observation. A well known Pole has recommended this book as the best ever written about modern Poland by an outsider.

Whitney—On snow shoes to the Barren Grounds. Twenty-eight hundred miles after musk-oxen and wood-bison. Far to the northwest, beginning ten days' journey beyond Great Slave Lake and running down to the Arctic Ocean, lies the most complete and extended desolation on earth. This is the Barren Grounds, the land whose approximate 350,000 square miles is the dwelling place of no man, and whose storms and sterility in its most northerly part are without the year round by no living creature save the musk ox. There are two seasons and only two methods of penetrating this great lone land of the North—by canoe, when the water courses are free of ice, and on snowshoes during the frozen period, which lasts nine months of the twelve.

The deadly cold of winter, and greater risk of starvation, make the canoe trip the more usual one with the few Indians that hunt the musk-ox. But, because of the many portages, you cannot travel so rapidly by canoe as on snow shoes, nor go so far north for the best of the hunting, nor see the Barren Grounds at their best, or worst. Hence, the author chose the latter way.

Among the most popular of the new fiction books are:

Rex Beach—Net.

Rives—Valiants of Virginia.

Jepson—Polly-oolly.

Adams—Texas matchmakers.

Dix—Fighting blade.

Appenheim—Peter Ruff and the double four.

Activity within the next few years in the way of suburban development. Many fine country homes will be built. Already plans are under way for the development of elegant country estates. Immense sums will be expended by individual property owners. Eventually this entire district will be absorbed by Portland and will become a valuable asset to the city.

Crops in Eastern Oregon are being demolished by jack rabbits, and it is said that unless heroic measures are taken to rid the grain lands of the pest the situation will become most serious.

A Splendid Movement

That would-be settlers coming to Oregon have, in many instances, been victimized by unscrupulous land speculators and that the state as a whole has been injured by their operations, is a statement made at the annual convention of Oregon bankers recently held at Corvallis, and the attending delegates expressed a determination to cooperate with the commercial bodies throughout the state in an effort to put greedy real estate men out of business. The plan does not contemplate the entire elimination of land selling agencies, but does propose to annihilate the sharks who have been speculating in good Oregon soil, taking out of production and holding it for an unreasonable increase in price. It was decided to form an appraisement committee in each community to pass on the prices of lands, the committee to consist of two members of the local commercial body and one banker, and intending purchasers will be advised to purchase no real estate from any dealer until the value of same has been passed upon by the appraisers and the price asked decided to be a reasonable one. It was stated as a fact that much of the agricultural land in Oregon is held at too high a figure. There is doubtless plenty of good land which can be obtained at a fair price, but the newcomer, usually unfamiliar with local values and conditions, seldom hears of that land. The committee will see that he gets a square deal.

Rood-Nystrom

Rev. Paul William Rood, son of Mr. and Mrs. P. Rood of St. Johns, and who has been preaching in Chicago for the past three years, was married Wednesday, June 25, 1913, to Miss Neva Nystrom of LaGrange, Ill. The wedding was a large affair, 500 guests being in attendance. Rev. Rood spent his boyhood days in St. Johns, and is well and most favorably known by a large number of our people. The young couple expect to visit the Northwest in a couple of weeks.

Glad wedding bells ring in LaGrange today.

For two of God's chosen band, Who henceforth will travel along life's way, A-journeing hand in hand.

In the Master's broad field—pointing the throng To salvation, for which Christ died— Paul Rood is at work; and gifted is Neva, his talented bride.

This young pair have both been laborers true, Devoting talents and days To Him, without deeming the glory their due; No, all for the dear Savior's praise.

Our hearts overflow with blessings we ask And pray He may richly bless Each step of their way and brighten each task With joy and much happiness.

And should cloudy days o'ershadow their path, The bright light seem to grow dim; We know they will flee unto God who hath Bid us find refuge in Him.

Best greetings and wishes that heart can hold We tender the newly wed pair; And, Father, do shower with blessings untold This couple, and keep in Thy care. —Contributed.

