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Sewer Inspector's Report

Portland, Oregon, July 29, 1911
Hon. K. C. Couch,
Mayor of St. Johns,
St. Johns, Oregon.

Dear Sir: At the request of your self and Honorable Councilman Perrine I made a careful examination on July 28th of the Maple street sewer system and other sewers on various streets in St. Johns intersecting thereto into the aforesaid street and I submit the following report after a careful examination of the plans and specifications on file in the recorder's office of the city of St. Johns.

From information handed me by the committee and observations made on the ground of the work I find that the specifications as to excavations have been complied with "except where the public exigencies require it and by consent of the city engineer" and for which the contractor written consent which he has in his possession.

The clause covering the specifications of vitrified sewer pipe and cement mortar, judging from my observations, in every respect have been complied with.

Concerning the pipe laying of this system, I unhesitatingly say, taken as a whole, it is an excellent piece of work; the pipe having been laid to a true gradient line as stated on by the engineer, with one exception, at the 22' pipe which joins the 24" pipe at Ivanhoe there is a depression of 2" here which will never affect the flow of sewage or the carrying capacity of said sewer on account of the large size of the pipe.

The streets have been replaced in first class shape and I am informed by people who observed the construction that very little dirt was hauled away from the trench, consequently showing that the back filling has been performed in a good manner. The excavating in this particular territory is a mixture of sand and clay, which will in itself, pack very good. At such points where the trench may settle during the fall rains the contractor should be required to keep it in first class shape.

The brick is of the best quality and shape such as the market afford and while the specifications were not closely followed in laying the brick in the manholes, still they are as good as the manholes that were built prior to the time that we commenced building concrete manholes in the city of Portland. I can safely commend the contractor on the construction of the manholes as to shape and size.

The catch basins, where built on the street corners for surface drainage, have been finished off in a workmanlike manner and the pipe connecting them with the manholes have been laid in a straight line which can be very easily cleaned out if obstructed by any debris.

During the examination of the sewer my attention was called to several test holes on Jersey street between Maple street and St. Johns avenue, where a number of joints were not properly cemented. In my opinion these joints were cemented by the pipe layer but in throwing the dirt over his head onto the pipe already laid some of the pipe was disturbed. Concerning this system as a whole, and especially this street, as it is a 20-inch sewer pipe at this point, I think this is of small consequence to successful operation of the sewer as in my observation in the city of Portland, where I have been superintending the construction of several million dollars of sewer work, I have had occasion at several times to pass on a matter of this kind.

RECOMMENDATION

I would recommend that the contractor be instructed by the proper authorities to at once repair the defects on Jersey street between Maple and St. Johns avenue and more thoroughly break down the tunnels at this point where they were evidently overlooked. I would also recommend that a few more test holes be made on Hayes street at some point between Philadelphia street and the intersecting sewer.

As to the flush tanks, which were built in a first class manner, I would recommend that a 3/4 x 2 inch collar be shrunk upon the lower part of the bell thereby increasing the discharge of the flush tank which will allow a greater volume of water to be discharged through these various sewers which have been laid on a minimum grade.

CONCLUSION

Concerning the manner in which the city engineer has carefully designed this house as to surface drainage and house drainage using Cutter's formula, I can safely say that without any unforeseen obstacles that this system will not clog

The Water Meeting

A mass meeting called for the purpose of discussing the advisability of acquiring the local water works by the city was held in the city hall Saturday night. About half a hundred citizens responded to the call. G. L. Perrine called the meeting to order, and prefaced his remarks by stating that he liked agitation. Organization, he contended, was necessary to correct evils, and he saw no reason why individuals should control the water works, that it should be a municipal institution.

H. S. Hewitt made a motion that a permanent organization be effected, which carried unanimously. Mr. Hewitt then placed the name of G. L. Perrine in nomination for permanent chairman. Charles Bredeson advocated the name of W. H. King, but Mr. King demurred, stating that he expected to be in Southern Oregon most of the time during the next several months. He declared the nominations closed and when he put the motion Mr. Perrine was elected unanimously.

