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.

ST. JOHNS REVIEW

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

VOL. 11 — ST. JOHNS, OREGON, FRIDAY, NOVEMBER 27, 1914. — NO 3

St. Johns is Calling You

Is second in number of Industries.
Is seventh in population.
Cars to Portland every 16 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.

COUNCIL MEETS

Matters of Importance Receive Attention

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

Several property owners of Willamette boulevard between Polk and Buchanan streets asked that the assessment reach back to the center of the block instead of part way. The assessment having been made, no change was ordered.

A communication from the W. C. T. U. asked that the curfew ordinance be more strictly enforced. Mrs. Kerr, Mrs. Scott and Mrs. Monahan were present and told of conditions where children were on the streets long after the curfew had rang. Chief of Police Poff stated that the police department had been endeavoring to keep the children from the streets after the bell had tolled, but that it would require a large number of policemen to keep them all off the streets, and that he believed the parents should show more regard for the welfare of the children and see that they were home at the proper hour. It was decided that a notice be published in the official paper advising parents to keep their children off the streets after the curfew rings or they would be subject to arrest.

A communication from the Commercial Club asked that the contractor on the South Willamette boulevard improvement be compelled to remove excess dirt thereon. Referred to the engineer and chairman of the street committee.

A communication from the Portland Railway, Light & Power Company offered to install a new schedule relative to arc lights in which longer service for the same price was offered. The matter was referred to the water and light committee to investigate more minutely.

Lynn E. Coovert, attorney for Mrs. Nancy Caples in the Tyler street case, asked $100 from the city for services rendered, claiming the city to be the beneficiary, and not Mrs. Caples. The council decided that it was up to Mrs. Caples to make the title to the street clear, and the city was not involved in the expense created thereby. The matter was tabled.

M. Talbot of the Port of Portland Commission asked that the proposed removal of an arc light at the corner of Crawford and Pierce streets be not made, contending that it furnished light for the employes of the dry docks in the evenings. The Western Cooperage Company also asked that the light at the head of the new driveway on Willamette boulevard be not changed as proposed. It was decided to not make either change until a more careful investigation had been made by the council.

Mr. Royer asked that he be not burdened with all the cost of constructing aprons leading to a private alley at his property on Willamette boulevard. The council decided that the city had naught to do with it; that it was a matter for the contractor and property owner to settle between themselves.

The council agreed to pay one-half of the excess cost of improvement on Burlington street in front of Mrs. Tuft's property, but she was not satisfied with the arrangement, and the matter was not definitely settled.

Bills amounting to $103.55 were allowed.

William Gatton offered to sell to the city about five acres of land on the Gatton tract for $1600 an acre to be used as a cemetery. The matter was held over for a week's consideration.

It was decided that the fire engine loaned the city by A. G. Long be returned.

The committee on furnishing employment for the unemployed in the way of wood cutting was granted another week for final report.

The new Cooperage roadway was accepted, at a cost of $5,438.22.

A contract for installing five fire hydrants in the city was presented by the local water company and referred to the city attorney.

An ordinance amending Ordinance No. 306, and permitting clubs and other organizations of 200 members or more to sell liquor to members reached final passage, when it was lost on a four to three vote.

An ordinance prohibiting scattering of debris on the streets was passed.

A new grate was ordered by the buildings and grounds committe at the crematory.

How Linnton Was Named

How Linnton came by its name is told in Fred Lockley's interesting "in earlier days" column in the Journal of the 11th instant, and will probably be quite interesting to our readers:

"We reached Dr. Whitman's mission on October 10, 1843," said Mrs. James Hembree of Lafayette. "From Dr. Whitman's we went to Fort Walla Walla, now called Wallula. Most of our train decided to try to take their wagons and oxen on through to the Willamette valley, but my father and a few others thought it was so late in the year that they would leave their wagons at Fort Walla Walla and go down the Columbia on boats and on rafts.

"It took nearly two weeks to cut down trees and saw them into planks with a pit saw. They dug a pit and one man stayed down in the pit, and another stayed on the log, and they sawed enough planks to build flatboats for our party. They built two flatboats and two good sized skiffs. Jesse Applegate, Peter Burnett, William Beagle, J. B. McLain and a number of others, besides our own family, left their oxen and wagons at Fort Walla Walla and went down the Columbia. Peter Burnett hired a Hudson Bay boat, and an Indian as pilot. Dr. Whitman also was with us, as he was going down to The Dalles to get his wife who was visiting there.