Oregon is likely to become the center of a great fishing industry within the near future if the investigation of the Government confirms the report of extensive halibut banks off the coast of Lincoln county. A large number of launches are now being fitted out at Newport, on Yaquina Bay, for the purpose of exploiting these recently discovered banks, and those which have already started operations are returning to port with capacity loads of splendid fish. The extent of the banks is stated to be sufficient to supply the Pacific Northwest with fish for years to come.

For Sale Cheap—5 room house, easy terms; owner leaving town. Address Anderson, 502 West Charleston street, St. Johns.

COUNCIL MEETS

Matters of Importance Receive Attention

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

A committee from the Commercial club, consisting of H. W. Bonham and Secretary J. E. Hiller, suggested that the city donate the necessary finances for having the city streets—Jersey from Richmond to Fessenden and Burlington and Philadelphia between Jersey and Hayes—appropriately decorated in honor of the Firemen's celebration and the Sweet Pea and School Garden exhibits on July 4 and 5. They also suggested that the city purchase the decorations outright so that it would have them for future use. After some discussion it was decided to donate \$250 out of the city exchequer for the purpose, and Alderman Vincent was appointed as a committee of one to arrange with the Commercial club committee and the Firemen's committee for the purchase and placing of the decorations.

A petition was received praying for a change in the grade on Richmond street between Smith avenue and Fessenden street. The contract had already been let for the improvement of the street, and the council deemed it too late to make the desired change, even though it was apparent that the change should be made. The contractor stated that he would require the sum of \$500 before he would agree to stay the work and relinquish the contract.

A favorable report was received from the engineer and street committee relative to the proposed improvement of St. Johns avenue between Edison and Bruce streets, and condemnation proceedings were ordered instituted, making it sixty feet wide.

The viewers on the condemnation of Burr street reported that the property owners had expressed a willingness to donate the necessary land for street purposes. The report was accepted and the Recorder directed to secure the deeds.

Five bids were received on the improvement of North Leonard street between St. Johns avenue and Bruce street, as follows: M. T. Swan, \$4,267.78; W. S. Jeans, \$4,447.22; J. Hahn, \$4,498.15; V. W. Mason, \$4,274.18; Andrew and Harrer, \$4,859.58. The contract was awarded to Mr. Mason, after an error in his totals had been corrected by the engineer. The error made his bid almost \$50 lower than the original total, making his bid the lowest.

A. W. Davis asked for information concerning the status of the library proposition. As some of the councilmen were not very clear on the situation, a committee consisting of the city attorney and Alderman Martin was appointed to get in touch with the Portland Library association and ascertain the true status of affairs and report at next Tuesday evening's session.

For the first time within our knowledge an ordinance was passed over the mayor's veto in St. Johns. It was an ordinance increasing the speed limit from eight miles to fifteen miles per hour. The mayor believed that it was best to keep the speed limit down, even though it be not enforced to the letter. The council believed otherwise, and passed the ordinance unanimously over the veto.

It was decided to establish the width of Central avenue between Charleston and Buchanan streets at sixty feet, property owners agreeing to deed to the city all land needed for the purpose. The Recorder was directed to secure such deeds.

An ordinance providing for cutting down of obnoxious weeds reached third reading and was held over for further consideration.

A strong remonstrance was received against the proposed improvement of Richmond street between Willamette boulevard and the river, but it represented a couple of thousand square feet of property less than the two-thirds necessary to kill the improvement. The matter, however, was held over one week in order that an estimate of the excess cost might be secured by the engineer.

A June Wedding

On Wednesday, June 18, Miss Hilda Peterson and Eugene V. LeGall were married at Holy Cross Church, Portsmouth, the Rev. Father Gallagher officiating. The bride wore a gown of embroidered marquisette and carried a shower of bride's roses, and Miss Anna Reich, the maid of honor, wore pink crepe de chene with Venice lace, and carried pink roses. Mr. Russell Campbell was best man. The church was most beautifully decorated with roses, the main altar being profusely decorated in white roses and the two side altars in pink roses. The wedding march and several selections were played by Miss Amelia Ullman and Miss Hazel Theberge sang, "Oh, Promise Me" and "I Love You Truly."

