

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

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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.

Big Boon for The Peninsula

Would the Proposed Extension of Greeley Street Be

The extension of Greeley street, which proposition is now receiving the attention of the city authorities, is matter of the highest importance to the residents of the Lower Peninsula. The fact that it will cut off almost one mile and a half in the distance to Portland business center and eliminate about sixty street intersections, more or less, means a saving of about fifteen minutes, or one-third of the time now consumed in making the journey one way, or half an hour on the round trip. This saving in time would have a tendency to populate the Peninsula at a more rapid rate than any other one thing could do. It has always been a well known fact, patent to all who have looked the city of Portland over, that the Peninsula is the most beautiful and most desirable place in the entire city in which to reside. But its great drawback all the time has been the length of time consumed in making the trip to and from the heart of the city. With this serious handicap removed, which the construction of the Greeley street extension would do, to all practical purposes, one-third nearer the business center. It would then take no longer to

reach St. Johns than it would to reach Rose City Park or other suburbs that have grown up so rapidly by reason of their nearness to the city's center. There is room on the Peninsula for at least half a million population. Its magnificent location with navigable water on three boundaries, its marvelous scenery, long green stretches of level ground, beautiful wooded tracts, parks with all modern equipment, improved streets, arc lights, industrial plants, handsome residences and up-to-date business houses, are irresistibly appealing to all who have ever visited it, but the slow and almost tortuous manner of reaching it has caused many to locate in other sections who otherwise would have gladly and eagerly made their homes here. So it is hoped by the inhabitants of the Lower Peninsula that no impediment will arise to block or arrest progress on this so essentially vital improvement. Certain it is that the people of St. Johns and Peninsula at large will do all that can be done to push it along, and the additional aid that St. Johns is now giving the project is practically sure to bring it about before the present year has expired.

Great Scenic Beauty Has New Driveway

Hillside Boulevard on West Side of the River Practically Completed

The great scenic highway on the west side of the river is practically completed, and it is said by competent judges to be the very finest scenic route in the city of Portland. When the high bridge at St. Johns is completed and made to connect with this scenic boulevard it will complete one of the finest and most beautiful driveways in the United States. The Oregonian of last Friday has the following to say concerning it and a visit made by officials and prominent citizens of Portland:

Portland, famous for its highways, will have another scenic attraction in the eleven miles of roadway built along the hillside about midway between Skyline boulevard and Linnton road, which property owners will soon offer to the city. It is ready for hard surfacing.

Mayor Albee, Commissioner Baker; O. M. Clark, vice president of the Chamber of Commerce; J. C. Ainsworth, chairman of the publicity committee of the Chamber; W. P. Jones, vice president of the Merchants National Bank; James O. Conville, superintendent of parks; Richard Shepard and Louis Nash, commissioner of parks of St. Paul, Minn., made a trip of inspection over the new highway yesterday afternoon.

The roadway covers a distance of eleven miles practically on an even grade between 600 and 700 feet above the Willamette river. It follows the contour of the mountain side, winding in and out of the draws, from which are obtained wonderful views of the rivers, mountains and the lower harbor country, with St. Johns and Vancouver in the distance.

On an airline the distance covered by the roadway is only five miles, but the roadway has been constructed without bridges, with the result that the boulevard extends the full depth of many draws, affording many beautiful views of the unbroken forest and the surrounding country through the open places in the woods.

Nearing Portland, as a climax of the trip of yesterday, came an excellent birdseye view of the city, the water front and Mount St. Helens and Mount Hood, declared by those in the party to be a most remarkable view of Portland. To reach the new drive the party went out over the Linnton road and thence on the Germantown road to the drive and in over Cornell road.

The new drive, at present called the Hillside boulevard, was built by the property owners of the district at a cost of about \$140,000. It is now proposed to turn this roadway over to the city of Portland to be maintained. It has made accessible many acres of fine land suitable for homesites on the hillside, and more roadways are contemplated to make possible the building of homes at many points along the 11-mile drive.

From a scenic standpoint the roadway offers another short trip out of Portland for sightseeing cars and will be an excellent point from which to view the night illumination of the city.

Automobile parties will also be able to make a trip out of the Cornell road, thence over the Skyline boulevard and over the Hillside drive. From the Skyline will be the view of Portland and the valley country, and from Hillside the lower harbor and Vancouver.

About 200 feet has been set aside by the property owners and at times the boulevard extends through the center of the tract. At other places the road is on the edge of the tract, which makes many acres on the hillside available for park and recreation purposes. At one point on the road is a double draw, a remarkable scenic attraction for sightseeing in the city.