Chas. Bredeson placed the name of A. W. Markle in nomination for secretary; Chas. Anderson's name was advanced by H. S. Hewitt, but he declined. Nominations closed and Markle duly elected.

The name of J. I. Shurtz was placed in nomination for treasurer by Mr. Hewitt, but he declined to serve. W. M. Edmondson then placed the name of Chas. Bredeson before the meeting, and he was unanimously elected.

Mr. King then made a motion that the title "St. Johns Protective Association" be bestowed upon the organization. Meeting universal favor, it was unanimously adopted. Mr. King said that it was not necessary to purchase the present water system, although a fair price must first be offered.

Randolph Graden told of his personal experience in Alameda, Cal., where the flat rate was one dollar per month for water.

Lafayette Caples didn't favor buying the water works, as he felt positive that we would annex with Portland within a few more moons.

Mr. Hewitt moved that the chairman appoint a committee on constitution and by-laws, which carried unanimously. Messrs. Hewitt, Graden and Markle were then duly appointed.

Mr. Hewitt moved that a committee on resolutions be appointed likewise; carried. Messrs. Childers, Anderson and Canright were appointed. Meeting then adjourned to Saturday night, August 5th.

at any place where contention has arisen. I understand the contractor is under a maintenance bond for a period of two years and that reliable citizens of your community have gone his bond, which said bond is one year longer than we require in Portland and if breakage, stoppage or other obstacles should occur they would certainly arise during the fall rains, as I have noticed in my experience in Portland that all such matters show up during the heavy fall rains, and with due diligence on the part of the contractor, assisted by the watchful officers of your city, there will be none.

After carefully perusing the specifications and plans drawn up by the city engineer I will at this time highly compliment him upon his ability as an engineer, his neat workmanship upon his plans and also his zeal in superintending this kind of work in the city of St. Johns.

Thanking the Honorable Councilman Perrine and yourself for the valuable assistance rendered me during the examination of the Maple street sewer and assuring them that I will be only too glad to be of assistance to them at any future time, I am yours very truly,
Walter R. Wilhelm.

The following letter from the city engineer of Portland to Mayor Couch introducing Inspector Wilhelm, gives that gentleman's standing with the engineering department at home:

Dear Sir: This will introduce to you W. R. Wilhelm in charge of inspection work of sewers in this city. Mr. Wilhelm is thoroughly informed on the construction of the various kinds of sewers as well as the proper refilling of trenches and any matter pertaining therewith. I regard very highly his opinion regarding work performed by the sewer contractors of this city. Very respectfully,
T. M. Hurlbut,
City Engineer.