After the ceremony the bridal party and a number of friends partook of a wedding breakfast at the home of the bride's mother, Mrs. Charles Holmberg. The breakfast table, under the direction of Miss Alice Duhaime, was very prettily arranged with roses and hearts and ribbon streamers. The dining room and parlors were decorated with pink and white roses.

The bride is a popular St. Johns young lady, and Mr. LeGall is a rising young Portsmouth business man. The young couple received the most hearty congratulations of a large number of friends. The newly married pair left for a honeymoon trip to Seattle and the Puget Sound country, after which they will return to their home in Portsmouth.

Man With Nothing to Do

A man who has nothing to do is a pitiable object. He is simply a kept man, and is living on charity. Some amiable snoozer, now dead, has left him the money that he lives on, and all he has to do is to draw the money and eat, drink and sleep. No eyes can brighten with happiness when he comes home, because he only comes home when the other places are closed. He cannot come home tired, and be petted and rested by willing hands, because it would be mockery to pet a tired man who has gotten tired by doing nothing. Such a man simply exists and is no good on earth. If he would wheel a barrow and earn a dollar, and get tired and buy a beefsteak with the dollar, and have it cooked and eat it while the appetite was on from wheeling the barrow, he would know more enjoyment than he had ever known before.

That man with nothing to do on earth no doubt thinks, as he lays around and smells frowny, that he is enjoying life, but he knows no more about enjoyment than a tom cat that sleeps all day and goes out at night prowling about the back yard, and perhaps not so much. A man with nothing to be employed at is a cypher and does not often know enough to go in out of the rain, and if there were less incomes left for lazy young fellows, and more carpenter tools, etc., there would be more real enjoyment.—Ex.

Domestic Happiness

Theodore Puls, chief probation officer of Milwaukee, Wis., has promulgated the following seven rules for domestic happiness.

Love, honor and obey your husband.

Get breakfast for your husband, and see that he is properly clothed before he goes to work.

Be prompt with meals and expect him to be prompt.

Keep your home, your children and yourself neat and clean.

Don't tell him all your petty household troubles; meet him at the door with a kiss and a smile.

Don't continually scold him for past missteps. Cultivate the habit of forgetting disagreeable things.

Approach the mother-in-law question carefully—it's dangerous. Keep on good terms with both mothers-in-law, but don't tell your troubles to either. Never allow your own mother to reproach your husband.

Mr. Puls believes that, aside from drink, mothers-in-law cause most trouble.

"A wife should allow her husband to get his own breakfast as often as he allows her to attend to the furnace," said Mr. Puls.

Work for a Greater St. Johns.

DATE CHANGED

Of the Sweet Pea Show to Saturday, July 5

Owing to serious illness in his family, Ben R. Vardaman, the noted public speaker, has cancelled his engagement to appear in St. Johns July 11th, and at a special meeting of the board of governors of the Commercial club Tuesday afternoon, it was decided to change the date of the Sweet Pea Show to Saturday, July 5th, in conformity with a request so to do by the fire department. This date would have been chosen in the first place had it not been for the desire to hold the show during Mr. Vardaman's visit. The rooms of the Commercial club in the Holbrook building will be utilized in displaying the Sweet Pea and School Garden exhibits. All growers should make a note of the change in date.

Prizes for Sweet Pea Show range from \$25.00 down and will be listed in a few days, first and second prize awarded in each instance. The following will be the classification for amateur growers only:

Grand special prize—Best exhibit irrespective of class, silver cup, \$25. Must be won three successive years to obtain permanent possession. Held this year by Mrs. R. P. Douglass.

Class A—Six or more vases, named varieties. Ten or more stems in each vase.

