

ST. JOHNS REVIEW

VOLUME 14

ST. JOHNS, PORTLAND, OREGON, FRIDAY, MARCH 1, 1918.

NUMBER 16

Cut Out the Red Tape

If there ever was a time in the history of Portland when red tape should be cut squarely in two, that time is now. The greatest handicap and impediment in the rapid growth of the city is superfluous regulation and inspection. A permit or an inspection is required in almost every step taken toward construction of a building. A prominent St. Johns contractor once made the statement that it costs \$150 more to build a fair sized house in Portland than would be the case if inspection and the red tape and vexatious delay that is confounded with it were abolished. Why should a man building a home be compelled to pay \$150, more or less, for red tape before he can occupy it? It is doubtful if there is a city in the United States with so much regulation and inspection in force as in Portland. The stranger is apt to imagine that there is not an honest, conscientious and capable plumber, electrician or contractor in the city, because all work must be O. K.'d by some of Portland's army of inspectors before a building can be completed. It is a reflection upon the intelligence and honesty of men skilled in their various professions. Inspection carries with it the presumption that tradesmen are dishonest, or lacking in intelligence and judgment. Why not do away with a large part of the inspection? If a man wants to build a home, why should he not be allowed to go ahead and have it constructed to suit himself? If he wants the plumbing done in a certain manner, why in the name of common sense should he not be allowed to have it done that way, so long as it is sanitary, and why should not the same privilege be accorded in regard to electric lighting? We boast about this great free country of ours, but as a matter of fact there is less freedom in Portland than in probably the case in some benighted countries. Practically everything is permit, regulation and inspection and license. It would be a fine thing if a large delegation of citizens should at some time in the near future proceed to the city hall and make a vigorous protest against what is termed by many as useless and unnecessary requirements. Especially so is this true of the suburbs, where greater latitude should be permitted. Remove the expensive regulations and inspection and St. Johns would grow by leaps and bounds. Of course there should be certain rules and regulations relative to sanitation and safety that should be laid down and these could be followed by the electrician, plumber or contractor without an inspector passing upon each move that is made. And if these rules be violated, fine the tradesman, but do not make the innocent party for whom the building is constructed pay a fine every time he builds. Cut out the red tape and give Portland a chance to grow.

Doing Good Work

The following completed articles have been turned in by the local Red Cross Auxiliary: Red shirts, seven dozen; pajamas, six pairs; shoulder wraps, one dozen; body bands, six and one-half dozen; arm slings, one dozen; convalescent coats, half dozen; head bandages, five; sweaters, eighteen; socks, thirteen pairs; wristlets, eight pairs. Donations—Miss Minnie Krauchle, one muffler; Mrs. Colhill and Mrs. Tilden, ten dish towels; Mrs. Irvine, twenty handkerchiefs; six napkins, ten tray cloths, three pairs bed socks. Mrs. Cranton, 86 years of age, knitted one of the sweaters that was brought. The lecture on Meats was given by Mrs. Shaw of Portland. A full attendance is desired at the next meeting. More dish towels are wanted.—Reporter.

Remember the special sales at the St. Johns Millinery and below cost until March 1st, in order to make room for new Spring goods which will soon arrive.—Mrs. M. E. Crane.

L. C. Fones, an expert horticulturist with fifteen years experience and ex county fruit inspector of Multnomah county, solicits your spraying and pruning. Phone Columbia 106.

St. Johns Fair Store, E. W. Foy, prop.; household utility supplies and general notions, 207 N. Jersey St. Highest quality goods at lowest prices. Next to Electric store.

Building Getting Active

That St. Johns is going some these days is evidenced by the building permits below, which were issued during the past two weeks:

L. E. Rose, garage, 715 S. Kellogg street, \$75.

Bickner Bros., repair two story building, 102 N. Jersey; N. A. Gee, \$200.

Peninsula Security Co., repair one story building, 214 Burlington; N. A. Gee, \$50.