The building of the new drive originated with J. B. Holbrook and Richard Shepard, who realized what it would mean to the city as a scenic feature and open up a vast amount of land for beautiful homesites.

Take your next picture on an Ansco film, the court decreed original film. Get it at The St. Johns Pharmacy, Ansco Dealers.

Which is the Stronger Motive in Life?

The following excellent paper was read by Mrs. Branaman at the W. C. T. U. picnic at Columbia Park last week, subject, "Which is the Stronger Motive in Life—to Make Money or Do Good?"

Evidently the stronger motive to many is making money. About us everywhere we see those who live for self alone, hoarding and piling up money, using it for their own selfish pleasures. Are they happy? Wealth does not make a worthwhile life. Riches as an ideal, an aim, rather unmake a man instead of making him. Christ said "they that will be rich fall into divers temptations." Solomon said "A good name is rather to be chosen than great riches, and loving favor rather than silver and gold." Paul, in his letter to Timothy, said: "For the love of money is the root of all evil, which while some coveted after they have erred from the faith, and pierced themselves through with many sorrows."

You remember when the rich young ruler came to Jesus asking the way to salvation, that Christ told him to "go, sell all he had and give to the poor and come, follow me." He would not give up his money and "went away exceeding sorrowful." His wealth was a stumbling block instead of a great instrument of service which it might have been. Think of the good he could have done and the life of fellowship with Jesus. Think of what he missed. Jesus did not tell every one who accepted him to leave everything and follow him; He sent many home to their friends to declare their salvation and to do good by ministering to their needs.

A life worth while is the unselfish life; living for those about us. A life thus spent brings contentment and peaceful happiness. The man who has neither poverty nor riches, who, contented with and ever grateful for the blessings that surround him, devoting himself to the pursuit of moderate pleasures, to diligence in his vocation in life and to the conscientious discharge of duty in all cases—ever looking for opportunities to do good—is far happier than kings and the nobles of the earth though possessed of all the dazzling advantages of boundless wealth and power.

True enjoyment lies more frequently in the humble cot than in the costly palace, and more solid happiness and virtue are to be found in the middle walks of life than in the circles of the gay and fashionable.

There is something very captivating in the ostentatious display that money can buy, but how vain, unsatisfactory it is, if there is no motive for doing good back of it. Money is essential, we all know. How often we say, if I was only rich I would do this and that. If I only had the money what good I would do. There are many who have riches who have done much philanthropic work and have been richly blessed in their effort to do good.

A great many consider no undertaking practical unless it will bring in dollars and cents, others estimate its value in proportion to the fame, position, or influence it will bring them.

We are glad that this element does not permeate all undertakings, but there are some who consider that undertaking the most practical that will most benefit humanity. We have many beautiful examples of unselfish lives whose stronger motive was the good they could do.

Look at Ruth who toiled under a tropical sun for poor old helplessness Naomi. Florence Nightingale who went at midnight to staunch the battle wounds of the Crimea. Then, too, there are our missionaries who have given up home, friends, in many instances, wealth to do all the good possible by spreading the gospel to those who have never heard.

Did it pay the people of the United States, yes, of the whole world, that Frances Willard, of immortal fame, laid down her life upon the altar of consecration and devotion, "for God and home and native land," the cause she loved far dearer than her own life only that she might find it again in that land where she now fully realizes how beautiful it is to be with God.

Fanny Crosby, the blind author of Gospel songs who lived to be 94 years old, left us 8000 hymns which were translated into every language.

Pays Visit to City Officials

Local Delegation Meets with the Most Cordial Reception

A delegation consisting of H. W. Bonham, K. C. Couch, J. N. Edlefsen, E. C. Geeslin, L. E. Walker, Deane H. Knowles, A. W. Davis, C. S. McGill, A. W. Markle, H. D. Beam and T. A. Ketchum, waited upon Mayor Albee and the City Commissioners Tuesday afternoon relative to the various projects advanced by the recent mass meeting in the city hall. In each instance they were accorded a pleasant welcome, and the delegation was more than pleased with the treatment accorded by the city officials.

