

IT'S NOW UP TO YOU  
To subscribe for THIS Paper.  
All the news while it is news is  
our motto. Call in and enroll

# ST. JOHNS REVIEW

GET IN THE HABIT  
Of advertising in THIS Paper  
and you'll never regret it. Be-  
gin at once and keep right at it

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

VOL. 5

ST. JOHNS, OREGON, FRIDAY, APRIL 16, 1909.

NO. 23

## HIGH BRIDGE IS PROPOSED

### Citizen Believes Scheme is a Feasible One

## NO DRAW IS NECESSARY

Since the ferry question has become so muddled that there is but small hope of obtaining a free ferry within the next two years, would it not be well to consider the proposition of a bridge across the river at this point. While there is a natural antipathy against bridge building on the lower peninsula, yet if a bridge was built so high the tallest mast could pass under it and devoid of a draw it would be no detriment to St. Johns. The late city engineer, W. W. Goodrich, once displayed complete plans for such a bridge which he had drawn at the instance of a number of Portland people several years ago, when a grand scenic route was discussed winding around the hills on the west side and to cross the bridge at this point. For one reason or another the project was abandoned and the proposition fell through. But the drawing was a thing of beauty and looked quite feasible. The east approach began at the city hall and the west approach part way up the hill at Whitwood Court. In this way a fine elevation was secured, and traffic on the river was in no wise obstructed. Mr. Goodrich's estimated cost of such a structure was about \$550,000. It is reasonable to believe that within two years it is possible to secure the passage of an act in the legislature providing for such a bridge to be built by the county. Even if it was a toll bridge at the start it seems like a good proposition for St. Johns. The west side is building up at a rapid rate and it will be a question of only a short time until the west side is lined with manufacturing plants and the business from there could easily be diverted to St. Johns if suitable means for crossing the river was provided. It is more than likely that the United Railways would be willing to pay a large percentage of the cost for the privilege of crossing the river on the bridge with their trolley lines. It is only natural to suppose that they are desirous of tapping the lower peninsula and reaching out to the Swift packing plant for business. With the quick time at their command for reaching Portland it looks like a paying proposition if they went to the expense of building the bridge at their own cost. There is no denying the fact that such a bridge would be a good thing for St. Johns. The trade from the valley on the west side would be assured and the many men of wealth who would travel over the route on their autos and thus become familiar with our beautiful city would eventually mean much for its welfare and development. A scene of activity would constantly be witness on the streets of St. Johns and the vexed ferry proposition would be done away with. Doesn't it look feasible and isn't it worth working for? I realize that the prospect of a bridge at St. Johns is quite distasteful to many, but when it would not interfere with marine traffic, would not cost the city any more to construct than its proportionate share of the tax, would undoubtedly be of vast benefit to the city, and that St. Johns is the only place this side of Portland where such a natural elevation could be found and utilized, the features in favor of it certainly outweigh those against it. Why not take the matter up in the Commercial club, and if there is any merit in the suggestion, why not make it our battle cry in building for a greater St. Johns? If any other citizen has anything to advance along this line I believe the Review will be willing to give space to any article bearing on this question, whether it is for or against.

J. R. Welmer has placed in commission in his drayage and transfer business the finest team of sorrels that ever came to St. Johns. He recently purchased the team in Clackamas county, weighing about 2800 pounds and are certainly beauties. Mr. Welmer's business has increased to such an extent that it was necessary to add two more teams.

Work for a Greater St. Johns.