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Stockton Sees Tillamook

Some of the most restful yet entrancingly beautiful spots in which to spend one's summer vacation are to be found on the beaches around Tillamook and Nehalem bays. While now in a measure inaccessible, next year they will, with the rest of Tillamook county, be easily reached by way of the P. R. & N. railroad now practically completed, and which follows the coast line from Wheeler, the first station on salt water on Nehalem bay, to Tillamook city, a distance of 25 miles. Almost every foot of this distance is platted into lots, from a few hundred feet to a mile back from the ocean. Some of the additions are beautifully located on ground that rises gently from the sea to elevations averaging 600 feet. Usually there is a sand dune varying in height, cutting off the beach from the meadows and small lakes, long, narrow and full of fish and water lilies, and back of these are hills covered with trees. Among the best of these are Garibaldi, Lake Lytle, Rockaway, Manhattan and the widely advertised but poorly patronized Bay Ocean. The one, however, to be entitled to first place is "Neah-Kah-Nie" beach, located 2 miles from the town of Nehalem at the base of Neahkahnie mountain, which is the highest elevation found between Mount Tamalpais in California and the coast of British Columbia. Located just south of this mountain and protected from the winds by its heights, lies a magnificent meadow of several hundred acres, the rich, black soil of which extends down the gentle slope to high tide mark. Probably because of the protection afforded by the mountain, the wonderful view of the beach and old ocean is here unobstructed by the usual ill shaped, ugly sand dunes which usually prevent one from taking in the full beauty of the scene. When tired of tramping along the beach or bathing in the surf, which here is absolutely free from the deadly undertow, one can turn to the beautiful alder and spruce groves here and there along the gently rising hill sides, and find within their grateful shade many lovely glens and rippling streams, which well repay one for the slight exertion caused in reaching them, or open meadows may be visited and many happy hours spent in picking and admiring the roo or more varieties of wild flowers which here bloom in a wonderful profusion of colors and shades. The fact that Neah-Kah-Nie beach was formerly an old Indian camp, and also an old resort of early day pirates and boasts of many stories of buried treasure, lends an added charm which is lacking in other localities. The old Indian trail over the mountain is fast being converted into one of the most scenic automobile roads to be found any place and when finished, as it will be next year, will open up a large reach of coast heretofore inaccessible to this kind of travel. It will allow one to leave Portland by way of Forest Grove and the famous Wilson river road to Tillamook; then follow the coast line around via Nehalem, over Neahkahnie mountain to Cannon beach, thence to Seaside and back by way of Astoria, making a circle of about 400 miles, every foot of which is attractive as to defy description, and which cannot begin to be appreciated until seen. One can pick his own stopping places and be able always to have fish and game in abundance. Neah-Kah-Nie beach is only a small portion of Neah-Kah-Nie farm, most of the 1100 acres in the tract being used by its owner S. G. Reed for stock raising purposes. He has a fine herd of Ayershire cattle, some good horses and a fine band of sheep. With the exception of the cows at milking time the stock practically takes care of itself. Mr. Reed is setting the rest of Tillamook county farmers a fine example in road building, having arranged to beautify and gravel a large stretch of county road at his own expense.

It will surprise many to learn that Nehalem valley and bay has as much or more standing timber tributary to it than Tillamook bay and the five rivers flowing into it, while the area of farm land is nearly or quite as large; also that all indications point to the fact that it is much more feasible and less expensive to open up Nehalem bay so that large vessels can enter than Tillamook and that vessels will be much better protected from the southwest winds. That the people of this valley have the courage of their convictions is shown by the fact that they have formed the "Port of Nehalem," and spent \$50,000 of their own money in the beginning of the construction of a jetty which will open up the chan-

nel that will allow the passage of large vessels. Much more money is needed, however, and congress has ordered a survey and estimate of the cost of the improvement and it is likely that the port will be given substantial assistance by Uncle Sam. Both Nehalem and Tillamook valleys are ideal for dairying and while they derive considerable revenue from this industry at present it is only in its infancy and will increase by leaps and bounds as the timber is cleared away. What is really needed, however, is more new blood. A living is secured with so little exertion that the greater portion of the older settlers are content to milk a few cows, sell the product to the cheese factories and stop at that. Many of them even buy butter for their own use instead of making it. With the coming of railroads and promised opening of the harbors has come the realization that good roads are absolutely necessary and \$80,000 was set aside by Tillamook county for road purposes this year. It is also proposed to set apart \$150,000 per year for three or four years for building and improving roads in the country. This work will be let by contract as it has been found that a saving of nearly 50 per cent is made by so doing.

People in this section are not at all bashful about putting up the price of land. Bottom land adjacent to Tillamook city is held at \$600 and \$700 per acre, nothing extra being charged for the stumps which are plentiful, and cost, it is said, \$75 per acre to dispose of. Dairy farms are also held at fancy prices. In the Nehalem country prices are more reasonable, averaging from \$100 per acre for the best unimproved bottom land down to \$50 per acre for uplands at a distance from the river.—Ed. L. Stockton.

Snow Gets Married

Editor Review: Again I drop in upon you and ask permission on this a special occasion for the purpose of making an explanation.