The first visit was made to the office of Commissioner Baker, in whose charge is the St. Johns city hall. The delegation found him to be a most pleasant and agreeable gentleman. He received the St. Johnites with open arms, as it were, and when Mr. Bonham, speaker for the delegation, explained that the people of St. Johns were desirous of having the city hall retained for public speaking, etc., he said that the wish would be willingly complied with, at least until the people here found that it could be used more advantageously for some other purposes. When the rumor was mentioned that it was proposed to use the city hall for an experiment station by the concrete and other paving experts, he scouted the idea and said it was nothing but a joke; that the building was far too valuable for any such purpose. He readily accepted Mr. Couch's invitation to visit St. Johns and look over our industries and other points of interest. After their visit with Mr. Baker the delegation readily understood why he was elected by such a handsome majority.

The next visit was made to the office of Commissioner Daly, who looks after all matters pertaining to water and other public utilities. Mr. Daly was also found to be very pleasant and obliging official. When Mr. Davis stated the object of the visit; that the people of St. Johns wanted lower water rates and connection with the Bull Run supply through amicable adjustment with the local water company, Mr. Daly replied that he had been waiting for the people of St. Johns to assert themselves on the proposition; that he was ready to start investigation at once; that the only fair thing to do would be to offer the local company what their plant was found to be worth, which price he understood the water company would be willing to accept. He assured

ed the delegation that lower water rates and Bull Run water would prevail as soon as it was possible to complete negotiations and arrangements. Mr. Daly willingly accepted the invitation to pay St. Johns a visit. Commissioner Dieck was the next to receive a visit, and he also was most cordial in his reception of the delegation, and went into the matter of the Greeley street extension quite thoroughly. He expressed his willingness to push the proceedings along as rapidly as possible, and stated that the first step would be taken the following morning when an ordinance bearing on the extension would be up for action. He also unhesitatingly accepted the invitation to see St. Johns with the other Commissioners.

The delegation then headed for the Mayor's office, where the head of the city government greeted them heartily and most cordially. Mayor Albee was found to be a most affable, conscientious and accommodating gentleman, and the delegation was most favorably impressed with his pleasing personality. The matter of the sub-police station at St. Johns was broached to him, and he expressed his conviction that one or more substations on the Peninsula would prove highly beneficial; that while he rather favored its location farther up the Peninsula, yet since a building had already been established at St. Johns entirely suitable for the purpose, the probabilities were that it would later on be tried out here. When asked regarding a special examination for the police officers that formerly served St. Johns, he said that all the Commissioners favored the retention of their services but that it was in the hands of the civil service board. Mayor Albee readily accepted the invitation to visit St. Johns, and the delegation departed, feeling well satisfied with the city's chief executive.

Having no special business with Commissioner Bigelow, yet the delegation called upon him long enough to say "hello" and invite him to St. Johns with the others. The invitation was accepted without hesitation, and he said he would be glad to come. Mr. Bigelow was also found to be a fine, courteous and pleasant official.

The delegation was particularly well pleased with the treatment accorded it, and are well satisfied that Portland has as able and obliging a set of officials as can be found anywhere.

son and one brother. The funeral was held at the residence, 1357 Greeley street, Wednesday, July 28 at 2 p. m. Interment at Rose City cemetery.

The addition which was built on the Peninsula school last year is being completed and some alterations are being made during vacation. Last year only the lower floor of the addition was needed but the increasing population of the Peninsula district now requires the entire building. Workmen are also laying pavement around the school playground which has been leveled and rolled.

Now Dock Number Three

Municipal Dock No. 3 is the official name of the St. Johns public dock which when the cities of St. Johns and Linnton became a part of Portland was added to city of Portland's public dock system. The name was voted by the public dock commission. Arrangements for providing for considerable fire protection for the dock were made also. A system of buckets and hose connections will be provided till such time as a sprinkler system can be put in.

J. M. Hofstrand, 58 years of age died during the evening services of the Arbor Lodge Presbyterian church Sunday, July 25. Mr. Hofstrand was an elder of the church and had taken part in the services. He is survived by a widow, one step-

A Lively Mass Meeting Held

Most Favorable and Encouraging Reports of Committees

The second mass meeting of the citizens of St. Johns was held in the city hall Tuesday evening, with President Couch presiding. The attendance was fairly large, and there were a small number present from farther up the Peninsula. The meeting was lively and enthusiastic one, and considerable interest was aroused.

C. V. Zimmerman, chairman of a committee of three, consisting of himself, H. W. Bonham and A. W. Davis, appointed to attend the meeting held at University Park on the evening of July 14th, reported that the committee was warmly welcomed and was given the assurance that the people there would gladly cooperate with the people of St. Johns in anything that would tend for the betterment and greater development of the Peninsula. Also that a committee of three had been appointed at the meeting to attend the second meeting in St. Johns.