## WHY NOT BUY AT HOME

### Too Many of Our People Trade in Portland

## WHAT IS THE REASON

Why is it that a greater proportion of our people do not do their trading in St. Johns? There is no denying the fact that at least half the trade that legitimately belongs to this city goes to Portland. This being true, there must be some good substantial reason therefor. What is it? Are the prices of the local merchants too high, is the quality lacking or is the assortment inadequate? It is not natural for home people to favor outside business houses to the exclusion of their own. There is surely no good reason why our merchants cannot successfully compete with outside competitors. While the greater volume of business done by the Portland houses is an advantage, yet the cheaper prices obtained here should offset this feature. The freightage from Portland is an item, but the Portland houses prepay freight to patrons here if they make no delivery wagon. Looking at the question from almost any point of view it looks very much as if our merchants were in a fair way to compete successfully with outside competition. If this is true, the question arises, are they doing it? We have interviewed several business men on this score and they claim they are ready and willing to meet prices quoted by Portland merchants on the same class of goods, that many of the bargains offered by houses in that city are on inferior goods, goods that a man who cares anything for his reputation would not carry. If this is true it seems to us that as long as the people desire this class of goods why not supply them from St. Johns instead of Portland. Our merchants and our people should surely get together, and arrange it somehow that the great bulk of patronage remains here. There are always a few who would not buy at home even if the price was lower than abroad, but the great majority aren't built that way. In order to make St. Johns grow and flourish as it should some method must be adopted to secure home patronage to a much greater extent. If the Portland merchants can have special sale days to advantage why not St. Johns? If a cheaper class of goods are better sellers, let us have them. Anything within reason should be adopted to keep as many patrons here as possible. Whether it is the attractive ads in the dailies that take the people away, or whether it is because they can really do better in a financial way is more than we can tell. That there is something that draws them away no one can deny. It does not speak well of St. Johns when the delivery wagons of Meier & Frank and other houses of Portland make daily trips to this city laden with all manner of provisions. And to see one of their wagons stop almost daily in front of one of our hotels and unload groceries proves that there is something serious about the matter. What is it and how to remedy it is something that should be threshed out and threshed out without delay. Any communications regarding this proposition would be welcomed, and perhaps some good suggestion would thus be adduced.

## Population Increasing

Ira Hutchens and family, Melvin Huffman and family and Everett Huffman, all of Vinton, Wis., arrived in St. Johns Sunday over the North Bank road and will make their homes here. Until they get located they will reside with A. T. Boldon at 222 Hartman street, who is a relative of these Eastern people. Mr. Boldon is responsible for at least four families coming to St. Johns the past few months, and if every other citizen would do as well the population would increase at an amazing rate.

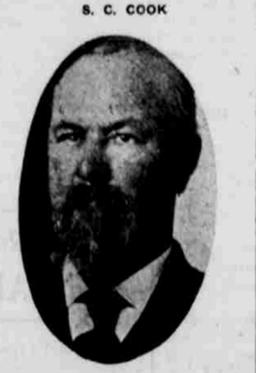
Subscribe for the Review and be happy.

## NEW OFFICIALS ARE SWORN IN

### Ringing Out the Old and Installing the New Take Place and Council is Now in Shape to Look After Municipal Business in a Thorough Manner

## NEW COMMITTEES APPOINTED BY MAYOR

The late city council worked considerable over time during the closing days of their administration. An adjourned meeting was held last Saturday evening. The principal subject then discussed was the salary question, as it was necessary for the



S. C. COOK  
Councilman Second Ward

outgoing councilmen to set the salaries of their successors according to the charter. There was quite a diversity of opinion over this proposition. Councilmen Hunter and Johnson believed that a raise all along the line would not be more than right owing to the increasing business that the new officials will have to transact, while Davis and Doble objected to raising any salaries outside of Treasurer, whose pay is very inadequate for the time and labor it requires to perform his duties. A deadlock resulted and the matter was deferred until the following Monday when an adjourned meeting was called for.

Mayor Brice gave the council his proclamation declaring the charter amendments in effect from the time they carried.

The annual report of Chief of Police Black was read. The report shows 163 arrests, 45 of which were drunks. Mr. Black stated that the day service is in adequate, and with the new territory annexed, will be more so. He also recommended that the city secure a good rowboat or launch for use of the department on the water front. The office has turned into the treasury \$615 from various sources, leaving the net



J. W. DAVIS  
Councilman First Ward

cost of the department to the city for the year \$1700.

A meeting was held Monday at 1 p. m. to verify the count of the ballots on the annexation question. After this was done an ordinance was passed taking this territory into the city.

W. W. Hanks, a Portland attorney, addressed the council and urged the passage of a resolution asking the circuit court to permit Sam Cochran to continue the sale of liquor in St. Johns until the case was disposed of in the supreme court. A vote upon the resolution resulted as follows: Johnson, Hunter, Windle and Doble—yes; Bonham and Miller—no. Mr. Davis was unavoidably absent at this session.

The resolution amounts to little, however, as it is purely a matter for the grand jury to decide.

The salary question was then taken up, and after a short discussion a motion was made for the council to meet as a committee of the whole and thresh the matter out in private conclave. The motion carrying, the body left the council chamber and met in a down stairs room where their arguments and discussions would not become public property. After deliberating for an hour or more, they filed back into the council chamber, and an ordinance with the following provisions was passed: The salary of the mayor shall be \$1 per night; councilmen \$2 per night for every regular session; recorder \$100 per month; treasurer \$35 per month; attorney \$75 per month; engineer \$112.50 per month; chief of police \$85 per month; night police \$70 per month. Meeting then adjourned to 8:30 p. m. to put the new officials through the "third degree."

