

THE ST. JOHNS REVIEW
A. W. MARKLE

Published Every Friday
At 117 West Burlington Street.

THE REVIEW is entered at post office in Saint Johns, Oregon, as mail matter of the second class under the Act of Congress of March 3, 1879.

Official Newspaper of the City of St. Johns.

All communications should be addressed to The Review, St. Johns, Oregon.

Subscription price \$1.00 per year.

In answer to an honored Pennsylvania relative's recent query as to the Review's opinion of President Wilson's policies, we editorially praised them highly, but made exception in the case of Mr. Wilson's refusal to uphold the Panama tolls exemption plank in the Democratic platform. Replying to our argument on this question, the aforesaid Pennsylvania man gets back at us in the following personal letter, which we take the liberty of publishing without permission, for the reason that it sheds new light on the subject, and is a strong, masterful and thoroughly original digest of the subject:

"I certainly agree with your answer until you get to the toll question. There our opinions divide. First you say Mr. Wilson readily accepted the platform with all its provisions. If you will read his letter of acceptance you may come to a different conclusion. While accepting it on general principles, he said a platform is different from a program. Then he goes on and outlines his program, pledging himself if elected as far as he can to put in force and operation what might be called the cardinal principles of the Democratic party for which the party has been fighting for years, namely, revision of the tariff downward, currency reform, control of railroads and trusts of all kinds, and above all, wrest control of the government away from Wall Street, trusts, corporations, political kings and bosses and restore the government again to the people, but did not commit himself on the toll question.

"You say the innocent bystander can readily discern many reasons why the coastwise vessels should not pay toll. If so, can the same bystander see any reason why our vessels in the foreign trade should pay toll? Suppose our coastwise trade vessels would pass through the canal free of toll, can the innocent bystander tell into whose pocket the toll would go—the people or the ship owners? A good guide to go by is the reduction of the tariff. The new tariff law has been in force about four months. Nearly everything that makes up the living expenses of a family is on the free list and on the balance the duties are reduced. How much cheaper can you live now than you could six months ago? You say if this extra assessment is forced on the steamship companies they will simply play the John D. act and increase the rates of transportation so that passengers and shippers really bear the burden. That is correct. If these companies pay a toll they have a right to add the amount to their rates, but if as you say it is possible for foreign ships to come into competition in our coastwise trade, they would add no more. But suppose travel and transportation pay the toll and transportation, the consumer finally pays. Who do we pay to? Simply to ourselves.

"You say we spent our money to build the canal. That is correct. It will likely cost us four hundred millions, and I don't think anybody expects to get one dollar of the principal back. The coastwise toll is simply a tax which, if the people don't pay in this way, the government must collect by other ways or means of taxation. If so, where is the difference which way the people pay it? The tolls are supposed to pay, first, operating expenses; second, interest on the debt; third, if a surplus, to pay on the principal. Suppose the tolls, coastwise included, do not pay expenses and interest, then we must resort to other ways and means of taxation to meet the deficit. Suppose the tolls without the coastwise toll will meet the running expenses and interest, then why charge the coastwise toll? For two reasons—first, to apply the surplus to paying the principal of the debt and reduce interest on same; second, if all of the debt is paid, to apply the surplus to the running expenses and reduce taxation elsewhere. But you may say, why not take off the coastwise toll? Because we cannot take that toll off without violating a contract we made with England. You say, not so. But that contract or treaty says this: that the vessels of all nations shall pass through the canal on equal terms. Now then, it seems to me the only question that can be raised is: Was the United States a nation at that time, 1898? If we were a nation, how can we escape paying the coastwise toll? Or if we can, why cannot we pass all our vessels through free? If not, why not? If the paying of the coastwise toll is wrong, then our Representatives and Senate simply made a bad bar-



YOUR MONEY OR YOUR LIFE!
Banking means security.

YOUR MONEY OR YOUR LIFE

It's that in an adversity siege. Bank accounts mean security in the face of sickness, lack of employment, or other numerous forms of adversity. Your money on deposit never goes on strike, though you may strike with safety if you nurse the totals in the bank-book. We offer you every inducement in the way of attention and courtesy.

