

# ST. JOHNS REVIEW

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## Elevator Big Affair

The terminal which Portland is creating at St. Johns will put this city in the front rank of Pacific coast ports in port facilities. It will double the city's power to serve the quarter of a million square miles tributary to it. It will stimulate water transportation not only from the sea, but on the Columbia and Willamette as well. It will cause Portland to be ranked higher as a point of transhipment for intercontinental and transcontinental as well as Northwest freight movement. As rapidly as possible the wild overflow land west of St. Johns on the Willamette is being rapidly transformed into a modern terminal with all its facilities.

The area next the river will be used for the bulk grain elevator, the pier for sacked grain and heavy freight, slip No. 1 with berthing capacity for four large vessels, and then a series of piers and slips terminating in space for public coal bunkers.

On the water side a wide basin of a uniform depth of 30 feet at low water is being dredged out as a ship anchorage. The 2,000,000 cubic yards of material to be removed in creating this basin will be used to raise the site to an elevation of 32 feet above low water. The basin will join the 30 foot channel to the sea with the terminal site. To the rear of the elevator and docks is an area of considerable extent which will be divided into blocks and streets and leased to industries needing convenient transshipping facilities. This proposed industrial development has not been generally noticed, but it is important not only from the investment and payroll viewpoints, but as a demonstration of the close relation between the development of manufactures and of water transportation facilities. The public dock commission is planning trackage, water and electric power and light installation that will serve the industries as well as its own plant.

The "St. Johns terminal" is the result from the vote of \$3,000,000 in bonds by the people of Portland at the last municipal election. With the proceeds of the bond issue, G. B. Hegardt, engineer of the dock commission, says that the first 1,000,000 bushel unit of the bulk grain elevator can be constructed, together with a second 1,000,000 bushel unit later on, the work house, office and track shed, pier No. 1, with its two level dock having capacity for at least 1,000,000 bushels of sacked grain; slip No. 1, 1200 feet long and 260 feet wide; pier No. 2, which is to be an open dock, and part of pier No. 3. There will be money enough to pay the cost of filling the entire area of the site and to do all the dredging necessary. The extensive trackage system for movement and storage of cars will be completed. And then there will be money enough left to provide for the Port of Portland commission coal bunkering facilities when the commission decides that it is time to act in obedience both to the frequently expressed public desire that Portland should be placed in position to compete with other ports and the authority granted the commission by law.

The building of the bulk grain elevator will very materially increase the port's efficiency in grain handling. A vessel will be loaded in not to exceed 48 hours. Now, for sacked grain, five to seven days are required for the loading process. The elevator will be entirely operated by electricity. Seventy to 75 loaded cars will be received at one time on the elevator track and it will be possible to remove the grain from six cars simultaneously. From 3,000,000 to 5,000,000 bushels of wheat should be handled during a season by the first 1,000,000 bushel grain elevator unit.

Portland has often discussed the desirability of cold storage facilities for fruit and fish. Some day shiploads of Oregon fruit will be carried by water both to the Atlantic coast and Europe. Some day Oregon capital will lose its timidity toward the development of a deep sea fishing industry in which Seattle is now the dominant Northwest factor. A marginal street on the terminal site will separate the piers and slips from a broad warehouse area which has been reserved for fish and fruit and her purposes.

The terminal will probably serve the lumber industry

## Big Mill May Resume

Early resumption of operations by the Monarch Lumber company, whose electrically equipped plant near East St. Johns is said to be capable of cutting ship timbers 120 feet long, may result from the recent supreme court decision, which has apparently put an end to bitter and complicated litigation which has kept the big plant closed for a number of years. In confirming the title of W. T. Patton, a former employe of the mill who has obtained a sheriff's deed to the property to satisfy a judgment for \$800 for personal injuries received while at work, the supreme court also holds the prior sheriff's deed of Captain E. W. Spencer void and all subsequent title holders without legal right to the property.