It is a well known fact that there is a great number of persons who seem to take a very deep interest in my business and welfare. It is a well known fact that I am a born soldier, having participated in the Kansas tree state war, and also in the rebellion and took an active part in the Spanish-American war, through all of which I passed comparatively without being seriously crippled. That same spirit prompted me to enlist in a fourth, but pleasant warfare, and on July the 27th, 1911, I mustered my forces and entered into an engagement at Hillsboro, Oregon. The battle seemed fierce for awhile but I emerged from it without a scratch. I captured the opposing party and led them captive to my home in St. Johns. They promised to be loyal hereafter and expected to be paroled, but I found on closer acquaintance that there was some risk in so doing, and to make sure I have them corralled at my fort in St. Johns, and she will henceforth draw her daily rations, she promising never to fight again in opposition to superior force. Her true name is Mrs. Cora Snow, and she can be found at Snow's fort, 702 East Charleston street.—Capt. B. L. Snow.

nel that will allow the passage of large vessels. Much more money is needed, however, and congress has ordered a survey and estimate of the cost of the improvement and it is likely that the port will be given substantial assistance by Uncle Sam. Both Nehalem and Tillamook valleys are ideal for dairying and while they derive considerable revenue from this industry at present it is only in its infancy and will increase by leaps and bounds as the timber is cleared away. What is really needed, however, is more new blood. A living is secured with so little exertion that the greater portion of the older settlers are content to milk a few cows, sell the product to the cheese factories and stop at that. Many of them even buy butter for their own use instead of making it. With the coming of railroads and promised opening of the harbors has come the realization that good roads are absolutely necessary and \$80,000 was set aside by Tillamook county for road purposes this year. It is also proposed to set apart \$150,000 per year for three or four years for building and improving roads in the country. This work will be let by contract as it has been found that a saving of nearly 50 per cent is made by so doing.

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Prospects Bright

Bankers and business men generally expect marked improvement in business conditions throughout the Pacific Northwest as the result of the bumper crops the farms are turning out this year. It is believed the distribution of the crop money among the farmers will mean renewed activity in all lines and none more particularly than in the lumber industry. A reawakening of the lumber business will be widely beneficial by reason of the money it distributes among a large number of people. The grain harvest, now in full swing, is the most satisfactory feature of the whole situation. The yield of the Pacific Northwest states is fixed at better than 60,000,000 bushels and prospects are favorable for high prices. Fruit, hops, salmon, and all the varied resources of the Northwest states will contribute their share to the continued prosperity of this section of the country.

Leo, Rich of Orino, Me., arrived in St. Johns a few days ago the guest of Clarke the furniture man. Mr. Rich comes to stay and has his eye open for an opportunity to "grab loose" onto something permanent.

For Insurance see F. W. Valentine

Council Proceedings

All members of the city council and mayor were present at the regular meeting Tuesday night.

The first matter taken up was a remonstrance on the part of four property owners objecting to the cut contemplated in the improvement being made in Edison street near New York, claiming that their property would not stand for the assessment and would be less valuable by reason of said cut. Aldermen Hill and Perrine contended that to lessen the cut would abolish the system of five per cent. grades on the hillside, worked out after much consideration by the city engineer; that a few low-priced lots should not stand in way of a good grade to Bradford street. While deploring the necessity and recognizing the hardship on the property owners, yet they declared that the owners bought the property with their eyes open, and probably got their lots cheaper than would otherwise have been the case, because of the probability of a big cut at the time of improvement. Attorney Esston stated that the only way the cut could be abrogated would be to throw out all proceedings and begin over again; that the property owners had 15 days to remonstrate before bids for its improvement were advertised for, and as they did not take advantage of this occasion, it was rather late to object now when the contract had been let and the work was well under way. If a change was made now he did not think the bonds could be sold, nor could the property owners be held for their assessments. Ald. Davis made a motion that a new grade be established, but upon the attorney's statement the mayor ruled that the motion was out of order.

Geo. J. Perkins was present and stated that he would take a chance on the ferry bonds, in the event that the council would pass an ordinance (which was done later) providing for holding special elections; the charter being rather silent in this regard. Therefore he would try to persuade Morris Bros. to take the bonds, and failing to do this, would advise the St. Johns Transportation company to take them themselves, which the company had expressed a willingness to do upon the advice of their attorney, Mr. Perkins.

