

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, APRIL 30, 1915.

NO 25

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 3 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 good payroll monthly. Ships monthly many 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 Muck presiding. A petition was received for the improvement of Leonard street between Charleston and Chicago streets by sidewalk and grade, which was accepted and a resolution directing the city engineer to prepare the necessary data for such improvement or be prepared. A petition for an arc light midway between Fessenden and Turnbull streets on North Ivanhoe was referred to the water and light committee. The St. Johns Planing Mill Company protested against the proposed improvement of Pittsburg street, unless credit be given for macadam placed on the street several years ago. The communication was ordered filed. A communication from Ed. Ravson protested against the proposed ordinance compelling dog owners to keep their canines tied, contending that dogs would go mad quicker from that cause than any other. Several property owners complained that the sidewalk on Tyler street at Seneca was too high, and asked that an investigation be instituted before the improvement was accepted. The matter was referred to the engineer and street committee for report. A communication was received from the Commercial Club in which the request was made that the city lend its decoration paraphernalia and assistance in decorating the city dock for May 6th, when the boats pass up the river from the Celilo celebration. The request was granted and the buildings and grounds committee requested to render its assistance. A donation of \$50 was granted from the general fund for decoration purposes for the benefit of the old veterans on Memorial Day. Chairman of the water and light committee, R. Graden, reported that the water company had agreed to lay the new water mains on Oswego street as soon as its crew had finished the work on Tyler and Swenson streets. The committee on cemetery asked and was granted further time in which to make a definite report. Councilman Perrine, who had been appointed to investigate the proposition of constructing a comfort station at the city hall plot, reported that he had gone into details to some extent; that the cost would be between \$1200 and \$1500; that provisions of the plans he had contemplated provided for a ladies' entrance on Philadelphia street and an entrance for men on Burlington street; that it would be part underground affair walled with cement; that he would tender his services in construction free of cost. All members of the council and the mayor expressed approval of the station, and instructed Mr. Perrine to secure all the details relative thereto. Chairman of the street committee, S. C. Cook, reported that the city was not in the market for a road machine, which report was accepted. Attorney Geeslin read a proposed ordinance restricting dogs running at large which he had prepared, but as several amendments or alterations were desired, it was held over for another week. Councilman Downey advocated the tying up of all dogs when upon the streets and at home; he told of being bitten by a dog and said one of the mail carriers was also bitten several times, and therefore believed the safest plan would be to have all dogs tied. It was pointed out that when St. Johns becomes a part of Portland, all our ordinances become void, but Mr. Downey said he believed if we had a good dog ordinance Portland might reject its dog regulations and adopt ours. The following bids were received on cutting off the sharp corner at Burlington and Crawford streets: Andrew & Harrer, \$63.40; M. E. Kilkenny, \$67.90; Daniel Brecht, \$65. The latter bid being the lowest, Mr. Brecht was awarded the contract. The engineer was directed to make a report on the cost and excess upon the hard surfacing

Reply to Communication

The communication by Mr. Kilkenny in the last issue of this paper rather slams me, as I have an advertisement in the same issue stating that the people can save 30 per cent by having their electric wiring done now before merging. Now, Mr. Kilkenny is right in stating that the city of Portland has adopted the National Electric Code rules to govern the installation of electric wiring, the only difference is that he forgot to add that they have added a great deal to it. It is this difference that makes the 30 per cent. Any discussion calling attention to the exact particulars of this difference would of necessity be too technical for the layman to understand, and so the easiest way is to believe neither Mr. Kilkenny or myself, but if you are interested, call up the Underwriters' Rating Bureau or the Portland electrical inspectors and ask them. I believe myself to be fairly conversant with the electric wiring in this city and think that the most of the dwellings are very near code, the only exceptions are the houses wired or partly wired by the owners themselves who, in the majority of cases never heard of the code. Mr. Kilkenny should not slam them for he and the writer have wired the most of them. Now, I still contend that a code job is, to all practical uses, as good as a Portland code job, for if the insurance company thinks it is a good risk, I can not see what more is to be desired. Therefore call up the electric inspectors to satisfy yourself that I am right and—DO YOUR WIRING NOW AND SAVE 30 PER CENT.—L. E. Gensman.