Another curious twist to the legal tangle is that by which Attorney John W. Kaste, who acquired title to the property from Patton, is now held the legal owner of the plant, which was valued at over \$1,000,000. The supreme court decision affirms the judgment of Circuit Court J. P. Kavanaugh. The case is declared to be the largest ever threshed out in Multnomah county and it required the supreme court 12 weeks to decide the case. The property consists of 28 acres on Oregon slough adjoining the Union Meat company, and has a frontage of 2000 feet on deep water. Two sawmills, etc., and an electric power plant are included. The mills are operated by electricity. Thirty-five hundred horse power boilers develop 2500 kilowatts per hour. Surplus power is sold to the Union Meat company and other industries on the Peninsula. The property includes a block of ground at Kenton on which is a retail lumber yard. The plant was built in 1911 at a cost of \$1,000,000. The big mill has a capacity of 300,000 feet per 10 hours and the little mill 75,000 feet.

almost as importantly as it does the wheat movement. Pier No. 2 will be used for lumber, steel and other heavy materials which can be placed in the open. When necessary portions of pier No. 1 can be used for other freight than grain. When business increases and it is found necessary to cover pier No. 2 and pier No. 3 then pier No. 4 will be built, says Mr. Hegardt, for the accommodation of lumber and other commodities. The lumber handling facilities will be especially useful to Willamette valley lumber interests.

The public dock commission is not going to be content with merely building facilities for handling grain, lumber, steel and other commodities. It will conduct a "selling campaign" in the territory in which Portland and Puget Sound compete for business. As soon as the elevator and the pier construction reach to a point where without strain of the imagination, one may visualize the completed plant, representative wheat growers will be invited from all districts to be the guest of the commission on an inspection trip. The grain elevator is being provided largely at the instance of the interior wheat growers, many of whom are building bulk elevators at local terminals, and Portland wants them to see how fully their wish is being granted.

—Marshall N. Dana in Journal.

## Spent Holidays Here

A number of girls of the James John Alumni who have been teaching have been spending the holidays in St. Johns. The list includes: Misses Nettie Toole, Ruth McGregor, Olive Zimmerman, Jennie Olin, Minnie Miller, Alice Wrinkle, Celia Hunkins and Gertrude McCarthy. The James John Alumni held their annual Xmas party at the home of Miss Arlene Shaw. The affair was a Kid Party and it was a splendid success in every detail. Those present were fittingly costumed and acted their parts most charmingly. Miss Shaw proved a most delightful hostess. Misses Minnie Nolan, Clara Nelson and Lourena Rawson are St. Johns girls from Oregon Normal School who are spending the holidays with their parents.

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## The Steady Subscriber

How dear to our heart is the steady subscriber Who pays in advance at the birth of each year, Who lays down the money and does it quite gladly, And cast 'round the office a halo of cheer.

He never says "Stop it; I cannot afford it, I'm getting more papers now than I can read," But always says "Send it; our people all like it In fact we all think it a help and a need."

How welcome his check when it reaches our sanctum, How it makes our pulse throb, and makes our hearts dance; We outwardly thank him; we inwardly bless him; The steady subscriber who pays in advance. —Ex.

## To Construct New Road

Application of the Grant Smith-Porter-Guthrie Shipbuilding Company for permission to construct a logging road across the St. Helens road and the tracks of the Spokane, Portland & Seattle Railway, near Holbrook, was granted by the Public Service Commission at a hearing in Portland Saturday. The preliminary work of constructing the logging road will proceed, ending the formulation of an order by the commission specifically prescribing the type of construction. The object of building this road is to enable the shipbuilding company to reach a tract of timber approximately 800,000,000 feet that will be utilized in the construction of ships for which the applicants hold Government contracts. "It is the policy of the Commission," said F. J. Miller, the chairman, "in every way to encourage the development of shipbuilding. The construction of this logging road means much to Portland in the development of this very industry. I am convinced from the disposition shown by Chairman Hurley, of the United States Shipping Board, to continue the building of wooden ships, that the lumber industry of the Pacific Northwest is finally to come into its own."

## Locates at Vancouver

The great steel shipyards of the G. M. Standifer Construction Corporation will be located in Vancouver, below the North Bank Railroad bridge. The company already has contracted to build 10 steel ships of 9500 tons each for the United States Government, at a total cost of \$17,000,000. This contract is more than \$1,000,000 greater than the assessed valuation of Clark County. Options were closed Friday for about 50 acres and immediately afterwards a special election was called for Wednesday, January 16, to vote on a proposal to bond the Port of Vancouver for \$185,000 to pay for the land. This site will be leased to the G. M. Standifer Construction Corporation for a nominal consideration. The plant will cost more than \$1,000,000 to build and work on the construction will begin soon. It is said that a least 5000 men will be employed by this big concern and it is believed that the population of the city will reach 25,000 within two years. The G. M. Standifer Construction Corporation has its main offices in Vancouver and is now building six ships there, each of 3500 tons dead weight, in addition to four more ships in North Portland.

