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

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VALENTINE SOCIAL

Pleasant Evening Spent in a Social Manner.

The Y. P. S. C. E. of the Christian church held a valentine social Thursday night of last week at the beautiful home of Mr. Miller, on Polk street. There were about 40 present and a very jolly evening was spent in conversation and games. Then a delicious lunch was served and it was half past midnight before the youngsters could jar loose.

The first game was a gum chewing match. Each guest was furnished a stick of gum and instructed to chew the good out of it and then from the wad, operated with two tooth picks, to build an animal or other live object upon a card furnished with the gum. We masticated our hunk of gum until it began to have a faded out taste and then began the construction of a grasshopper. We were allowed but 15 minutes to do the job and after working the grasshopper graft for about 13 1/2 minutes and being unable to make it hop, we gave it a vicious jab or two and labeled it "an elephant." What was our surprise, when the judges had canvassed the efforts to find that we were awarded first prize, a dainty heart shaped box of bonbons. H. E. Parker secured the consolation prize. This is the first prize we remember having won, consequently we prize it very highly.

The next game was called "A penny for your thoughts." Each one was given a penny and there were 20 different articles described which were to be found on the penny. Miss May Johnson won first prize and George Royer received the consolation prize.

After staying just as long as we could stand it we went home wishing our genial host all the good things that come to such fellows, among the rest a real nice, good little woman to take care of his bachelor quarters, and we think this wish will be realized one of these days, and then we will not do a thing to Mr. Miller.

MORE FOOL REFORM

Great Piece of Foolishness in Marine Legislation.

The Railway and Marine News in a well written article under the

ship builders. Instead of doing so, however, it is killing the United States Merchant Marine and unless the necessary legislative action is taken to prevent there will soon be no American ships doing business. The sections quoted by the News are as follows: Section 348, entitled "Disabil-

shores for different countries to pay for the service of these foreign vessels which would better be paid to our own people. The time will come when this leakage will be felt so severely that legislation will come to stop it; but the pity of it all is that nothing but the dire experience will teach our lawmakers,

debase or in any way injure the reputation or character of our citizens we are compelled to look upon that man as either a rogue or a fool, and the chances are that he is both.

Watch the label on your paper.

GRADUATING CLASS OF THE ST. JOHNS GRAMMAR SCHOOL



Reading from left to right, top row—Ryder Cormany, Archie Smock, Valkyria Larson, Ernest Crouchley, Klea Hathaway, Ruth Canright. Second row—Eva Edmondson, Catharine Coffyn, Earl Crouchley, Miss Edna Bailey (teacher), Arkie Anderson, Jeannette Ogden, Alex. Kerr. Third Row—Floyd Culp, Principal Alderson, Nell Whistler, Gertrude Baldwin, Gertrude Negstad. Bottom row—Lena Finch, Jesse Alderson, Ina Peterson.

caption: "Upbuild the Merchant Marine" presents one of the biggest pieces of foolishness in marine legislation we know of. Of course it is easy to see the intention of the law which was to protect American

ities of Foreign-built Ships says: "It should be understood that foreign-built vessels not registered, enrolled or licensed under the laws of the United States, although wholly owned by citizens thereof, can not legally import goods, wares or merchandise from foreign ports and are not allowed in the coasting trade."

Section 349 provides that: "On arrival from a foreign port undocumented foreign-built vessels, if laden with goods, wares or merchandise, may with their cargoes be subject to forfeiture. R. S. Sec. 2497. If in ballast only they will be subject to a discriminating tonnage duty. R. S. Sec. 4219."

This means that a foreign built vessel owned by an American coming into an American port laden is subject to confiscation by the government, while if the vessel was owned by a foreigner she could come in and unload without any but the regular tariff upon her. It looks as if our law makers were getting "fooler and fooler" all the time.

The result is that Americans are turning to every other avenue to employ their time and money but the Merchant Marine, and that branch of the public service is being done by foreigners. Millions of dollars every year leave our

Opposed to Reform.