Monday evening the last meeting of the late city council took place, and the new officials were sworn in. As a token of their esteem and admiration for Mayor H. W. Brice he was presented with a handsome and expensive chair by the old officials.

The new city council met in their first regular meeting Tuesday night



A. W. DAVIS  
Councilman at Large

with a full attendance. The time was partly taken up in becoming familiar with the progress taken on various matters and outlining plans for the future.

A resolution was taken up for the improvement of Month, now Hayes street, from Buchanan to Ida, but it was deemed wise to delay further progress until the cross streets were improved, as a heavy fill is necessary and surplus earth from the cross streets would lessen the cost considerably.

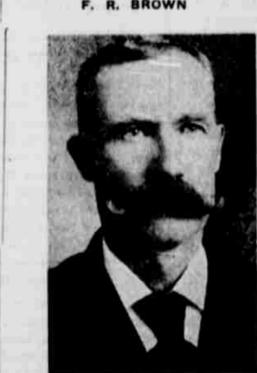
Attorney Collier stated it might be advisable to secure an abstract covering Willamette boulevard, as there was a good deal of uncertainty as to just how wide this thoroughfare



J. E. TANCH  
City Treasurer

was, and it would not be wise to go ahead with the proposed sidewalk on the west side of this street until its width had been definitely settled.

He, in company with Mr. Windle, had searched the records in Portland, but could find no document proving that the street had been dedicated any certain width, but found evidence in the way of plats that at least an eighty foot thorough-



F. R. BROWN  
Councilman First Ward

fare had been intended. The recorder was directed to get in communication with a competent abstractor and ascertain what an abstract would cost.

A communication was read from F. C. Fones, county inspector of fruit trees, and he stated that there were a number of trees on vacant streets in the city containing scale, and as they were a menace to other trees in the immediate vicinity, he ordered council together have them cut down or sprayed. Matter was referred to the street committee with power to act.

Bills to the amount of \$85.39 were allowed.

Mayor Hendricks then appointed the following members to serve on the various committees:

Streets and Dock—F. R. Brown, C. L. Johnson, S. C. Cook.  
License—J. W. Davis, J. E. Hiller, F. R. Brown.  
Water and Light—S. C. Cook, A. W. Davis, C. L. Johnson.  
Finance—A. W. Davis, S. L. Doble, F. R. Brown.



J. E. HILLER  
Councilman Second Ward

Building and Grounds—C. L. Johnson, J. W. Davis, J. E. Hiller.  
Health and Police—S. L. Doble, J. W. Davis, S. C. Cook.  
Liquor License—J. E. Hiller, A. W. Davis, C. L. Johnson.

The mayor then appointed Chas. Andrew as engineer, and upon ballot the appointment was unanimously confirmed.

A. W. Vincent was appointed city physician and unanimously confirmed.

Charles Bredeson was appointed chief of police, and the ballot showed 5 in favor of the appointment and 2 against, the appointment carrying. J. W. Dunbar and R. McKinney were unanimously retained as night police.

S. L. Doble, upon vote of council, was elected president of the council. A. W. Davis, the other nominee, declining the honor. He stated that Mr. Doble was the oldest councilman and was entitled to this distinction.

## NEW OFFICIALS ELECTED

### F. W. Valentine President O. P. Wolcott, Sec.

## CLUB IS IN GOOD SHAPE

The election of officers took place at the Commercial club at their meeting last Thursday evening. A fair representation of members were present and much interest was aroused. J. F. Hendricks, although earnestly requested to serve for another term as President, declined to do so for the reason that his time was so taken up with various matters that he could not give the business of the club the attention it deserves. It was only after he positively declined the nomination, that the names of P. H. Edlefsen and F. W. Valentine were presented as candidates. A ballot taken resulted in the election of Mr. Valentine for president to succeed Mr. Hendricks. Willis Moxon was unanimously chosen as Vice President. George J. Perkins, who has served for three years as Secretary of the club, declined to serve longer. He stated that his time was now so fully occupied with his increasing business that he could not do justice to the office, and also a change might be beneficial to the club. O. P. Wolcott was unanimously elected to fill the position. For Treasurer John N. Edlefsen, who has served so well in that capacity, was re-elected. No more careful, obliging and upright young man could be found for this position. With the interest of the club ever at heart and very faithful in his attendance, the members certainly made a wise move when Mr. Edlefsen was elected to succeed himself. The following directors were chosen by acclamation: A. C. Geeler, C. A. Wood, J. H. Gillmore, P. Hill and C. G. Bock.