Residents of St. Johns having taxes and city liens to pay in Portland can make their payments without inconvenience by availing themselves of our services. We will pay same and secure your receipt without inconvenience to you. Fee, 25 cents. References: Any St. Johns Bank.—Peninsula Title, Abstract and Realty Co., by H. Henderson, Manager; 402 North Jersey street.

For Sale—Five room cottage, modern conveniences, close in, fine river view, paved street, sewer, nice garage, fine corner 50x100 lot. Going to leave city, must sell soon. Price \$2500. S. W. Rogers, 202 N Jersey street.

Patronize the home merchant.

## Ferninst Opera House

The Review as a general rule does not publish anonymous communications, but it makes an exception in the following to give the unknown an opportunity to air his views on the opera house question.

To the Editor of St. Johns Review:—Permit me to add a few words to an article written by A Booster. I admire anyone boosting for our community, but I don't approve of knocking the few enterprisers we already have. Having considerable experience in a business way with a number of enterprises, I will endeavor to show the business end of it. For we cannot confine our questions to only what we need, but must include what we can afford. A big majority of our families and communities need a great deal more than they can afford. Mr. Booster seems to think if we would have an opera house people would be spending more money with our home merchants. If one must go to Portland to see a first class opera, that's no excuse for bringing back things which can be gotten here. For myself I will state, and I know this will apply to many others, that when I go to see an opera I go to see an opera only and not for the purposes of bringing packages back with me when I can get them here. We have hardware stores, drygood stores, clothing stores, grocery stores and drug stores. While not as large a variety as some uptown stores, yet sufficient to supply any immediate want. If I should need something in the hardware line, which they wouldn't happen to have, they would get it for me just as soon and for the same money as I could get it. If I should want a certain article in clothing which they do not carry in stock here, I go uptown for that article only and buy the rest in St. Johns as any loyal citizen should.

I wish to ask what kind of an opera house has he in mind, something in the class with Orpheum and Heilig? And has he any idea what the building would cost at the present high price of material and labor? If not I would suggest he better consult a first class architect. I will state that any building like that at present time would be a business failure and commercial suicide. And will venture to say if Mr. Booster had acquired, through business ability, sufficient wealth to enable him to put up a building of that class and owned any of the prominent corners in St. Johns, that he would ten to one sooner invest in U. S. 4 per cent Bonds. And I think he would show good judgment.

It's true that we have several hundred people working in our community. But how many times a month can these people afford to pay \$2.00 or \$3.00 to see a first class opera. For the benefit of those that don't know I will say, we can barely afford one moving picture house. We had two, but one expired. Why? Not that they made sufficient money to retire on, but because there was not business enough for two to buy a meal ticket.

Suppose we had the house you have in mind, would a first class opera come here to play? No, they would play in a house on Broadway and your Jersey street opera house would be all dark for want of business. And we would be obliged to travel several miles to see an opera, just as we are today. But we will go a step further. Suppose we had the opera house and troupe would venture out here to play, that class of people that are in the habit of bringing packages from Portland would go to the Broadway opera just the same and Jersey street would be deserted again. The troupe would not make enough to buy a meal and carfare, consequently would be obliged to hoof it back hungry. Results, another empty building. I think green lawns are more attractive to our community than empty store rooms and opera houses.

Now we have a first class moving picture theatre here, which shows the same high grade productions as you see on Broadway and Washington street and cost you less money. So why buck it? When we know by past history that is the only one we are barely able to support at the present time. Do you know as a matter of fact, there is not a single opera house in the city of Portland paying dividends? Seems to me we are always clamoring for something, and if we do get it then can't properly take care of them.—Observer.