Bickner Bros., repair one story shop, Burlington and Jersey, N. A. Gee, \$25.

Mrs. Geo. Wilson, repair residence, 921 N. Syracuse, W. J. Nolan, \$90.

Mr. Churchill, repair shop, Pittsburg and Bradford, \$60.

Bonham & Currier, one story residence, Chicago and Smith ave., E. H. Tennant, \$760.

J. W. Borders, three one story residences, Central and Alma, \$1700 each.

F. P. Drinker, three one story residences, Baltimore and Decatur, \$1700 each.

J. W. Bawer, repair one story lunch room; D. W. Loar, St. Johns, \$300.

Cozyhome Construction Co., three one story residences, Lombard and Buchanan, \$1500 each.

Grace B. Nickerson, repair residence, 446 Chicago, \$50.

O. D. Jueghs, repair residence, 717 South Jersey, \$50.

James Blackburn, repair residence, 838 Willamette, between St. Johns avenue and Catlin street, \$50.

James J. Winters, erect garage, 1116 S. Gresham between Burr and Ida, \$50.

Grant Smith Porter-Guthrie Co., one story power house, Bradford and Chicago, \$50; one story toilet, New York and Bradford, \$50; one story toilet, Chicago and Bradford streets, \$50; one story power house, foot of Baltimore, \$350; one story shed, Bradford and New York, \$250; one story shed, Bradford and Baltimore, \$250; one story lumber shed, Bradford and Chicago, \$100; one story office, Bradford and Baltimore, \$150; one story warehouse, Bradford and New York, \$300; one story shop, Bradford and Chicago, \$250; one story office, Bradford and Baltimore, \$100; one story machine shop, James John addition, foot of Bradford, \$2000; one story dock, Catlin and Harbor line, \$10,000.

Wedding Engagement

Formal announcements are out announcing the engagement of Miss Hortense L. Ingalls and Mr. Paul De Vries Manning of Pasadena, California. The secret was made known at an informal at the Methodist parsonage Friday evening, February 8th. Since the date was so near that of February 14th, the Valentine color scheme prevailed, and hearts and cupid were used in profusion. Miss Ingalls is the eldest daughter of Rev. and Mrs. W. Edwin Ingalls of Amity, is a Junior at Willamette University and well known in Salem and Portland. In Portland she was connected for some time with the O.-W. R. & N. Railroad, acting as special clerk in the auditing department of that company. Mr. Manning was formerly a student of Willamette University but graduated from Leland Stanford University and has done post graduate work at Troop College of Technology in Pasadena. He is a member of the Alpha Chi Sigma and Phi Lambda Upsilon fraternities of Stanford University. He is now on detached duty in the government research laboratories connected with Troop College.

This is the culmination of a romance begun in their early college days when Miss Ingalls was a student in Willamette Academy and Mr. Manning an upper classman in the University. It is anticipated that their marriage will take place in the Spring, but definite arrangements have not been completed, as Mr. Manning is subject to orders from Washington, D. C.—Amity Standard.

Miss Ingalls is well and most favorably known in St. Johns, where her father was pastor of the Methodist church for several years, and her engagement announcement will come as a pleasant surprise to her many friends here.

For hemstitching, accordion and American knife pleating, button covering, button holing, scalloping, chain stitch embroidery, pinking, couching and braiding, see Mrs. W. L. Montgomery, 415 N. Kellogg street, back of St. Johns postoffice.

Send in your news items.

Second Ship Launched

A large number of people, both from St. Johns and Portland, witnessed the launching of the second ship Sunday afternoon by the local ship plant. Inspiring music by the ship plant band enlivened the occasion, and the launching was a splendid success. Concerning the affair Monday's Oregonian states:

Overhead the clouds hung low and menacing; a gentle rain was falling about the broad lower harbor at St. Johns Sunday afternoon. Little launches and boats were darting here and there as if nervous. Suddenly there appeared a rift in the clouds. The warm, kindly rays of a mild afternoon sun burst forth for a moment and shone down upon the steel gray bow of a trim ship which lay poised upon the ways. "She moves," cried a thousand voices in unison.