FIRST NATIONAL BANK, ST. JOHNS, OREGON

gain, and if so, what was your Senator Chamberlain, Senator Borah, Senator O'Gorman and others who are abusing President Wilson for doing what he believes is right, and he understands the treaty, doing what that treaty was before the Senate of the United States for ratification? Why did they not enter their protest then and there?

When we glance over the treaty made between Great Britain and the U. S., a treaty ratified at a time when the construction of the Panama Canal was under contemplation of construction by this country, we are lost in wonder that any intelligent, patriotic American man or set of men could be induced to agree to its terms and provisions. This treaty stipulates in substance that the nation responsible for the construction of the great Panama "movie" (we did it—\$400,000,000) shall allow the vessels of all other nations to enter and exit at a nominal figure, giving us also that privilege, providing we pay the same price of admission to our own show. The canal was built at an enormous expense by the American government, and until all other nations desiring to use that convenient waterway agree to come across with their proportionate share of this expenditure or allow the exemption of toll on American coastwise vessels, the canal will always remain as a monument of rank injustice to a generous nation. The repeal of the tolls exemption act should be stubbornly resisted until at least an unbiased international court of arbitration has passed judgment on the question, since there is uncertainty as to the exact interpretation of the treaty in regard to the canal tolls. Until then it will not be necessary to inform our wistful friend, J. Ball, and the greedy railroad monopoly that the title papers of the Panama Canal zone are theirs.

The innocent bystander, although somewhat bruised and shaken up, is still characteristically curious and undismayed. He now desires some one to explain why that if a party platform is different from a program when the Presidency is accepted how that it suddenly develops into one when a delegation of suffragettes assail the Capitol.

This paper is in receipt of a personally signed letter of thanks from Secretary W. J. Bryan in return for a recent copy of the Review containing an editorial referring to his excellent record since 1896.

ANNOUNCEMENT

To the citizens of St. Johns, Oregon: At the request of many voters, I have decided to become an independent candidate for the office of City Recorder at the coming election to be held on the 6th day of April, 1914. If elected I will appoint a male Deputy Recorder, who will act as Municipal Judge in all cases where it is not proper for me to appear, in connection with his other duties as Deputy. My Deputy will not be connected with any other city office, as some of the rumors circulated before the primary election intimated.

MYRTLE B. BRODAHL,
Independent candidate
for City Recorder.

ORDINANCE NO. 596

AN ORDINANCE ORDERING AN ELECTION FOR THE CITY OFFICES OF THE CITY OF ST. JOHNS, AND FOR THE PURPOSE OF SUBMITTING CERTAIN PROPOSITIONS TO THE QUALIFIED ELECTORS OF THE CITY OF ST. JOHNS AND FIXING THE TIME AND PLACE THEREFOR, AND NAMING THE JUDGES AND CLERKS TO OFFICIATE THEREAT.

The City of St. Johns does ordain as follows:

Section 1. That the City of St. Johns hold an election in the City of St. Johns, Oregon, on the sixth day of April, A. D., 1914, for the purpose of electing City officers for the City of St. Johns as follows, to wit:

A Mayor, a City Recorder, a City Treasurer, a City Attorney, and also for the purpose of electing Councilmen for the City of St. Johns as follows, to wit:

Two Councilmen for the First Ward; two Councilmen for the Second Ward and three Councilmen at Large.

Also to submit certain question to the qualified electors of the City of St. Johns, to wit:

To purchase certain tracts of land for park purposes and to incur a municipal bonded indebtedness to purchase such tracts as are set out in ordinances and made a part thereof.

Also, to incur a municipal bonded indebtedness for the purpose of purchasing some fire-fighting apparatus.

Section 2. And it is hereby ordered that said election be held on the said sixth day of April, 1914, between the hours of 9 o'clock a. m. and 7 o'clock p. m. of said day in the manner provided by the City charter of the City of St. Johns.

Section 3. It is hereby ordered that the following Judges and Clerks of said election, be, and they are hereby appointed, to wit:

Judges of the First Ward—Day Judges: Mrs. C. H. Thayer, D. E. Gonsolus, Thos. Seales.

Judges of the First Ward—Night: A. W. Markle, L. L. Cooper, L. B. Wilson.

Judges of the Second Ward—Day: N. A. Gee, J. M. Shaw, Mrs. N. K. Corbin.

Judges of the Second Ward—Night: H. L. Whistler, W. E. Coon, Mrs. B. G. Lott.