Strenuous objection was raised to the proposed opening of Kellogg street between Burlington and Chicago street on the part of Bickner Bros., W. H. King and others. It seems now that they do not want the street opened up at any hazard. Bickner Bros. thought they would be damaged to the extent of \$5000 and benefited not at all. Mr. King stated that he would not take \$1500 for the 20-foot strip proposed to be taken from his property, and he could see no benefit by opening the street. Naturally the viewers could not see it in that light, and it is well for them that the assessor does not, either. Judge Greene, attorney for Bickner Bros., intimated that if proceedings were carried out, the aid of the circuit court would be invoked. On motion of Mr. Hill the matter was laid over for one week for fuller investigation on the part of the council; all yes.

An introductory letter from engineer Hurlbut of Portland, and a report from Chief Inspector Wilhelm (both of which appear in this issue) were read and ordered filed by the mayor. Socialist Perrine ridiculed the report, and stated that he was going to write the city council of Portland exposing what sort of a man they have employed for sewer inspector. Mr. Perrine is beginning to realize that actual municipal conducting of affairs and theory are vastly different.

The following bills were allowed on motion of Alderman Muck; all yes:

Thurston Johnson, \$10. D. J. Horman \$25. J. H. Smith \$123.50. Kilham Stationery and Printing Co. \$36.45. Joseph McChesney \$20. Printing \$148.75. Jas. Latham \$10.10. Munson Supply Co. \$3.50. Gail Perrine \$15.

At the instance of Alderman Bredeson the chief of police was directed to investigate the ordinance relating to docks, and ascertain if the stove works had a right to keep the dock locked and use it for their own private purposes.

As correcting of the evils of the Maple street sewer was at a standstill, Alderman Muck made a motion, seconded by Alderman Valentine, that the contractor and bondsmen be notified to get busy at once and remedy all defects, also that Mr. Seybold be notified to forthwith remove all surplus dirt from the Burlington and Philadelphia street sewer systems; all yes.

Most of the property owners on Philadelphia street, between Hayes

Bachelor Event

The members of the Bachelor Club greatly deplore the sudden migration of their esteemed and worthy president, Mr. W. J. Bishop, who left Wednesday evening, June 26th, for Vancouver, B. C., where he has taken a position as a moulder in a stove foundry and at which he is a mechanic of the highest rating.

Mr. Bishop has presided as head of the Bachelor club for a considerable period and in his method of conducting affairs of the club he came to be looked upon by the members of the club as almost indispensable.

Coincidentally with his departure there was given the Bachelor dance, June 26, at which there was a large "turn out" and which gave him a chance to bid farewell to his large circle of friends.

The Bachelors wishing to show their appreciation of his work and to express their esteem, held a conference and selected a suit case as the most appropriate token of their regard. Inasmuch as the "grip" enclosed and kept secure its toggery and bodily adornments, so they would as a body of brothers hold him securely in their affectionate regard. The time of presentation was at the dance when the Bachelors lined up for a farewell handshake with their good comrade. It became evident from the pent up emotion expressed in Brother Bishop's face that the parting of such dear old "pals" was painful alike to him as to them. The Bachelor Quartette came forth and sang a song of farewell, after which all the Bachelors joined in a cheer and our Brother President was on his way.

The dance was not delayed for long, however, and all were soon merrily doing the "light fantastic," which from a social as well as financial standpoint was a success worthy of remark.

In further enumeration of recent events in Bachelor circles it could be stated that those witless prodigals chartered a boat last Sunday and went on an excursion down the Columbia to St. Helens. It need scarcely be said that they did not go without their lady friends and plenty of good things to eat and drink. They picnicked on the bank of the river under the stately firs. The general decorum of the whole affair was such as not to jar the feelings of the most fastidious. All announced their pleasure and heartily endorsed a speedy repetition of the event.—Press Cor.

and Edison, having come to the conclusion that it would be far better to hard surface than to macadamize this thoroughfare, asked that the change be made to Hassam hard surface. The matter was left with one of the property owners to secure waivers from property owners interested, when the desired change could be made legally.