Recently we were talking to one of our prominent citizens in reference to some of the features of the coming campaign, some of the questions to be settled at that time. This gentleman remarked that he was sick and tired of this damned reform business, that there was too much hypocrisy in the reform movement, too many grafters in it. It is just possible there may be some grafters mixed up in it, but we have never seen a band of horse thieves organizing "regulators" for the purpose of eradicating the horse thieves. That there may be some hypocrites among the reformers is not to be wondered at when we find them in the very highest places in the churches, among the most honored and honorable business men, but that does not signify that all members of the churches or that all business men are rogues and hypocrites.

So long as there is rottenness and dishonesty in politics, in business, in the legislative and judicial systems of our nation, so long will there be a hearty welcome to all reformers whose object is to remove the same, and when we hear men cursing the reformers and advocating that which tends to degrade,

Laundry Changes Hands.

H. D. Whitman of Monmouth, Ore., recently purchased the West Coast laundry and has moved his family to St. Johns. He took charge of the laundry this week and is remodeling and refitting the plant so that it will do first class work. Mr. Whitman has had many years' experience in the laundry business and will be able to give our people first class service. He has a most admirable location and we predict for him abundant success when he once gets his plant in full operation. His is a most estimable family and we are glad to welcome them to our city.

New Fire Alarm.

Now, will you be good? There was a fire in the basement of the Portland Railway Light & Power Company building one day this week and the heat started one of those penny-in-the-slot phonograph machines to the tune of "Love me and the world is mine." This attracted some workmen who discovered the fire and extinguished it. Had it not been for this machine the entire building might have been consumed.

THAT ROCK CRUSHER

Would Prove a Paying Proposition for City

The matter of securing rock for our streets is one of the most serious confronting us at this time. We will need some this coming summer and the price that is being charged is prohibitive. The offer made last week to the city council by the Indiana company is the best by far that has been made yet and the fact that they have a plant in operation at Dallas, Polk county, where it can be inspected and a certain knowledge of the working of the crusher gained at such a little expense makes this proposition one worth looking into.

There is not the shadow of a doubt but the rock crusher will save enough to pay for itself many times in the next ten years if it is purchased and put into operation. With a free ferry the rock crushed by the city rock crusher would bring the rock into the city at a minimum. We could secure rock here at a less price than Portland could with her convict labor. Steps should be taken at once, too to secure a crusher for it will take something like 60 to 90 days to install the same after being ordered and by that time we will be wanting to spread the rock on our streets. We hope the committee who have this under advisement will recommend at the next meeting the immediate purchase of a crusher.

Will Aid Livestock Industry.

The positive assurance that Swift & Company and other great packing companies will locate enormous plants at St. Johns will give an impetus to the livestock industry of all this portion of the United States. The location of these packing houses will add to the value of the holdings of every breeder and producer of cattle, sheep, hogs and poultry, and the dairy products of Oregon will be trebled and find a market in every part of the world.

Watch St. Johns grow this year.

THE FERRY QUESTION

Company Should Receive All it Cost at Least

The ferry company has made their offer to the city for the boat, James Johns, \$18,000.75. This does not include the approaches which represent some \$3000 or \$3500 more. This looks to a man who knows nothing about the matter to be a very high price, and from what we can learn the company has been to a great deal of expense more than they should have in the construction of the boat, which raised the figures considerably higher than they would have been had everything worked smoothly. The company declares this is the expense of building the boat and putting her into commission and that it does not include the labor of some of the members of the company for a number of months which they charge nothing for and that no charge is made for the franchise either.

Personally, we would like to see the company get every dollar they put into the boat but we would not be in favor of giving any bonus for taking the boat off their hands for the reason that it is not yet on a paying basis and the company at this stage of the game would be doing exceedingly well to dispose of the boat at what it cost them. One thing is certain we must have a free ferry, and we do not wish to have the city buy another boat instead of this one and operate it free thus putting this company out of business with the boat on their hands.

Have You Registered?

Say, have you registered? If not, do so as early as possible. Register, whether you wish to vote or not. Perhaps at the last moment you will wish to cast your vote. It will be little trouble to register now, but if you have to hunt up six freeholders to help you swear in your vote it will be a peck of trouble full measure, and if you are late about it the polls may close before you have made the necessary swear.

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Some fine residence lots still on sale. Choice manufacturing sites adjoining the O. R. & N. railroad for sale on reasonable terms.

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