Clerks of the First Ward—Day Clerks: J. F. Boone, Mrs. Effa Beam. Night Clerks: A. W. Davis, H. H. Rawson.

Clerks of the Second Ward—Merta Gattton, Lula Gillmore. Night Clerks: Jim Gee, Clyde Rogers.

Section 4. That the voting or polling places for such election be, and they are, hereby fixed as follows, to wit:

Polling place for the First Ward—City Library.

Polling place for the Second Ward—City Hall.

Section 5. The City Recorder be, and is hereby, ordered and directed to give notice of said election by publication in a newspaper published in the City of St. Johns, for at least ten days prior to said election.

Section 6. That the Chief of Police be, and he is hereby, ordered and directed to post notice not less than ten days before such election notices thereof, which said notices shall be prepared

and signed by the City Recorder, and shall specify the officers to be elected and the time and place of holding such election. Passed by the Council this 10th day of March, 1914. Approved by the Mayor this 10th day of March, 1914.
CHAS. BREDESON,
Mayor.

Attest: F. A. RICE,
City Recorder.

Published in the St. Johns Review March 13, 1914.

Report of the condition of the First Trust & Savings Bank

AT ST. JOHNS in the State of Oregon at the close of business March 4, 1914.

RESOURCES.	
Loans and discounts	\$30,826.81
Overdrafts, secured and unsecured	94.01
Stocks and other securities	10,750.00
Banking house	10,329.20
Demand certificates of deposit	1,118.95
Due from banks (not reserve banks)	1,964.80
Due from approved reserve banks	7,680.96
Checks and other cash items	1,203.14
Reserve fund	1,053.88
Cash on hand	1,053.88
Total	\$65,460.85

LIABILITIES.	
Capital stock paid in	\$50,000.00
Undivided profits, less expenses and taxes paid	1,294.59
Individual deposits subject to check	13,736.66
Reserve fund	404.29
Time certificates of deposit	25.00
Total	\$65,460.85

State of Oregon,
County of Multnomah ss.

I, J. B. Holbrook, President of the above named bank, do solemnly swear that the above statement is true to the best of my knowledge and belief.

J. B. HOLBROOK, President
Subscribed and sworn to before me this 9th day of March, 1914.

R. G. Brand, Notary Public.
Correct, Attest:
Lawrence Holbrook,
P. S. Dornbos,
Directors.

Proposals for Street Work

Sealed proposals will be received at the office of the Recorder of the City of St. Johns until Mar. 31, 1914, at 8 o'clock p. m., for the improvement of Mohawk street, from the northerly line of Central avenue, to the southerly line of Fessenden St. in the manner provided by Ordinance No. 589, subject to the provisions of the charter and ordinances of the City of St. Johns, and the estimate of the city engineer on file.
Engineer's estimate is \$5,031.57.
Bids must be strictly in accordance with printed blanks, which will be furnished on application at the office of the Recorder of the City of St. Johns. And said improvement must be completed on or before to days from the date of the last publication of this notice.
No proposals or bids will be considered unless accompanied by a certified check payable to the order of the Mayor of the City of St. Johns, certified by a responsible bank for an amount equal to ten per cent of the aggregate proposal.
The right to reject any and all bids is hereby reserved.
By order of the City Council,
F. A. RICE,
Recorder.

Published in the St. Johns Review on March 16, 20 and 27, 1914.

DR. FRANK F. CASSEDAY

Specialist in Diseases of the Eye, Ear, Nose, Throat and Lungs

Operative and Medical Treatment
Expert Fitting of Glasses
Moderate Prices

109-111 Jackson Bldg., Third and Washington Sts., Phone Main 253 and A-9221. Portland, Ore.

For the Children—Plain and fancy coats, bonnets and dresses made at reasonable prices at 504 S. Hayes street.

We are Mighty Proud

of the fine showing of shoes here. Proud of the style, proud of the quality, proud of our ability to fit perfectly the feet of any man, woman or child. And especially are we proud of the prices which mean so much shoe value for so little money.

TEN FREE STAMPS
This Coupon Good For
Ten 10 S. & H. Green Free Stamps
If presented upon making a purchase amounting to 50c or more, these stamps will be in addition to regular stamps given with the purchase.
Not Good After March 15th
COUCH & CO.
General Mdse.
Columbia 137 St. Johns, Ore.