"I will never forget our trip through the rapids of the Columbia. The water seemed to pile up on both sides of our boat. One of the boats tipped over, and one of Jesse Applegate's boys was drowned. Elisha Applegate, Lindsay Applegate's boy, and Will Doke succeeded in swimming out. Two other men, C. M. Stringer and McClelland, were drowned. One of these men was a brother-in-law of Jesse Applegate. Our boat came very near getting wrecked coming through the rapids by hitting a rock, but fortunately it did not upset.

"We stopped at The Dalles for a little while, and then went down the Columbia to Fort Vancouver, where Dr. McLaughlin was more than kind to us.

"Peter Burnett and General M. M. McCarver had decided to start a town when they got to the Willamette valley. They picked out a place on the Willamette river five miles above its mouth, and called it Linnton, after Senator Linn. Quite a few of Peter Burnett's friends decided to cast their fortunes with them in the new town. The Coopers, the Penningtons, the Beagles, and our family all settled at Linnton. When we went there three was one house, but the men soon had cabins built, and we stayed there all that winter. General McCarver, Peter Burnett and the rest of the men spent the winter making a road from Linnton to the Tualatin plains."

The road they constructed is the old road over the hill back of the school house. There is one or two or more of the old log cabins in the woods of Linnton still standing, forgotten by all except perhaps two or three of the old timers.—Linnton Leader.

Fraternal Brotherhood

The basket social and dance given by the Fraternal Brotherhood last Friday evening was well attended and a very enjoyable evening reported.

We are pleased to state that the Drill Team of St. Johns Lodge No. 545, won the cup at the recent joint meeting held in Portland. The team consists of 16 members, and when arrayed in their natty white uniforms made a very attractive appearance. The members are: Anna Dryden, Irene Hartle, Hattie McKinney, Mary Simmons, Amy Asper, Faye Heck, Maud Strickland, and Pearl Beyer; John Beyer, Wesley Heck, Elmer James, George Welshhous, Carl Bergman, Will Courtney, Charles Asper, Fred Piper; captain, James Welch; banner bearer, Ed. Powell.

Industrial News of State

Out of a total area of 61,186,480 acres of land in Oregon, 63,216,317 acres are under Federal control. The forfeiture of the O. & C. land grant will add 2,074,161 acres that will be drawn from taxation.

A campaign has been started in Portland to consolidate and wipe out boards and commissions and reduce state expenses half a million.

Lebanon votes December 7 on establishing an electric light plant.

A plant on the McKenzie is producing 250 gallons turpentine and 6,000 pounds of rosin per month.

Astoria mud flats are to be filled in by the dredge Columbia.

The North Bend Manufacturing Co. has orders for doors from England.

The new creamery at Hood River opens with F. W. Bluhm manager.

The municipal railroad insures two new saw mills near Grants Pass.

The S. P. Co. is reported to have bought the line down the coast to Eureka.

The State Press Association is leading in a fight to cut down running expenses of Oregon half a million.

The State Reform School with 88 boys November 1st, cost $73,450 for the biennial period, or $835 per capita.

The S. P. yards at Brownsville are being filled with building materials for reconstruction work.

The Estabrook Company of North Bend and Bandon is getting out 70,000 ties per month.

Warrenton is taking steps to build a first class high school.

Willamette Iron and Steel Works have put a large force to work repairing the Santa Catalina, a burnt steamer.

The Portland Gas and Coke Company will lay its mains around Milwaukee on account of an ordinance cutting the price of their gas to $1 per thousand feet.

Coos Bay sent nearly six million feet of lumber to the San Francisco market the last two weeks of October.

The Troy Laundry will erect a $10,000 dry cleaning plant at Astoria.

Astoria will vote on a $25,000 bond issue for parks.

St. Helens firemen will build an Athletic club.