Only A Dad

Only a dad with a tired face. Coming home from the daily race. Bringing little of gold or fame. To show how well he has played the game. But glad in his heart that his own rejoice. To see him come and to hear his voice. Only a dad, of a brood of four. One of ten million men or more; Plodding along in the daily strife. Bearing the whips and scorns of life. With never a whimper of pain or hate. For the sake of those who at home await. Only a dad, neither rich nor proud. Merely one of the surging crowd. Toiling, striving from day to day. Facing whatever may come his way; Silent whenever the harsh condemn. And bearing it all for the love of them. Only a dad, but he gives his all. To smooth the way for his children small. Doing with courage stern and grim. The deeds that his father did for him. This is the line that for him I pen. Only a dad, but the best of men. —Detroit Free Press.

of Columbia boulevard. Bills amounting to \$185.23, the greater portion of which was for street work, were allowed. An ordinance providing the time and manner of improving Pittsburg street between Crawford street and the ferry landing passed to third reading. A resolution providing for the sidewalk and grade on Catin street between Edison street and Central avenue was adopted. The city attorney was directed to prepare resolutions directing the engineer to prepare plans and specifications for the improvement of John street between Central avenue and Wilamette boulevard and Charleston street between Hudson and Hayes street by sidewalk and grade in each instance. Upon motion of Councilman Martin, Attorney Geeslin was directed to represent the city officially on the merger question with the Portland officials. To trade for St. Johns property—A dandy chicken ranch of two and one-half acres at Newberg, Oregon, with good buildings. Call at 408 N. Jersey street, or phone Columbia 1. If in need of glasses Dr. Gilstrap will fit you and guarantee satisfaction.

Rose Carnival Notes

Sixteen of the most picturesque Indians of the Blackfoot tribe, who make their home in Glacier National park, in Northwestern Montana, will come to Portland for the Rose Festival as the guests of Louis W. Hill, president of the Great Northern railway. Mr. Hill has sent the Glacier Park Indians on many trips over the United States the last two years to call attention to the new national playground, and other scenic wonders of Montana, Oregon and Washington with a view to attracting tourist trade to the Pacific Northwest. His efforts have been most successful and last year more than 30,000 people visited Glacier National Park. Many were prevailed upon to continue their journey to include Seattle, Spokane, Portland and Tacoma, and the many interesting side trips from these cities. Mr. Hill believed that the presence of these handsome Red men, with their women folks and children all in war paint and feathers, would serve to make people in all walks of life ask questions. It did with the result that thousands of tourists who have been in Oregon and Washington the last two years were attracted to the Northwest by the unique publicity methods of Mr. Hill in his work of exploiting Glacier National park. The Blackfeet Indians will pitch their tepees near the Festival Center, hold daily receptions, take part in the parades and give an exact reproduction of the primitive life of the Blackfeet before their reservation in the Montana Rockies was taken for a National park. Luther Burbank, plant wizard of California, may come to Portland as one of the judges of the floral display at the festival center. The festival governors will invite Burbank to Portland as a special guest. If he accepts the invitation he will be asked to deliver lectures on Rose culture in connection with the annual rose show at the Armory. Athletic events this year will be an important division of the coming Rose Festival. Charles F. Berg, secretary of the fiesta, after a conference with officials of the Multnomah Amateur Athletic Club announces the list of events as follows: 100 yard dash, 220 yard dash, 440 yard run, half mile run, mile run, five mile modified marathon, 120 yard dash, 220 yard low hurdle, shot put, discus throw, 16 pound hammer throw, 56 pound weight, running high jump, running broad jump, pole vault, javelin throw and a mile relay, each team composed of four men. The meet will be held June 11 and will be known as the P. N. A. track and field meet. It will be under the auspices of the Multnomah Club and the festival association. The games will serve as a tryout to select a team to represent the Pacific Northwest in the Far Western track and field championships at San Francisco. Entries are being received from all athletic clubs of the Northwest, including those of Vancouver and Victoria B. C.