The improvement of Kellogg street from Fessenden to Catlin was unanimously accepted.

A resolution to improve Portland boulevard from Buchanan to Oswego street was tabled on motion of Mr. Muck; all yes. It seems that the property owners on this street are not yet ready to improve.

A resolution to improve John street from Jersey to Gresham was adopted on motion of Alderman Valentine; all yes.

An ordinance changing the time for the improvement of Baltimore street was unanimously passed on motion of Alderman Muck.

An ordinance providing for holding special elections in the city was passed on motion of Alderman Horman; all yes.

The suggestion of Representative Foss of Illinois, former chairman of the House naval affairs committee, that the old battleship Oregon, lead the fleet of battleships from New York to San Francisco when the Panama canal is finished in 1915, will meet the hearty approval of every Oregonian. This famous fighting ship, that made such a splendid record during the Spanish war, deserves such recognition.

Elk from Wyoming will be shipped to the mountain districts of Union and Wallawa counties during the coming winter. The animals are hard put to it for food during the severe Wyoming winters and many of them starve each year. The government is determined to save the Wyoming herd from extinction and the Oregon mountains offer ideal range for them.

Eugene Nutter of St. Albans, Me., is the guest of his friend H. F. Clark the furniture man this week.

The Lord of the Sabbath

Rev. J. H. Leiper, field secretary of the Northwest Sabbath Association, addressed a union audience in the M. E. church, St. Johns, Sabbath, July 30, 1911, 8 p. m. The basis of his address was: "The Son of Man is the Lord of Sabbath," Mark 2:28. His proposition was to answer the following interrogations:

1. Who is this Son of Man?
2. How and why is He Lord of the Sabbath?
3. Which day of the week is the Sabbath?
4. What does the Sabbath commemorate?

5. How should the Sabbath be observed?
Without consuming introductory time Mr. Leiper proceeded to answer the above questions:

1. Jesus stated of Himself as the Son of Man and the Son of God, such twelve times plainly teaching that He is both God and man in one person. He claimed to be the "I Am" (compare Exodus 3:14 with John 8:58) that is, The Eternal God, which would have been blasphemy on any ground other than Deity. By a mystery, known only to God, He became man in order that He might suffer in our room and thus atone for our sins. (Romans 8:3).

2. How and why is Christ "Lord of the Sabbath"? (a) The Sabbath was established by the Creator (Genesis 2:2-3). Christ was the Creator (John 1:3; Hebrews 1:3; Colossians 1:15-16). Jehovah gave the law from Sinai (Exodus 20:2). Jehovah is the eternal God. "Jehovah" and "I AM" are the same in Hebrew, as any Hebrew scholar knows.

(b) In my text the Lordship of Christ over the Sabbath is joined with human salvation. There is no plainer evidence that a person is not yet saved than that he or she is knowingly a Sabbath breaker. This is a matter of intense individual importance.

3. Which day of the week is the Sabbath? If God has settled that matter, it is a daring thing to treat it as a question of indifference. A calm study of the Bible and history ought to set it at rest in the minds of all believers. Bible record plainly shows that the first or Creation Sabbath was on the seventh day after the six days of creation. See again Genesis 2:2-3. The fourth commandment, as given from Sinai by the great Jehovah reiterates that day as the Sabbath of God's appointment (Exodus 20:8). Nehemiah 9:14 declares God's descent on that awful occasion was in part to show (remover) to the Hebrews the Sabbath, which had been lost during their captivity 213 years in Egypt. That His descent on Mt. Sinai was on the Creation Sabbath is plainly evident in Nehemiah's discourse already referred to. But the feast of the Passover, which commemorated the descent and the giving of the Decalogue was to be observed on "the morrow after the Sabbath." See Leviticus 23:16, which "morrow" Nehemiah declares to be the Sabbath that had been lost. So that the Sabbath the Hebrews had been observing was a Saturday Sabbath in commemoration of their Exodus from Egypt. But it was "the morrow after" that Jesus Sabbath on which Jehovah gave the ten Commandments, as we have just learned, which was the Sabbath of the law, the seventh day of the week. This was the "Sabbath" of the Hebrews, the day on which they worshipped the sun; but was the Sabbath of God perceived by the heathen and misused by many Christians in our day. The Jews observe the Sabbath and observe it still, but Jesus arose on the following day, which changed the Sabbath back to the seventh day of creation week and of the commandment for He is the Lord.