A Famous Case

The famous Winters case, the fight of W. E. Purdy, late nonpartisan candidate for Governor, for the possession of a brick block in Portland, is before the Supreme Court. It has been before the high court once before, on appeal from decision of Judge McGinn. The case attracted much interest originally because of the strange fact that H. D. Winters left a property, in good times easily worth $100,000, to a man not related to him. They were partners and closely connected in business for fifteen years. After Winters' death Purdy produced a deed to the property which had been buried at request of decedent, who died intestate. In the first suit no heirs showed up. But when Purdy's title was contested, seven sets of heirs, no one set being kin to the other, appeared. There were sixty in all and on their behalf twenty-nine lawyers were employed. The court called a jury and allowed each set of heirs three challenges and the state had three challenges. Purdy had three challenges and there was a long struggle getting a jury. Purdy tried his own case, and it took three weeks. Court reporting cost $20 a day, and the cost run up into the thousands. Among the witnesses were old white haired women from the far East, and fees and mileage bills were enormous. Candidate Purdy argued his own case for two hours. Ralph Citron and John F. Logan appeared as special counsel for Governor West. A petition signed by 17,000 citizens was presented to the Governor asking him to inquire into the charge that Purdy had forged the deed. There will probably be bills for the legislature to pay for counsel employed to escheat the case. One strange feature in the trial was admitting as evidence the former opinion of the Supreme Court in the Winters case, written by Justice McBride.

Prosperity on the Way

Foreign business coming to the United States in the shape of huge orders for army supplies will pay the emergency tax, which it is now necessary to levy to assure the U. S. Treasury an ample working balance, many times over. This strict neutrality of this country enforced by President Wilson enables the American manufacturers and laborers to reap the benefits of this opportunity.

As summarized by the New York Journal of Commerce, this is the situation:

Investigation in several leading trade lines shows that within the past month there has been a most encouraging flow of new and extensive orders for such important articles from our American mills as blankets, cotton goods, leather and steel. The war, according to recent indication, has brought to many of our largest corporate manuacturing organizations not a few orders for their products, which will keep them busy in operations or some time at least and in one or two instances establish new record on amounts of materials required to fill single orders.

The increasing activity of agents or buying contractors representing foreign countries, both neutral and belligerent, according to some trade leaders, has induced a feeling of the greatest confidence for the immediate and near future of our industrial operations, which, in turn, cannot help but exert a beneficial influence toward bringing about general improvement of business in the United States.

Advices received from Middle West cities show that large orders have been placed by some of the European belligerent nations for leather in large quantities and shoes. The confirmation of rumors concerning the competitive race which is on at the plant of the Bethlehem Steel company among manufacturers of automobile trucks to win the record orders for such trucks about to be placed through that company for the French and Russian governments has been but one of the many indications of a real boom in export buying which practically every branch of our American automobile and auxiliary trades now believe has begun. The heavy foreign purchasing, it is stated, furthermore, will not end with the close of hostilities in Europe, according to those now participating, but may easily be expected to continue in even far greater proportion after the war than is now being realized. According to one optimistic estimate of the increase in export trade which our domestic manufacturers of automobiles will realize after war concludes, the output of our plants will be quadrupled over the present capacity.

The textile industries have also come in for a good share of the extra foreign business already necessitated by war operations abroad. Several large New York State underwear mills that have been closed because of the slowness of trade in this country, are now running full and over time, in some cases, on orders received from foreign governments for use of the armies at war in Europe. In addition to the orders already reported on wool underwear, it was learned that good sized contracts of this kind have been placed for men's cotton fleece lined underwear. The amount is not divulged, but it is known to be large, and enough to keep mills busy for some time.

Sweater coat manufacturers have also put in bids for orders of half a million garments each from the English and French governments. Orders are expected on further business this week. Coats costing from $16.50 to $18 a dozen are wanted. Khaki color is preferred, but gray will be taken, it is said. Orders of such size, of course, cannot be handled by one or two mills in the delivery time that is wanted, so the business is expected to be parceled out among a number of mills.

Additional orders for 20,000 dozen cotton sheets for export are being figured on by mills. As previously reported, orders from foreign governments have already been received on 40,000 dozen cotton sheets.—Eastern Exchange.

Too bad the whales have about all been slaughtered. They might be scooped out and converted into submarines.