There came the crunching of heavy timbers; the rattling of chains; the band struck up "The Star Spangled Banner," heads were bared; men, women and children stood at attention. Down, down, she glided, easily, sedately; from bow to stern the stars and stripes flapped joyously. With a final effort the stern struck the waters of the Willamette. Smoothly she rode to the fair banks of the river until the chains came taut.

Such was the launching of the wooden steamer Biloxi—born of a desire to stamp out Prussianism for all time to come, and built for the United States Shipping Board for service on the Eastern seas. Without mishap of any kind she glided down her ways, and in less than an hour she was towed to the side of her sister ship, the Wasco, which was launched but a week before.

The Biloxi left the ways at 2:40 o'clock, just a few minutes late because of minor delays. She was sponsored by Mrs. George E. Teufel, wife of the superintendent of the Grant Smith-Porter-Guthrie Ship Company, builders.

Aside from the thrill which naturally attends the launching of a Government ship for war purposes, the one thing which stood out most prominently at the launching Sunday was the matter of fact manner in which scores of workmen gathered up their tools and began to work on the empty ways, preparing for the building of another ship.

"Speed, more speed," is the battle cry from the Shipping Board at Washington. "Another hull in place on the ways made vacant today by the Biloxi by Tuesday noon," is the answer of the Grant Smith-Porter Ship Company.

None but the employees of the company and members of their families were allowed a point of vantage about the ways for Sunday's launching. But every dock, every piling and every boat in the lower harbor was put to the emergency test to accommodate the several thousand persons who would not be denied. Here and there about the docks the Army khaki and the Navy blue mingled and gave the launching a military aspect.

The Biloxi, which is one of twelve Hough type wooden ships being built by the Grant Smith-Porter-Guthrie Ship Company, is the second of this particular fleet to be launched. The third ship, probably the Kasota, will be launched next Sunday. In addition to this fleet of twelve trim boats of generous proportions, the company is constructing eight ships of the Ferris type, several of which will soon be ready for the water.

"We expect to have one launching a week for several weeks to come," said company officials yesterday. "And as fast as one ship leaves the ways, another hull will be ready for placement."

Alex Scales for A1 groceries. Nothing but the best and always fresh. Phone Col. 210; 510 Fessenden street.

Piano Tuner, J. L. Wall, 601 E. Buchanan. Phone Columbia 569. Tuning and voicing, action regulating. Expert work guaranteed.

Rabbits for Sale—New Zealand, Flemish Giant, Rufus Red, White Pinkies and Belgians. All ages and all prices.—C. R. Chadwick & Son, 219 N. Swenson.

If my work pleases you; please tell your friends. If not, tell me.—Rogers, 202 N. Jersey street.

Alarm clocks, from \$1.25 to \$4.75. Currin Says So.

Biloxi

Biloxi! we behold thee now—
O, what a mighty boat;
From St. Johns yard we find
thou art
The second ship to float.

'Twas Sunday, on the twenty-fourth,
The month of Feb.,
We came down to the river's bank
Thy launching for to see.

We wish thee well on all thy trips,
We need ships more and more,
To Europe's war wrecked shore.

From verdant forests everywhere
We take selected trees,
From roots and curves we find
in them
We make thy many knees.

From many acres trees were cut
To build a ship so good;
We take the best to make thee strong
The rough seas to withstand.

A million and a half in feet
A ship like thee to make,
And thirty-five hundred, there about,
Of tonnage thou can take.

Two hundred and thirty five feet
That is thy length, we find;
The type of vessel thou art made
Is called the Hough design.

We bring long logs from mountains high,
And some from distant hills,
And then we skid or tow the rafts
Tosaw and planing mills.

The workmen then construct thy ways
On which they lay thy keel,
And re enforce thy wooden hull
With bolts and rods of steel.