S. & H. Green Trading Stamps given on all cash purchases, and on charge accounts when Paid in Full at least every 30 days.

COUCH & CO.

Phone Columbia 137 "PIONEER MERCHANTS"

ORDINANCE NO. 589

An Ordinance Providing the Time and Manner of Improving Mohawk Street from Central Avenue to Fessenden Street in the City of St. Johns, Oregon.

The city of St. Johns does ordain as follows:

The council of the city of St. Johns, having ascertained the cost of improving Mohawk street from the northerly side line of Central avenue to the southerly side line of Fessenden Street in the city of St. Johns, as shown by the resolution of the council of said city, dated on the 17th day of Feb., 1914, and recorded in the office of the recorder of said city, and notice thereof having been published in the St. Johns Review, a weekly newspaper of general circulation, on the 20th and 27th days of February, 1914, as shown by the affidavit of the foreman of said paper, which said affidavit is on file in the office of the city recorder; and legal posting of notices of such improvement, as shown by the affidavit of the city engineer on file in the office of the city recorder; and no remonstrances having been filed, and, as provided by said resolution, the engineer's preliminary estimate of the cost of said improvement is \$5,031.57, but shall be more accurately determined by said engineer.

Now, therefore, it is hereby ordered that said street be improved and the time for the completion of said improvement is hereby fixed at 60 days from last publication of notice of proposals of said work, which said proposals must be filed with the recorder of said city on or before the 31st day of March, 1914, at 8 o'clock, p. m. of said day.

That said street shall be improved as follows: By grading same to the established grade by cut and fill and by sidewalking same on either side with 6 foot cement sidewalks, 12 foot cement curbs entire length, together with all necessary cement cross-walks and iron gutters, curb to have standard drain tile every fifty feet, hitch rings to be placed in curb as directed by the City Engineer.

The city recorder shall give notice by publication for not less than three insertions in the St. Johns Review, the official newspaper, inviting proposals for making said improvement.

Said improvement shall in all respects be done and completed in conformity with the provisions of Ordinances No. 160 and 362 except as otherwise provided in this ordinance; all work to be done under the direction and supervision of the city engineer.

That the cost of said improvement shall be assessed against the property in the local improvement district described in said resolution and designated as and declared to be Local Improvement District No. 108.

Passed by the council this 10th day of March, 1914.
Approved by the Mayor this 10th day of March, 1914.

CHAS. BREDESON,
Mayor.

Attest: F. A. RICE,
City Recorder.

Published in the St. Johns Review on March 13th, 1914.

Building Permits

Nos. 11, 12 and 13—To Empire Investment Co. to erect three dwellings on Mears street between Macrum avenue and Oregon avenue; cost \$800 each.

No. 14—To A. W. Davis to erect store room on Jersey street between Alta and Baltimore streets; cost \$1600.

Fruit and Berry Plants

Now is the time to buy nursery stock. For apple, plum, prune, pear, cherry trees, and all other fruits and berry plants, see J. H. CANRIGHT, 415 North Leonard street, St. Johns.

BEST BUY

IN THE FAMOUS WHITE SALMON VALLEY
OPPOSITE HOOD RIVER
TEN ACRES
Set to Spitzenberg and Newtown Apples

Trees in perfect condition; fourth year. Located in the best part of the famous valley, in Fruit Home Colony. On the Trout Lake road and also a public road running along one side. Splendid spring of water on the place. Probably worth \$10,000 in three years, with a large and ever increasing income therefrom.

A Rare Bargain at \$7,000

Also 8 acres adjoining the above orchard, five acres in bearing commercial orchard, and three acres set to almonds, 3 years old. Good house and other outbuildings on place. Will be sold at a bargain. Call at or address this office.

TEN ELECTRIC GENERATING PLANTS

Widely scattered have been built by the Portland Railway, Light & Power Company for the purpose of providing

Where Located

- Portland (2)
- Oregon City
- Silverton
- Casadero
- Estacada
- Bull Run
- Boring
- St. Johns
- Salem

Reliable Electric Service

to its patrons. Through high tension transmission lines each of these generating plants are inter-communicative, so that the service is insured against unforeseen interruptions.

Portland Railway, Light & Power Company
Broadway and Alder Streets
Phone Marshall 5100 Home A. 6131