Always Get Around It

The people always find some way of getting around a fool law. In one small county in Wisconsin there have been "soiemnized" no less than eight common-law marriages since the socalled eugenic marriage law was declared constitutional in that state. The common law marriage consists in little more than the agreement on the part of the man and woman, in the presence of witnesses, to accept each other as husband and wife and to assume the responsibilities and privileges ordinarily attached to such a union. The contracting parties were persons who had refused to submit to the "medical examination" required before a marriage license may be issued. In the rest of the state the same proportion will doubtless hold. In other boards, the citizens of Wisconsin are dodging the law, as the citizens of all states dodge all freak and fanatical laws. There is no limit to the distance to which some of those law inventors will go. That was well illustrated in Chicago, recently, during the National Convention of Alienists, in the La Salle Hotel. The discussion that day had been upon the rather "advanced" topic of the desexing of defectives. After the meeting a newspaper reporter interviewed one of the prominent physicians in the lobby. The eminent medical man was asked if he really advocated such ideas as were discussed at the meeting. "Yes," he replied, "and I would go further. Do you see that beautiful specimen of womanhood over yonder—the lady in the sable furs who is holding the poodle dog in her arms? Well, if I had my way, I would compel that woman, by law, to have a baby in her arms. And do you see the fine young man speaking to her? He is probably a young man about town, a bachelor, with no responsibilities, no family cares, no home except a bachelor apartment—I would compel that man to marry such a woman as the one to whom he is speaking, and I would compel them, by law, to have children."

If this doctor had his way he would provide for the propagation of the species under police supervision—for his plan would mean nothing less. And yet his proposal is not a whit more foolish nor absurd than dozens of others which go into the legislative hoppers every year. Some of them die in the committee rooms, but others emerge, full fledged and appeal proof laws, to stand, stumbling blocks, in the path of the real progress.—Globe Press Clipping Agency.

A Bad Mixup

In handling the slugs which make up the lines in a newspaper, and in separating the various items, the makeup man sometimes gets the lines mixed up, and they naturally read rather queer. As an illustration of what can happen, we cite the mixup of the Bangor, Pa., News a few days ago when the printer got a wedding and an auction sale mixed up with the following results:

"William Smith, the only son of Mr. and Mrs. Jos. Smith, and Miss Lucy Anderson were disposed of at public auction at my farm one mile east, in the presence of seventy guests, including two mules and twelve head of cattle.

"Rev. Jackson tied the nuptial knot for the parties, averaging 1,250 pounds on hoof. The beautiful home of the bride was decorated with one sulky rake, one feed grinder and two sets of work harness, nearly new, and just before the ceremony was pronounced the Mendel and Sons wedding march was rendered by one milch cow, five years old, one Jersey cow and one sheep, who carrying a bunch of bride's roses in her hand, was very beautiful. She wore one light spring wagon, two crates of apples, three racks of hay, one grindstone of mousseline de sole and trimmings with about one hundred bushels of suds. The bridal couple left yesterday on an extended trip. Terms, spot cash."

There are 3,732 men and women actually employed on the work of the Panama Exposition either on the grounds or in the down town office building.

A Fine Entertainment

A pleasing musical entertainment was given in the building of the First Trust & Savings Bank on East Fessenden street Monday evening under the auspices of the East St. Johns Improvement Association. The event was attended by a large audience, and no admission fee was charged. The room was handsomely decorated for the occasion and the fine musical numbers rendered were greatly enjoyed. The program was as follows:

Introductory remarks—President George A. Carter.

Piano Solos — "A Sylvan Glade" and "Phyllis"—Mrs. Carrie R. Beaumont

Recitation—Mrs. Wigg's Sunday School—Mrs. Edna May Will Bush.

Vocal solos—"Were I to be a Rose," "A Birthday," and "In the Time of Roses"—Miss Beatrice Kirkup.

Piano duet—"Mazurka Originale"—Miss Louise Odell and Mrs. Beaumont.

Recitation — Selection from "Unc Edinburg Drownin"—Mrs. A. M. Odell.

Vocal Solos—"At Dawning," "A China Tragedy," and "Mammy's Lullaby"—Miss Beatrice Kirkup.

Piano Solos — "Tremolo," "Minuet"—Mrs. Beaumont.

Recitation—"Gentleman, the King"—Mrs. Bush.

They Will Return

"Will good times ever return?" inquired a pessimist in speculating on his Christmas expenditures. Of course they will! Why not? Here's the why of the will:

There is just as much money in the country now as there ever was.

The farmers have just harvested one of the biggest crops in history and are selling at good prices.

Federal reserve banks have been opened and millions of dollars of new money will be placed at the disposal of the banks of the country.

The banks in turn will have plenty of money to loan to big manufacturing and other industries for operating capital.

These concerns in their turn will start the wheels of commerce to revolving and millions of unemployed men and women will return to work.

Foreign governments are placing heavy orders for all kinds of supplies needed in prosecuting their war.