To Clean Up the State

Governor Withycombe has advised that the entire state devote the period of May 4 to 11, inclusive, to the cleaning and painting up of unsightly back yards and buildings. Mayor Albee has designated the same dates for the same work in Portland, and to insure that the work is done, and well done, the Portland Chamber of Commerce has appointed a committee from among its most energetic members to organize the different sections of the city into effective units and exercise a general supervision over the work. It is almost certain that the present year will see a greater movement of tourists and visitors to Portland, and to all other sections of Oregon, than during any year since the Lewis and Clark Fair, and a concerted and persistent campaign should be carried on to make city and state cleaner and more attractive than any other section of the Northwest. California and Washington have been wielding paint brush and rake for a long time, and it only remains for Oregon to get into line and make it three of a kind. While great features are proposed at all points of celebration interest naturally centers in the formal dedicatory exercises of the Dalles-Celilo canal at Big Eddy, where the United States Engineers and their staff who have had the responsibility of construction will have the happy privilege of turning over the completed work in the presence of a vast constituency. Estimates of the number of people who will be in attendance at Big Eddy vary from 15,000 to 30,000. Lewiston, Idaho, has the honor

A Big Celebration

Seventeen cities of the Columbia River and its tributaries have perfected arrangements for a series of celebrations commemorating the opening of the Dalles-Celilo Canal of the Columbia River, at Big Eddy, Oregon, and the Willamette Locks of the Willamette River, at Oregon City, Oregon. The work of the various committees, while strenuous, has been performed in the spirit of mutual co-operation, which provides a remarkable example of community effort. Programs of distinctive character, embracing many unique features have been prepared at every celebration point and the curtain is now ringing up on a commercial drama which will be observed in its performance by probably the largest number of people ever gathered together for a common purpose in the Pacific Northwest. Supplementing the efforts of the principal actors in the play, are representatives of the multitude of cities and communities on the Columbia Waterway who will take minor, but none the less important parts in the great commercial presentation. From over forty towns, reaching from British Columbia, Western Montana, Western Wyoming, Eastern Idaho, and onward to the Pacific ocean, will come a bevy of beautiful young ladies, bearing bottles of water from the various tributaries of the Columbia, to be broken in connection with the formal dedication exercises May 5th, at Big Eddy. Accompanying these daughters of the river of the West will be sturdy pioneers, survivors of early steamboat navigation, transportation promoters, miners, agriculturists, hard headed financiers, and merchants, representatives of commercial organizations, officials of the United States, and the Northwestern States, and a large outpouring of the general public, including visitors from afar who will tarry to witness the canal opening exercises in connection with their journey to the Pacific International Exposition of San Francisco. Plans at every point involve features that will not only provide entertainment for the multitude, but set forth fully the practical bearings of the open river to the development of a great region exceeding the German Empire in extent. Special ly chartered steamboats will make the journey to and fro between Astoria, Portland and other points, to Lewiston, Idaho and return. Special trains will perform a battledore and shuttlecock stunt in carrying the people to various celebration points and return. The week promises to witness the moving to and fro of a multitude of human units and their commingling in joyful congratulation akin to the sweet singing of the currents of the mighty river of the West in their journey from the Canadian Rockies and the geysers of Yellowstone National Park to the bosom of the greatest of oceans. The human interest of the occasion centers in the participation of the old timers, who have been prominent in the development of the Pacific Northwest, as well as in the visitation of the great men of the nation and of the northwest who will be the guests of honor at various points, and the orators of the week. Prominent among the former is Captain William Pope Gray, of Pasco, Washington, who has been designated Admiral in command of the fleet of steamboats, nearly a score in number, which will make the journey from Lewiston, Idaho, five hundred miles inland, to Astoria, the Port of entry of the Columbia river. Admiral Gray has named an official staff of Admirals, Assistant Admirals, Vice Admirals, Rear Admirals, etc., covering the list of retired and active steamboat men and men engaged in transportation service of the Pacific Northwest, supplemented by an honorary staff list, embracing men high in business circles. The St. Johns Commercial club will send a delegation to Vancouver on the 6th to participate in the festivities there, and come back with the fleet to Portland. Arrangements are being completed for securing a vessel to transport a number of citizens thither. The city council has been asked by the club to decorate the city dock in honor of the occasion, and the council has agreed to lend its aid and the use of decorations. Whistles along the water front will also blow salutes.