H. W. Bonham, chairman of the meeting of ten appointed to interview the City Commissioners relative to the Greeley street extension, lower water rates, retention of the city hall for community purposes and creating a sub-police station at St. Johns, reported that the committee had two meetings on the Greeley street project and that the matter had been taken up with Commissioner Dieck, who stated that the matter would be before the Commissioners in session the following Wednesday morning in the shape of an ordinance providing for the extension.

Mr. Bonham stated that Commissioner Baker had expressed his entire willingness that the city hall should be used for community purposes so long as needed for that purpose or until the people of St. Johns decided it could be used to better advantage for something else.

Mr. Bonham then called upon A. W. Davis to report on the lower water rate proposition, and the latter gentleman stated that when Mr. Daly had been present with the proposition of making St. Johns a part of the Bull Run water system that he said investigation would be started right away, and intimated that the local water company would be offered a fair price for its plant.

Attorney E. C. Geeslin, upon request of Mr. Bonham, reported on the sub-police station matter. He stated that Mayor Albee made the remark that Portland needed one or more substations on the Peninsula, and the idea appealed to him of trying it out in St. Johns, since a building for the purpose is already here. The impression received from the interview was that it would be only a matter of time until a sub-police station will be tried out in St. Johns.

President Couch stated that an invitation had been extended to each of the Board of Commissioners to come to St. Johns and visit the various industrial interests. The invitations were heartily accepted and the Mayor and Commissioners will be here when a suitable date has been set for the visit.

H. E. Pennell spoke on organizing a large club or association wherein all the clubs of the Peninsula would become associated with and a part thereof, and said such an organization would be of the greatest importance on the Peninsula.

Geo. A. Carter of the East St. Johns Improvement Club, told of the Columbia Slough project, and how the U. S. engineers had been directed to make the survey and estimates for dredging it out and making it navigable throughout, which he said would open up many manufacturing sites; that there was no real manufacturing district in Portland and the development of the Columbia Slough would provide one. He said that much good can come of concerted action on the part of the citizens, and he was heartily in accord with the idea of getting the clubs of the Peninsula together.

Mr. Baughman of the University Park committee, stated that the people of his section would be only too glad to cooperate in any way for the good of the Peninsula.

John N. Edlefsen suggested that a committee be appointed from each club on the Peninsula to meet and outline plans for a combined and permanent organization.

C. V. Zimmerman said he would like to see an organization formed that would include all reputable citizens, and the larger in numerical strength the organization was the better it would succeed in any undertaking.

E. C. Geeslin made a motion that a committee of five be appointed by the president to confer with like committees from the other clubs located on the Peninsula with the object in view of combined and permanent organization. The motion carried unanimously and President Couch appointed John N. Edlefsen, H. E. Pennell, A. W. Davis, C. V. Zimmerman and E. C. Geeslin to serve in this capacity.

T. A. Ketchum, one of the greatest boosters on the Peninsula, advised that as many as possible appear before the Portland Council the following morning when the Greeley street extension would be discussed; that now was the time to get busy. The president exhorted all present to attend and take their friends with them. A number present signified their intention of being present.

W. A. Carroll, C. V. Zimmerman, A. W. Davis and J. S. Downey also spoke in favor of the Greeley street extension, and Deane H. Knowles, secretary of the Commercial Club, presented a map showing the outline of the proposed extension in detail.

D. C. Lewis advocated better ferry service in the way of running the boat later in the evening, but it was stated, however, that this could not be done without adding another shift, as the short hours on week days allowed the present crews to operate on Sundays, as the gain in hours permitted of Sunday operating without additional crew. No definite action was taken.

The matter of installing a fire pump on the ferry boat was discussed by P. H. Edlefsen, D. C. Lewis and others, but no action taken toward having it installed.

Upon motion of C. V. Zimmerman, adjournment took place to meet in two weeks at the same place.

sity Park M. E. church were delightfully entertained at the home of Mrs. Albert Dennis on Friday afternoon last at a beautifully appointed lavender tea. The rooms were decorated in lavender and the table was charming with lavender blossoms. The favors were lavender colored bags of dried lavender. The refreshments were delicious and the cakes and ice cream were made to carry out the color scheme in a charming manner. Those fortunate enough to be present spent a very pleasant afternoon.

Mrs. Needham of Iowa is visiting at the home of Mrs. C. L. Hamilton at present.

The adult Bible classes of the University M. E. Church held their monthly business meeting at the home of Mrs. D. A. Smith this week. After the business session a social hour was indulged in. Splendid refreshments were served by the hostess.

The Ladies Aid of the Univer-

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