Class B—Best vase, any number, mixed.

Class C—Vase of 20 stems, pure white.

Class D—Vase of 20 stems, red.

Class E—Vase of 20 stems, lavender.

Class F—Vase of 20 stems, pink.

Class G—Best six vases of 10 stems each, Grandiflora type, distinct varieties.

Class H—Most artistic vase or bowl of sweet peas.

Class I—Largest collection.

Class J—"Juvenile," 14 years and under—best 3 vases of 10 stems each, any three colors.

Rules and Regulations.

Rules and regulations as adopted by the National Sweet Pea Society of America will govern the judging. Points in scoring will be apportioned as follows:

Length of stem, 25 points.

Color, 25 points.

Size, 25 points.

Substance, 15 points.

Number of flowers on a stem, 10 points.

Sweet pea or other foliage can be used with the flowers unattached.

Commercial growers cannot compete in these classes. Entry can be made by grower only.

School Garden Contest.

Entries must be grown in school gardens not larger than 8x10 feet. They must be the product of the child's individual effort. Three prizes will be given in each class.

Class A—Best vegetable display.

Class B—Largest potato.

Class C—Best potato display.

Class D—Largest head of lettuce.

Class E—Best loose leaf lettuce.

Class F—Onions, 4 bunches, 5 onions in a bunch.

Class G—Radishes, small, round, not less than ten.

Class H—Radishes, long variety; not less than ten.

Class I—Turnips, best display; not less than ten.

Class J—Onions, 4 bunches, 5 onions in a bunch.

Class K—Radishes, small, round, not less than ten.

Class L—Radishes, long variety; not less than ten.

Class M—Turnips, best display; not less than ten.

Class N—Onions, 4 bunches, 5 onions in a bunch.

Class O—Radishes, small, round, not less than ten.

Class P—Radishes, long variety; not less than ten.

Class Q—Turnips, best display; not less than ten.

Class R—Onions, 4 bunches, 5 onions in a bunch.

Class S—Radishes, small, round, not less than ten.

Class T—Radishes, long variety; not less than ten.

Class U—Turnips, best display; not less than ten.

Class V—Onions, 4 bunches, 5 onions in a bunch.

Class W—Radishes, small, round, not less than ten.

Class X—Radishes, long variety; not less than ten.

Class Y—Turnips, best display; not less than ten.

Class Z—Onions, 4 bunches, 5 onions in a bunch.

Class AA—Radishes, small, round, not less than ten.

Class AB—Radishes, long variety; not less than ten.

Class AC—Turnips, best display; not less than ten.

Class AD—Onions, 4 bunches, 5 onions in a bunch.

Class AE—Radishes, small, round, not less than ten.

Class AF—Radishes, long variety; not less than ten.

Class AG—Turnips, best display; not less than ten.

Class AH—Onions, 4 bunches, 5 onions in a bunch.

Class AI—Radishes, small, round, not less than ten.

Class AJ—Radishes, long variety; not less than ten.

Class AK—Turnips, best display; not less than ten.

Class AL—Onions, 4 bunches, 5 onions in a bunch.

Class AM—Radishes, small, round, not less than ten.

Class AN—Radishes, long variety; not less than ten.

Class AO—Turnips, best display; not less than ten.

Class AP—Onions, 4 bunches, 5 onions in a bunch.

Class AQ—Radishes, small, round, not less than ten.

Class AR—Radishes, long variety; not less than ten.

Class AS—Turnips, best display; not less than ten.

Class AT—Onions, 4 bunches, 5 onions in a bunch.

Class AU—Radishes, small, round, not less than ten.

Class AV—Radishes, long variety; not less than ten.

Class AW—Turnips, best display; not less than ten.

Class AX—Onions, 4 bunches, 5 onions in a bunch.

Class AY—Radishes, small, round, not less than ten.

Class AZ—Radishes, long variety; not less than ten.

Class BA—Turnips, best display; not less than ten.