The Foolish War

There have been religious wars, Indian wars, the wars of the roses and many others, especially designated, and all of them bad enough, but now we have the Foolish War. The German Crown Prince so named it and the world so regards it. The man who brings the war to a stop will be the big statesman of his time. If the King of England had in his personal employ a servant who would set upon another servant, day after day, and seek to kill or maim him, previously making preparations to take care of his victim if hurt and bury him if killed, the said King would fire the servant on the spot as a crazy man. If the German Emperor had a servant of this character he would send him to the mad house. Yet the two Kings are doing all this. They are deliberately maiming and killing men and preparing vast systems to handle those who are to be maimed and bury those who are killed. As matters are viewed in this enlightened period these two men are not insane yet as matter of contemplative fact, who is to prove that they are wholly sane? Are men quite normal who set out upon the errands that have been moving the kings of Europe? Is the public that submits to the system quite normal? What would happen if the people suddenly became normal and sat down, and refused to do the bidding of the king or captain? An absurd fancy? Perhaps; but no more absurd than the thing that is going on this very day and hour. There are pleasant waters all about the coasts of England and France and Germany—waters that turn to gold and silver in the sunlight and under the paler glimpses of the moon—waters for romance and song and the calm process of peaceful barter. These waters now find men raging at each other—men without any personal feeling at all. Ships go to the bottom—merely for some reason of a king. They tell us it is a matter of commercial supremacy. As if it would make any difference to London or Paris or Berlin or St. Petersburg in a hundred years. And if it did why should either care if he go on living now? They tell us it is pride of race and pride of nation. Where are the Carthaginians now? They tell us that Germany and England fear each other—when the Pommerland boy and the man of Trafalgar Square might call each other cousin! The Uhlan and the Cossack are sleeping out tonight—the long sleep—and even they do not care, now; but it is nevertheless the Foolish War, such a foolish war!—St. Louis Times.

Were Watching Her

A little girl traveling in a sleeping car with her parents greatly objected to being put in an upper berth. She was assured that papa, mamma and God would watch over her. She was settled in the berth at last, and the passengers were quiet for the night, when a small voice piped: "Mamma!" "Yes, dear." "You there." "Yes, I'm here. Now go to sleep." "Papa, you there." "Yes, I'm here. Go to sleep like a good girl." This continued at intervals for some time, until a fellow-passenger lost patience and called: "We're all here—your father and mother and brothers and sisters and uncles and aunts and first cousins! All here! Now go to sleep!" There was a brief pause after this explosion. Then the tiny voice piped up again, but very softly: "Mamma!" "Well," "Was that God?"—Kansas City Star.

of staging the initial celebration on May 3rd, as the farthest inland navigation center of the Pacific Northwest and, to quote the language of the late Senator Heyburn, "Idaho's only seaport." The St. Johns Commercial club will send a delegation to Vancouver on the 6th to participate in the festivities there, and come back with the fleet to Portland. Arrangements are being completed for securing a vessel to transport a number of citizens thither. The city council has been asked by the club to decorate the city dock in honor of the occasion, and the council has agreed to lend its aid and the use of decorations. Whistles along the water front will also blow salutes.

Electric Mail Service

The Electric Mail Service which the Telepost Committee of the United States Senate in its report of March 4, 1915, recommends to the consideration of the Postmaster General, means a telegraph service throughout the United States in conjunction with the United States Postoffice. The rates at which the Telepost will give this service are one cent a word for 10 words and one half a cent a word for 50 words or more. The electric mail service will differ from the present telegraph service in rates and in that the postal facilities would be used to collect and deliver messages sent at the reduced rates. In case Special Delivery or messenger service is desired an additional payment of ten cents would be required. This service is made possible by the Telepost Automatic system of telegraphing by which as high as 1,000 words per minute can be transmitted over a single wire. From the point of view of the Post Office, the Electric Mail means a letter or card handled by the Post Office just as any other letter or card is today handled, with the single exception that instead of being carried by train the contents of the letters or cards are transmitted by wire between the two Post Offices. From the point of view of the Telepost, the Electric Mail means a message sent by Telepost, just as any other telegraph message is sent, with the difference that the collecting of the message at one end and the delivering of it at the other end is done by the regular collectors and carriers of the Post Office. Where a message is delivered on a Postal Card it will be called a telecard, which means 10 words for 100 cents. When it is delivered in sealed envelope, the message is called a telepost, which means 50 words or less for 25 cents, and 5 cents for each additional 10 words or less. These rates will be uniform, regardless of distance, between any two points connected by Telepost lines. The Electric Mail will be far cheaper than a letter—much cheaper than a telegram. By this service several communications may be exchanged during business hours between the business sections of all cities having frequent Post Office collections and deliveries. The Telepost is now ready to introduce the Electric Mail between St. Louis and Chicago and to extend it as rapidly as its lines are built or leased. A farmer went to town to spend Some of his hard earned dough. And in a merry jest, and just To show his printing skill He printed his initials on A brand new dollar bill. He spent that dollar that same day. Down in the village store, He thought 'twas gone forever then, And he'd see it no more. But long before the year rolled by One day he went to fill A neighbor's order and received That same one dollar bill! Once more he spent the dollar bill In his own neighborhood. Where it would do himself and friend The most amount of good. Four times in two years it came back. As some bad pennies will; And each time he'd go out and spend This marked one dollar bill. Had he been wise that dollar might Be in his town today. But just two years ago, you see, He sent it far away. The people who received it then I know have got it still. For 'twas to a mail order house He sent his dollar bill! No more will that marked dollar Come into the farmer's hands And never more will help to pay The taxes on his lands. He put it where it never can Its work of life fulfill; He brought about the living death Of that one dollar bill.—Ex.