4. What does the seventh day Sabbath commemorate? (a) The finishing of the work of creation (Exodus 20:8).

(b) The giving of the commandments from Sinai. Exodus 20:1-17.

(c) The fall of Jericho. (Joshua 6:2-21) which was typical of the overthrow of Satan's kingdom under the gospel triumph of the Christian Dispensation in which we are living. The devil's kingdom is doomed as certainly as was Jericho.

(d) The resurrection of Jesus Christ. (Matthew 28:1-6). The Greek of the first verse is: "In the end of the (Jewish) Sabbath as it began to dawn toward the first of the (Christian) Sabbath." There is no "first day of the week" about it in the original Greek any place in the New Testament.

(e) The descent of the Holy Spirit on day of Pentecost. Acts 2:1-4.

(f) The giving of the Revelation by Christ to John on Patmos. Rev. 1:10.

(g) Possibly the second coming of our Savior. Rev. 21:3-4. Then all Sabbath breakers and sinners will be "deadly lessons." God calls it "My Sabbath" ten times in the book of Ezekiel. The Jews were in captivity then. Their Sabbath breaking led them away from God, and he took their country from them. When a people cease to devote one day of the week to the fellowship of God they forsake Him and go after other gods. He will either whip them back into the traces again or let them loose and let them go to destruction, as He did the nation of Israel. The city of Portland permits contractors to build and repair our streets and run the theatres and other places of amusement resort, and suffers field sports in all their heinousness on the Lord's day. They do not reflect that in all this they not only offend Christian citizens, deprive non-physicians of their God-given right to weekly rest, and prevent their mingling with church-going citizens on the Sabbath, but they subject themselves and all others to the displeasure of Him without whose favor no city can prosper or dwell in safety. Without the holy Sabbath the future of no community is any more promising than that of ancient Babylon or Nineveh, whose very sites are obliterated from the earth in the wrath of a justly offended God, and no true repentment or nobleness of character is ever attained by the habitual Sabbath breaker.

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(o) Possibly the second coming of our Savior. Rev. 21:3-4. Then all Sabbath breakers and sinners will be "deadly lessons." God calls it "My Sabbath" ten times in the book of Ezekiel. The Jews were in captivity then. Their Sabbath breaking led them away from God, and he took their country from them. When a people cease to devote one day of the week to the fellowship of God they forsake Him and go after other gods. He will either whip them back into the traces again or let them loose and let them go to destruction, as He did the nation of Israel. The city of Portland permits contractors to build and repair our streets and run the theatres and other places of amusement resort, and suffers field sports in all their heinousness on the Lord's day. They do not reflect that in all this they not only offend Christian citizens, deprive non-physicians of their God-given right to weekly rest, and prevent their mingling with church-going citizens on the Sabbath, but they subject themselves and all others to the displeasure of Him without whose favor no city can prosper or dwell in safety. Without the holy Sabbath the future of no community is any more promising than that of ancient Babylon or Nineveh, whose very sites are obliterated from the earth in the wrath of a justly offended God, and no true repentment or nobleness of character is ever attained by the habitual Sabbath breaker.

(p) The resurrection of Jesus Christ. (Matthew 28:1-6). The Greek of the first verse is: "In the end of the (Jewish) Sabbath as it began to dawn toward the first of the (Christian) Sabbath." There is no "first day of the week" about it in the original Greek any place in the New Testament.

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