The outgoing president, and secretary have made a record to be proud of. They leave the club in better shape than it has ever been, and their efforts were largely responsible for this happy state of affairs. Mr. Hendricks made a splendid presiding officer, and every step taken was considered well before it was adopted. Harmony was brought out of chaos, and the club is now an honor to the city.

George J. Perkins, with his long record as Secretary, was retiring in his efforts for the advancement of the club. At times when it was very difficult to keep a spark of interest alive he was there trying as best he could to fan the embers back into life. While almost discouraged at times he never gave up. Time and again when only a handful of members were present, with words of encouragement and good cheer he endeavored to instill into their hearts a feeling of hopefulness and enthusiasm. An uphill struggle all the way through he stood manfully by the club, sparing neither time or money in an endeavor to make it a factor for much good to the city of St. Johns. Now that his efforts, in conjunction with the other officials, have been crowned with splendid success he can retire to private ranks feeling that he has done as much for our beautiful city as any man in it.

Both Mr. Valentine and Mr. Wolcott, the new President and Secretary, are enthusiastic believers in the future of St. Johns. They both know the value of a good, live Commercial club, and are prepared to take up the work at its present stage and materially aid the club to continue to flourish and prosper. With the united support of its members there is every reason to hope that the St. Johns Commercial club will become the greatest institution as a city builder that has ever been organized.

While there are now 65 good boosters for St. Johns enrolled on its records, there is plenty room for more. The more members the greater force and influence it will have. With 100 members or more any request or demand the club may make of any corporation or business man will receive respectful attention at once, where no heed would be paid if backed up by a small following. There is no good excuse for any respectable citizen not join-

ing the club. It will be of benefit to all to commune with their fellow citizens on the various public questions that arise from time to time and an insight will thus be acquired on all topics bearing on the building for a Greater St. Johns. Join the club.

E. C. Monnich, the artistic decorator executed a job that he may well feel proud of when he finished the interior work in the home of Thomas Whitney on North Ivanhoe. It is certainly a thing of beauty and should prove a great advertisement as to Mr. Monnich's ability along this line.

Be a ROOSTER for St. Johns.

## ST. JOHNS NOW LOOKS GOOD

### Option Said to be Taken on \$6000,000

## WORTH OF OUR REALTY

St. Johns is enjoying a steady demand for business property at fair prices, says the Sunday Oregonian. O. P. Wolcott, C. E. Bailey and W. H. King are especially sanguine as to the outlook for good business the coming summer. Options have been secured on over \$600,000 worth of waterfront and factory site property. No definite information as to price or location is given, but dealers interested say that the entire matter will be made public shortly. Cedar Park, one of the old landmarks, is being cleared up and will be sold out in town lots.

C. N. Branch is a firm believer in real estate as a means of making money quickly and easily. He has just sold his Clackamas County farm for \$50,000. This is the property for which he traded 11 St. Johns lots a year ago. Residences are going up on every hand. J. Bailey has just completed a fine six-room cottage for F. W. Whitney on North Ivanhoe, and will shortly have his furniture factory in running order. The Modern Machine Works has nearly completed its new foundry building on the site lately purchased by it on Bradford street, and every carpenter in town is overrun with orders.

East St. Johns is especially active in the building line. Seales Bros' large store is nearly completed, ground is being cleared for the new house to be erected by Mr. Redman, and that of R. G. Brand is nearly ready for the plasterers. D. H. Wyant is securing bids for excavations of the basement for the main building of the Oregon Sienna Mineral Paint Company and the Pitchless Lumber Company is pushing work on its large dry-kilns and engine-rooms. J. D. Holbrook says that over 100 lots were sold to home builders during the month of March and that business is good.

On the west side of the river things are beginning to move swiftly, and real estate is changing hands rapidly at good prices. Over 20 houses are to be erected in Whitwood and many others in Glen Harbor in the next few weeks. The West St. Johns Land Company, owners of the Whitwood tract, is making extensive street improvements at that point and the United Railway is erecting a commodious depot there. With the new carline in operation, this tract will be only 15 minutes' ride from Third and Stark and will be a popular residence district, both because of there being no bridges and by reason of its wonderful scenic advantages.

G. C. Warren has sold his general store at this point to Mr. Shaneyfelt and has gone to Eastern Oregon. Indications are that the big modern elevator soon to be erected will be built either on the railroad land adjoining the North Bank bridge or at Glen Harbor. This will be of great benefit to the entire west side.

The railroads are at last giving the new St. Johns city dock some attention.

A pointer showing which way the wind blows is the fact that Peter Autzen, president of the Portland Manufacturing Company, has purchased 18 lots in Miner's Addition, all being river view lots.