THE ST. JOHNS REVIEW
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The world war is advancing civilization more than fifty years in the use of undersea vessels and air craft. After the war it is quite probable that mail and even passengers will be transported across the continent by air ships. It is also probable that submarine vessels will be be used for building up commerce instead of destroying it.

The price of butter has reached the 55 cent per pound mark, with all the ear marks of reaching a still higher figure. And yet in some instances whole milk is bringing the producer no more money than it did when butter was 40 cents per pound. In other cases a higher price is being paid, but not so much more proportionately as is being charged for butter.

It has been earnestly hoped that the terrible war would be brought to a close not later than this Fall, but such seemingly will not be the case. It is a question how much longer Germany can hold out. The allies have been making splendid headway in the past few weeks, but the end is far from being in sight. However long it takes, Germany must be defeated. The United States is in this war to win, and win it will, however long it takes, and however great the strain upon its resources. There can be no other way. It may take one year, and it may take five years, but there can be no question as to the result. When fully aroused and thoroughly equipped no nation on earth can whip Uncle Sam.

Announcement is at last made that Jersey street will undergo repairs. The placing of this street in good condition has been a proposition that has been "hanging fire" for several years, and it is gratifying that at last steps are to be taken toward this end. Delegations have called the attention of the city authorities to the sore need of repair on this our principal street at different times, the last visit being made only about a month ago. The hard surfacing of Jersey street never was a success. It was only after much contention that grew almost bitter at times that it was decided to adopt a surface called Westrumite. A committee was sent to Chicago to investigate the merits of Westrumite there, and they returned a good report. But somehow the Westrumite laid on Jersey street did not measure up to that laid in Chicago. The controversy over the hard surfacing of this street is still fresh in the minds of many of our citizens. It was the cause of almost as much discussion as was the width of Willamette boulevard. Even those who most ardently favored Westrumite have freely admitted that it is a failure as laid in St. Johns. The repair work will start immediately, it is said.

There seems to be more or less agitation in certain districts throughout the nation over the proposition of whether or not German shall continue to be taught in the public schools. There are those who disapprove of any foreign language being taught at public expense. They put forth the claim that comparatively few ever attain any real benefit from the study of foreign languages; that it is viewed more in the light of an accomplishment than a part of a practical education, and therefore, the public should not be called upon to bear an expense that is of so little real benefit. Be this as it may, there seems to be no real reason why German should be discontinued. If it was a good thing to learn before the war, it ought to be just as good now. President Wilson says we are at war with militaryism as is demonstrated by the Kaiser, and that the Germans as a people are not sought to be destroyed. Therefore, if it is the German government and not the Germans as a people that we are endeavoring to crush, why should the language be suppressed? However, it has always been hard for many people to understand why German should be taught in the schools and not French, Swedish, Spanish, Japanese, and the other foreign languages, unless it be that the German language is more common in the United States than any other. It would now appear, however, that in view of the probability of many of our young men being sent to France in the near future, that the French language should be given preference over any other.

There still seems to be some disposition on the part of certain disgruntled and disappointed property owners to cause the commission of public docks to rescind its action in the purchase of the St. Johns property for the grain elevator site. The plea is made that they offered to donate land free for the location of this important system of elevators, whereas, the site chosen had to be acquired by purchase. The reason for their grief and disappointment is obvious when it is realized that the free sites were evidently offered to act as a lever in hoisting the price of their adjacent property and make it more marketable. It would be difficult to convince the ordinary mortal that their interest was wholly disinterested and unselfish. But these property owners who lost out, after submiting their propositions to the dock commission, should now have the good grace to hide their disappointed grief from the public gaze. The propositions they submitted were fully considered, and even as a free gift their offerings found less meritorious than the land acquired by purchase. The Portland Realty Board is said to be taking a belated interest in the murmurings of the disappointed ones. If this be true, it would not seem difficult to find a motive for such interest. The Portland Realty Board may scarcely benefit by the St. Johns location, as it may not have a tendency to stimulate the realty market within the "three mile limit.' The claim of Commissioner Muck to the strip of land along the river fronting the elevator site will not necessarily influence the dock commission one way or another. As we understand it, without entering into the merits or demerits of Mr. Muck's claim, the owners whom have disposed of their holdings to the dock commission have agreed to take care of any claims that may arise. So it is quite apparent that the sale will stand and the elevators be erected as previously announced. The dock commission has shown excellent judgment in the matter and are deserving of the warmest commendation for the wisdom they have exercised. The article by Marshall A. Dana on the first page of this paper conveys some convincing reasons why the site chosen is by all odds the best of any submitted. The elevators undoubtedly will be erected in St. Johns, in spite of any effort put forth to the contrary.

A point that should not be overlooked or forgotten in connection with the purchase of the St. Johns property is that after the dock commission has utilized all the land needed for elevator, coal bunker and other structures they may have in mind, if the balance of the land be placed on the market a price equal to that of the purchase price for the entire property could no doubt be obtained, thus giving the dock commission virtually a free site for their institutions. The dock commission in their foresight in purchasing more land than needed for the purpose, certainly have as much right to secure advantage of enhanced valuation by reason of the elevator construction as would an individual who offers a free site in the expectation of adding the value of the free land and then some to his adjoining property by reason of the elevator construction in close proximity. The St. Johns purchase is an excellent buy from whatever standpoint viewed.

Legislation permitting development of western water power would relieve the fuel situation, increase fertilizer production, lower the cost of paper, furnish needed material for amunition and relieve labor shortage.

To relieve the labor situation an effort is being made in western states to replace the working of the "full crew" law which necessitates the hauling of several thousand unnecessary employes. Pennsylvania has suspended the act and several thousand men have been released for useful work.

Backward turn backward, oh time on thy way; give us some rain again, just for one day. Take us back to April and give us a soak; the cistern is empty, we're ready to choke. The dust and the heat make each minute an hour; turn back and hand spring and give us a shower.—Sellwood Bee.

A strange thing about the waters of the Willamette and Columbia rivers is that when one sinks beneath the water he seldom returns to the surface, when the person does not know how to swim. As a rule, in Eastern waters, the bodies come to the surface for the third time before drowning takes place.

Commissioner Dan Keliher is interesting himself in the high rates charged for telephone service in the city of Portland, and he states that the prices charged far exceed those obtained in other cities of the United States. Good for Dan. It has long been realized that the rates were excessive here, apparently without sense or reason. It is to be hoped that Mr. Keliher will find a way to bring the telephone companies to a rational rate.

Coal bunkers in the Portland are a practical necessity, and the sooner they are installed the better it will be for this port. As conditions now stand the vessels that comes into the harbor to take on or discharge cargo must go to British Columbia to coal, a round trip that is altogether an expense that could be well eliminated were there coal bunkers here. It is only a question, however, of a short time until bunkers will be located on the land purchased by the dock commission in North St Johns.

Hop pickers, attention! Get your supplies at the St. Johns Hardware Co.

Alex. Kerr and family left yesterday morning for Aurora, Oregon, where they will locate on a large ranch.

R. Markwart, who was badly injured at the ship plant on the west side of the river recently, is improving, we learn, and expects to return from the hospital next week.

Miss Hazel Gaines has resumed her place at Beam's Confectionery, after spending several weeks at Newport and other Coast points. She has been with Mrs. Beam for over a year, and her many friends are glad to see back.

The local shipbuilding company is prepared to start the construction of two more buildings at their plant here. Both structures will be 40x80 feet in dimensions. One will be a joiner shop to be used in outfitting vessels, while the other structure will be a machine shop.

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