And when the planks are on thy deck,
And paint is on thy side,
'Tis then the people gather 'round
And look at thee with pride.

And as we wait mechanics work,
It moves—but rather slow,
And as thou speeds along the ways
We hear the whistles blow.

And as the water presses back
We see it foaming white;
The multitude around thee cheers
As they behold the sight.

They throw thy anchors overboard,
The chains they drop with care,
And all the time upon thy deck
We see "Old Glory" there.

—O. O. Smith.

Seventeen girls belonging to the Hiak Klawata club went on a hike to MacCleary Park on February 22. They left St. Johns on the 9:30 car, rode out near the park entrance and then walked back thru the park and home by way of Whitwood Court. All who went reported a splendid time.

At the regular Thursday morning assembly, in behalf of the Hiak Klawata club, Marion Dunsmore presented a large service flag, holding 30 stars, arranged in form of J. J., the remaining stars making a border around these letters. The Hiak Klawata girls earned the money in different ways, with which they bought the flag. The boys represented in this flag are: Wyeth Jayne, Harold Trumbull, Ivan Faber, Bertil Sundstrum, Cecil Magone, Alan Rutherford, Hubert Martin, Donald Strickland, William Deerdorf, Byron Poff, Frank Bugbee, Theodore Bugbee, Basil Smith, Percy Smith, George Downey, Rufus Galloway, Everett Moore, Ray Hawkins, Victor Thomas, Thomas Gray, Homer Plasket, Oran Lear, Eugene Hiatt, Emory Gilmore, Carlyle Cunningham, Arthur Clark, Graham Moxon, Wilbur Bellinger, Gordon Bellinger, Adolph Asher.

The Commissioner of Public Docks will receive sealed proposals until 11 a. m. March 14th for the construction, with appurtenances, of Pier 1 at St. Johns Terminal. Pier No. 1 is to be a 1200 foot structure, one-half of which is to be two stories high and the remainder one story high, constructed on a pile foundation, which will require the driving of over 5000 piles. The superstructure will be of galvanized iron with a four ply felt roof. The shed will be 180 feet wide with a 27 foot platform on one side and a 14 foot platform at the rear, which will provide trackage facilities and which will be included in this contract. The pier will be divided by a concrete fire wall. The galleries will extend for a distance of 1150 feet along the dock. The equipment to be installed includes a ten ton capacity Barlow marine elevator, adjustable ramp to steel constructed and motor driven; stationary power ramp to be used in handling cargo from the lower to upper docks.

Authority was granted to advertise for bids on 100 two wheel and 24 four wheel cargo trucks, together with grain trucks and 12 scales at Pittsburg street dock.

The Christian Endeavor Society of the United Evangelical church gave an entertaining social in celebration of Washington's birthday Friday, Feb. 22. An interesting program in the church auditorium was followed by games in the church basement, which was decorated for the occasion. Favors in the form of small hatchets, which turned out to be the handles of red, white and blue fans, were passed out with the refreshments. Everybody seemed to thoroughly enjoy the event, and are looking forward to the promised times in the near future.

Pruning trees, roses, grapevines and seeding lawn. Best of references, 25 years experience. 610 Burr street, phone Col. 925. M. N. Amizich.

Lunch kits, vacuum bottles and fillers at Currin's.

All the greatest artists make records for the Victor. Currin Says So.

Help yourself and the community by boarding one or more of the ship yard rockers. Beds sold on easy terms at the St. Johns Furniture Co.

The building now occupied by Frank Gasser, the up-to-date and hustling proprietor of the St. Johns Phonograph Exchange, at the corner of Chicago and Jersey streets, will soon be replaced by a building 22x26 in size, which will afford Mr. Gasser more commodious quarters for his rapidly increasing business. He makes a specialty of the Stradivari machines and Emerson records. The new building, which will soon be under way, will afford room for carrying a large and varied stock. