

ST. JOHNS REVIEW

High Bridge at St. Johns

When will we see the most essential improvement proposed in Oregon? Petitions have been circulated and placed on file with the County Commissioners. Various organizations have endeavored to get this great question before the public. In getting information regarding the ways and means people have used in crossing the Willamette river since 1879, we find that swimming, row boats, launches and ferries have been utilized. Since that time the Willamette river has been covered with ice of sufficient strength to carry horses and wagons. We find that the safest way to cross the river at this time is on a bridge. In the center of the city we have several bridges which are hardly able to handle the traffic from one side of the river to the other. But there are two more bridges necessary and they are needed one in the south end and one in the north end. The necessity of a bridge in St. Johns, or the north end, is more essential for various reasons, a few of which should convince every one. Everybody will agree that St. Johns is the industrial end of Portland. There are more industries in this particular section than in any other section in the city. Here you will find saw mills, veneer plant, dry docks, cooperage, foundries, planing mill, and other industries, besides U. S. supply yard and municipal terminals Nos. 3 and 4. Terminal No. 4 is one of the best equipped in the United States. There are thousands of men and women employed in these various plants. Directly across the Willamette river are saw mills, box factories, Standard, Shell, Union and Associated Oil Co. plants, government moorings, gas plant, and the new railway terminal freight yards. The plants on the west side of the river are all on or near the Lower Columbia Highway, otherwise known as the Linnton Road. There is only one road west of the Mississippi river that has a larger traffic than the Linnton Road. There is only one ferry that handles all the traffic between East Portland and West Portland north of the Broadway bridge. This ferry has been proven to be inadequate, as well as unsafe. In the past few months there have been several sad accidents. The last one occurred just a few

weeks ago, and would not have happened if there had been a bridge instead of a ferry, which undoubtedly was loaded with all the vehicles that could be placed upon it. Place yourself in the same position as the agonized father and mother, who recently lost three of their loved children. Think of the frantic family of the late truck driver who was struck by a train as he was headed down the hill to get onto the ferry. These few sad facts alone should convince any person with a heart in their body the real necessity of a bridge. Dollars and cents are nothing compared with human life. A dollar goes but will return, but a human life can never be brought back.

A high bridge at St. Johns will take a great deal of the traffic from the Linnton Road, thereby eliminating the congestion to a great extent on the down town bridges. It would also connect the industrial section of the east and west side. It would shorten the distance from the center of the wholesale and retail district with Terminal No. 4, where most of our imported materials are landed from the foreign countries. A movement was recently started to get the county authorities to take the necessary steps to get this proposed high bridge started at the earliest possible moment. This is the time to get behind the greatest necessity in Oregon. Forget personalities and individualities, but DON'T FORGET to boost for the High Bridge at St. Johns.—A Booster.

If you have guests at your home, if you have been away on a visit, if you have a party, a wedding, a birth, or accident of any kind, and the fact is not mentioned in the home paper, do not blame the editor—you are to blame. The editor is not a mind reader, and unless you tell him he doesn't know. He wants all news he can get. So it is up to you. Don't expect the neighbors to do it all. Send in the news yourself. If we print and deliver the paper to you, you ought to do your share toward making it newsworthy.

Every day Dr. Frank Sandifur is helping people to see well. Have him examine your eyes and help you to better and more comfortable vision. Office Bonham & Currier Bldg.; phone Empire 0379.

The Weed Campaign

The weed campaign in the city is an item of interest to those having beautiful lawns and gardens. It is not so interesting for those who have property that is vacant or property that is not taken care of. The 1922 campaign started on July 10th and over 17,000 lots have been listed in one month and 9,000 have been posted and the owners notified. There have been a great many arrests made and a fine of \$20 and a sentence of two days in jail was given a man for not taking the time to cut weeds as the notice called for. He said: "Judge, it is spurious work." The judge was very curious to see whether or not the facts of the case were correctly presented, so he adjourned court and investigated for himself and declared upon his return that it was the dirtiest piece of property in Portland, and sentenced the man as stated above. The authorities in charge of the weed campaign are not and will not persecute any one, but will prosecute those who do not comply with the ordinance that covers the abatement of the nuisance. The city has been divided into eight districts and the entire city will be covered by inspectors with as much speed as possible.

Those who do not comply with ordinance will be arrested and work will be done and cost of the same will be assessed against the property. There have been quite a number of people who have said "It's all bunk," but changed their attitude as soon as a warrant was read to them, telling them to appear before the court at a certain time. People of the city should realize that there is no "bunk" attached to this campaign. We suggest to every one that they cut their weeds before the inspector gets around in your neighborhood. A progress map is being kept in Room 418, City Hall, which will gladly be shown to any one inquiring what has been done. It is impossible to investigate every individual complaint, but they are given to the inspectors of the districts who look up complaints as they reach them. It is the endeavor of the Department to please everybody. We are enforcing the ordinance without fear or favor. There is but one thing to do and that is Clean Up Portland. The abatement of this nuisance is a benefit to everybody. The person who has property for sale will find it a great deal easier to sell property that has no weeds or noxious vegetation on it. The man that has a nice lawn will not be troubled with so many weeds, but the

greatest benefit will be the elimination of a great fire hazard that may be the cause of the loss of life or property.—Reported

Some robbery has been going on in St. Johns of late, and the thief or thieves seem to specialize in ladies' apparel. While Mrs. McKeallum of 814 N. Syracuse street was at Canby, Oregon, August 7th her home was entered and a quantity of lady's clothing and jewelry and her son's revolver was taken. On the same night the clothes line of Mrs. Waite was stripped of ladies' apparel and a bicycle was stolen from the Zink home. It is said that other clothes lines were also visited. A good plan to watch out for the clothes line robbers.

The old St. Johns ferry boat has been sold by the county to the Helser Machine Works for \$3,362.50. The boat, which was replaced on the St. Johns run more than five years ago, has been of no use to the county. It is reported that she is to be repaired by the Helser Machine Works at a cost of approximately \$7,000 and placed on a cross river run at Rainier, Oregon, for a private corporation.

ROGERS' SALE
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St. Johns 18 Years Ago

The following items were taken from the second issue of the St. Johns Review Nov. 25, 1904:

N. A. Gee is building a home for John Oliver in St. Johns Park.

In three years St. Johns has increased in population from 250 to 2000.

P. M. Shaddock of Fort James, Cal., has purchased lots in St. Johns Heights and will build a home, becoming a permanent resident.

Chas. Bredeson returned from Browning, Mont., where he has been engaged in work for the government on the Blackfoot Indian reservation.

Lots advertised in Shepard's Addition for \$65, on easy terms; \$5 down, \$5 per month.

The infant child of Mr. and Mrs. J. A. Carr who reside at Point View died last Monday.

Geo. A. Dyson of Eugene purchased the lot 100x100, corner of Jersey and Baltimore for \$1800.

The Women's Civic Improvement League has been considering the utilization of the block on which now stands the street car barns and the council chamber (Peninsula Bank corner) for the purpose of a park.

James Oliver and wife, originally from Ohio, but have spent some time in Idaho and Washington, are recent arrivals in the city and building a home in St. Johns Park.

Enrollment of St. Johns public school has reached 298. Teachers are: J. Teucher, principal; Miss Edith Van Gleet, Miss Emma Ostlund, Miss Lillian Waters, Miss Dorella Shivers, and Miss Elizabeth Rivette.

W. H. King is building a two-story office building between St. Johns market and the Friedman block, on Jersey street.

The following officers were elected at the last regular meeting of St. Johns Camp No. 773, W. O. W.: Past consul, F. S. Lindley; consul, R. C. Clark; adviser, G. Mallett; clerk, Walter E. Coon; banker, H. B. Bickner.

escort, Richard Southwell; secretary, Peter Holman; watchman, J. M. Moore; managers, Robt. Anderson, Clyde Heath and I. E. Foraker.

Chris Bilms sold the corner next to the millinery store to M. L. Holbrook for \$1100. This is a clear gain of \$610 in four months. It is understood that Mr. Holbrook will cover the entire lot with a business block at once.

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FRANK MAYO in
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All Starched Collars... 20c, 2 for 35, 3 for 50c		Good Men's Overalls.....	\$1.25
Men's Dress Caps, worth more.....	95c	Cotton Gloves 15c, 2 Pair.....	25c
Men's High Grade Dress Caps.....	\$1.50, \$1.95	Cotton Gloves, Leather Face.....	25c
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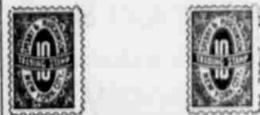
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