## Will Not Draft at Present

Except to fill vacancies in calls already made, no more men will be drafted from Oregon or other states before February 15. As all questionnaires will be completed before that date, this will give men taken hereafter, except a few as may be needed prior to February 15 to fill vacancies, the advantage of the new classification system. Very few men would have been taken from Oregon in any event prior to the next draft, which is now announced will not be earlier than February 15. This is one of only 10 states that have already filled their quotas in the first draft, barring a few vacancies caused by rejections at the training camps. Future draft quotas are to be filled first from Class I, comprising men without dependents. They will be drafted from deferred classifications only when Class I is exhausted, thus making it necessary to go to the next class for enough men to fill up the quota. An exception to this will be made in the case of experts and men highly skilled in agriculture or industries. It is announced that the Government soon will call for a large number of men of this special class. They will be taken as needed for special work from whatever classification they may have been granted. A limited number of officers not now in active service, and retired officers of the Oregon National Guard, who are physically fit and between the ages of 23 and 47, are eligible for enlistment as privates first class for attendance at the next Officers' Training Camps, which begin January 15. Official word to this effect has just been received by John M. Williams, Acting Adjutant General, from the Chief of the Bureau of Militia Affairs at Washington, with the request that it be given publicity. Applications for the camps by such officers must be approved by the Bureau. Those qualifying at the camps, which will be held in Southern California and the Southern States, will receive commissions.—Adjutant General, Portland.

## Will Produce Play

The Knights and Ladies of Security are at work in the preparation of the opera they will produce in the near future and rehearsing will begin at once. Good talent is being brought together and Mr. Harry DuRoss, former tenor with the Boston Lyric Opera Co., has been engaged to direct the production. Beside the principals, a chorus of about 40 people will be used and the public is assured of hearing one of the best musical efforts ever given in Portland. It is expected that all the councils of Portland will assist St. Johns Council in making this entertainment a gala event. Mr. DuRoss is at the Leo Apartments and would be glad to hear from any who care to take part in the entertainment. "La Mascotte," Audran's most comical creation, will be the attraction and some of Portland's best known and favorite soloists will be in the cast.

## A Malicious Report

A false and malicious report has gotten into circulation to the effect that Mary J. Harney of St. Johns sent a sweater to the Red Cross Association with her name attached, and that later Mrs. Harney received a letter from a soldier who stated that he had received the sweater, liked it, but had to pay eight dollars for it. Mrs. Harney states that she did knit several sweaters for the Red Cross, but in no instance did she attach her name to same, and she did not receive a letter from a soldier or any one else regarding the sweaters. How such malicious reports get into circulation is a mystery, but the originator, if discovered, should be dealt severe punishment. It is evidently an attempt to discredit the noble work of the Red Cross workers.

Telephone orders given prompt and careful attention. Give us a trial for quality. Grocery prices always right.—Alex S. Seales—Phone Col. 210.

Send in your news items.

## Plans Completed

City Engineer O. Laugaard has completed a plan for the dredging of Oregon slough which contemplates federal aid and which would serve the threefold purpose of furnishing water transportation to the Kenton industrial district between Fairview and the extension of Union avenue and, what is considered most important to the city, furnish sewer drainage into running water for the entire Peninsula district.

"It is a project which the government can aid through congressional appropriation because of its water transportation," says Mr. Laugaard. "It would be of great aid to the drainage district organized by the owners of Columbia bottom lands west of Fairview. It would solve the difficult problem of outlet for sewers needed for drainage on the Peninsula. My thought is that these sewers should be located so that at the time when it becomes necessary to abandon the practice of discharging sewerage directly into streams a reduction plant can be installed at the point where they come together."

Mr. Laugaard suggested that sewer drainage districts would have to be organized for the drainage of North Portland and the Peninsula districts. He has forwarded a draft of the plan to the war department at Washington. The plan contemplates the dredging of Oregon slough for navigation from the Willamette on the west to the Columbia on the east.

## Join the Home Trade Life Guard



Do you wish to PRESERVE THE LIFE of your home town? If you do, trade with your HOME MERCHANTS. BE NEIGHBORLY. You work for COMMUNITY INTEREST when you DEAL AT HOME. Don't Pull a Prop From the Town You Live In by Spending Your Money Elsewhere

## Returned from Montana

Hubert S. Simmons returned Wednesday from Hesper, Mont., where he had been engaged for the past ten months with T. H. Cochran & Sons in railroad construction, Mr. Simmons having charge of the finishing work. They completed about 40 miles of track running from Hesper to Rapelle for the N. P. Co., and known as the Lake Basin branch. Hubert said they had enjoyed fine weather at Hesper, except that it was rather cool at times. Now, however, the cold weather has come. Mr. Cochran and sons expect to return in a week or so, when the contract will be finished. P. H. Edlefsen, who superintended the traction work, arrived home some time ago. Hubert is glad to get back to good old St. Johns once more.