Other orders for American made goods are pouring in from all parts of the world.

The financial situation has clarified, congress has adjourned, banks are opening up their vaults, and great manufacturing industries are preparing to open up again on an extensive scale, many of them even now calling in employes who were laid off many weeks ago.

It is on the way—and hitting the high places.—Ex.

Are Finding a Market

Oregon apples are finding a market in far away Siberia and the call for stock this year is unusually heavy. A shipment some time ago of 125 boxes of Hood River apples to Vladivostok was received in excellent condition and met with ready demand from the natives. Within the last few days other shipments have gone forward, being routed by way of Puget Sound from which points they will go by steamer to Japan, thence to Siberia. No advice has been received as to the prices at which these apples are sold to the ultimate consumer.

The new Hoke cannery at Medford has closed its first season and has been able to pay a dividend of 6 per cent, a very unusual result of the first year's operation of a cooperative concern. The cannery put up 35,000 cases of Rogue River Valley fruits and vegetables during the season and the management expects to at least double this record next year.

Building Permits

No. 59—To W. R. Hollenbeck to repair residence on Hayes street between Alta and Baltimore streets; cost $300.

Will Surprise the World

From the Chicago Tribune:

This article is written by a man in the secret service of a great world power. Under the guise of a professional aviator he has flown over every capital in Europe, making photographs with a secret camera attached to his machine for the war ministry archives of his government. As a designer and operator of aeroplanes he is known the world over. His article, therefore, deals particularly with the air equipment of the various European nations for war:

Whatever the final outcome of the war, this is certain: Germany is going to surprise the world by her mastery of the air. For Germany and not France ranks first in war aviation. The ponderous dirigible, not the fleet aeroplane, is the most destructive machine that soars. Germany stands ready to assail Paris, Warsaw, and even London by an attack from the air, and the odds are against the defenders. While Frenchmen have been capturing the prizes in aerial contests, Germany has been far from idle. After experiments with every kind of engine that soars the air she has abandoned the newer, heavier than air creations for the dirigible of ancient origin. This she has made the deadliest machine that flies.

Germany and France represent two distinct and different types in air fighting. France stakes her all on the aeroplane. The Gnome motor is her foundation. Germans cannot duplicate it. The Russian air corps are a mere shadow of the French system. Austria patterns her weak air corps after Germany. England's system is a composite between the two without the perfections of either. The dirigible is a fighting machine—a dreadnought of the air. And the aeroplane is a scout cruiser, and little else. Why dirigibles surpass: It carries a crew of from ten to twenty-five men to take observations and direct operations. Can carry as much as twenty-five tons of nitro glycerin cartridges—sufficient to demolish Chicago. Can hover over a city during night time in silence, and while slower, can outmaneuver an aeroplane, inasmuch as it can hold a stationary position, while an aeroplane must keep moving.

Carries rapid fire guns which can be aimed with deadly accuracy. An aeroplane carries four men at best. It cannot carry effective pieces of ordnance and cannot drop bombs with any accuracy.

It can be heard and located by sound a mile distant, while a dirigible painted sky color with motors and light shut off can neither be heard nor seen at night at a distance of 700 feet.

In the war archives of Germany are complete plans for aerial attacks on both Paris and London. Details for such attacks have been figured out with Metz as the base. For an attack on London they calculate upon leaving Metz as darkness falls, crossing the channel at a height of 8,000 feet. Under ordinary circumstances London would be gained before midnight. Then the bag would be dropped to 3,000 feet and the work of destruction begun. Its nitroglycerin cartridges could render London helpless in a few hours. Furthermore, the English capital is inadequately protected with searchlights with which to detect a night attack. Any of the nine non-rigid dirigibles in the British service would be unable to cope with one rigid Zeppelin. Attacks on Paris have been outlined from the same base—Metz. Paris is better protected by sky searchlights than London.

France has 33 dirigibles, but all of the non-rigid type, which cannot be compared with the giant Zeppelins, of which Germany has 16, with as many more dependable dirigibles of other types. On the Russian frontier Germany will find but trifling resistance to her air fleets. Germany virtually is impregnable to an air invasion. At Metz, Leipsig, Cologne, Baden-Baden, Hanover, Frankfort and Johannesburg she has the most powerful searchlights in the world.

If, as a Chicago doctor says, one-fourth of the cancer fatalities are due to a wrong diagnosis, it would seem to be in order for some one to diagnose the "docs."