It Never Came Back

A farmer went to town to spend Some of his hard earned dough. And in a merry jest, and just To show his printing skill He printed his initials on A brand new dollar bill. He spent that dollar that same day. Down in the village store, He thought 'twas gone forever then, And he'd see it no more. But long before the year rolled by One day he went to fill A neighbor's order and received That same one dollar bill! Once more he spent the dollar bill In his own neighborhood. Where it would do himself and friend The most amount of good. Four times in two years it came back. As some bad pennies will; And each time he'd go out and spend This marked one dollar bill. Had he been wise that dollar might Be in his town today. But just two years ago, you see, He sent it far away. The people who received it then I know have got it still. For 'twas to a mail order house He sent his dollar bill! No more will that marked dollar Come into the farmer's hands And never more will help to pay The taxes on his lands. He put it where it never can Its work of life fulfill; He brought about the living death Of that one dollar bill.—Ex.

The Chipmunk Club

Have you heard of the Chipmunk Club? Perhaps not, for the busiest people are not always in the public view. In any event this is a very live organization—"busy as a chipmunk." Its members are boys between the ages of 10 and 15; its time and place of meeting, 7:30 on Tuesday evenings in the library study; and its purposes are stated in the constitution as follows: 1. "To become familiar with the plants, birds and general outdoor life of our neighborhood." 2. "To stimulate a similar interest among the people of St. Johns." 3. "To protect the birds and native plants from persecution and destruction." 4. "To make St. Johns a more attractive place in which to live." Membership in the club is a good test of a boys' willingness to work and his real interest in the out-of-doors. He must answer to roll call each week with a memorized verse on some out-of-doors subject; he must read and review one book on out-of-door life each month and he must keep his eyes open for each new bird and flower. A certain number of credits are awarded at each meeting to the members for each new flower identified, each hour spent in gardening or cleaning up a yard or street, for each bird house of his own building which has been utilized by the birds, and for each time he has been able to protect a bird or animal from threatened harm. The presidency falls to the member who wins the highest number of credits during the month. Lewis Haskin has this honor at present. At the last meeting there was a diversion in the way of ice cream and cake and the boys proved themselves excellent dish washers and sweepers after the spread. Keep your eye on the chipmunks.

The Jitney Question

"A remarkable spectacle is presented these days with the sudden incursion into the passenger-carrying business in many cities by the jitneys. Of course the street car companies are the losers and to a heavy extent. It is a condition not calculated to appeal to the sense of fairness of most men. Enormous sums of money have been invested by the street car companies with every reason to suppose that they would continue to receive public patronage. Take the case of the Portland company as an illustration: It employs an army of men and its payroll and expense disbursements support thousands of persons directly and indirectly; it paid last year nearly \$700,000 in taxes; it gives a service unsurpassed in efficiency and in respect of the number of miles covered by a nickel outlay by any company in the land; it is held to a strict liability for personal injuries and has paid out large sums on this account; its franchise cost a large amount of money. With a withdrawal of a considerable percentage of its patronage its receipts fall at once below what it has a right to count upon in regulating its expenditures but at the same time it is compelled by the terms of its franchise to maintain the efficiency of its service. On the other hand the jitney owners may be here today and gone tomorrow and the public is absolutely without protection in a financial way in case of accidents. It is said that the profits of the jitney service is small but there will, doubtless, be others to follow those now in the business under the belief that they can make money out of it. When a number of persons have been killed in jitney bus accidents and no one can collect damages both cities and the state will demand regulation and protection. —Newberg Enterprise.

Building Permits

No. 23—To H. J. Wirth to erect a residence on Tioga street between Smith avenue and Seneca street; cost \$1200. Wanted—To exchange twenty acres of land for St. Johns property. Inquire 723 N. Willamette boulevard, St. Johns.