Statements, envelopes, letter heads and all other kinds of commercial printing turned out on short notice and in neat and tasty style at this office. Do not attempt to get along with unprinted stationery, when you may have it furnished and nicely printed at the Review office for small cost.

Note the label on your paper.

## St. Johns' Roll of Honor

Following is a list of those from St. Johns who have enlisted in Uncle Sam's service and who are now at the different training camps. We probably overlooked some, as it is exceedingly difficult to learn them all. So if you know of any overlooked, will you kindly furnish their names, so that they may be added to St. Johns Roll of Honor.

Taylor M. Whitmore, Athill W. Irvine, Deane H. Knowles, Earl H. Knowles, Theodore Bugbee, H. Byron Poff, Armand Olin, Claude E. Harris, Russell Poff, R. P. Galloway, Chas. E. Garlick, Murne Donaldson, Glenn Haskell, Ray Clark, Benjamin Swan, Hubert Martin, Leon Sorber, Donald Strickland, Lowell Anderson, John LaVillet, Frank L. Thompson, Orin Lear, Hal J. Davis, Donald N. Trowbridge, Bert Larson, Alan Ruth-erford, Homer Plaskett, Henry Brandenburg, J. W. Welch, David Bowe, Clyde Heath, Walter Mayer, Fred Scmallings, John Boggs, Ernest Johnson, Hiram Eatinger, Kenneth Simmons, Thornton Toole, Eugene Hiatt, Dowe Walker, August Jensen, Ray Myer, Walter Pearson, Elmer Maples, Roy Gagnon, Harold and Arthur Holcomb, Lester D. and Basil B. Smith, Bryant Kilkenny, Paul Rude, Emory Gilmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindle C. Satterlee, Gordon and Wilbur Beilinger, Zelta Rice, John O'Neill, Harry Truman, Frank Green, Walter Rickson, Frank Whitney, Thomas Reynolds, Carlyle Cunningham, Percy Smith, Frank Whitney, Arthur C. Clark, Alphonso Fox, Harry O. Hughes, Geo. Downey, Thos. E., Edward G. and Ingolf Willikson, F. Edward Isbell, Graham Moxon, G. Lincoln Fassett, Harley Manning, Grover Carroll, Clyde Miller, Adolph Carcher, John Bacey, Wm. Moe, Albert Hyde, Reed Chamberlain, Ray Vanderbeck, Richard Barley, Cecil Maxone, Frank Bugbee, Ivan Faber, Bert Sundstrom, Gail Perrine, Norman Nelson, Grover Barron, Harry J. Simmons, Thos. Roberts, Max J. Witters, A. Tallman.

## A Pleasant Surprise

A successfully arranged and pleasantly carried out surprise party was given in honor of Mr. Daniel Hogan's forty-seventh birthday on New Year's eve at his home, 408 Tioga street. Those present were: Rev. Father Van Halder, Father Raymond, Mr. and Mrs. E. F. Moore, Mr. and Mrs. James Bailey, Mr. and Mrs. John Kirkhoff, Mr. and Mrs. F. W. Starkey, the Misses Bessie Barron, Mary Barron, Laverne Moore, Master Wilfred Moore, Clarence Starkey and Ralph Starkey. A most pleasant evening was passed and the usual good things to eat were fully enjoyed.

Plans are maturing and announcements are expected to be made in a few days of the establishment of another steel shipbuilding plant here to have from four to six ways. The information comes from reliable sources, and details will be forthcoming upon the closing of the details. The plan is to construct all boilers and other necessary equipment in addition to the construction of the vessels. The officials of the new company have been conducting the negotiations quietly and the details were not to be given out until completed.—Abstract.

The Union of all the churches of St. Johns in the week of prayer is in progress. There is a transparent and brotherly purpose on the part of both ministers and laymen to discover and frankly confess any failures of the past, and to grandly meet the increasing opportunities and demands of our growing community in this most crucial year of the world's history. The Baptist and Methodist churches will close this week of confession and intercession with a union service at the Baptist church.

See Mrs. M. C. Soule before purchasing site for St. Johns hospital. Warehouse and business property of all kinds. Full block on Edison street will be sold very reasonable. Call 510 North Jersey.

Note the label on your paper.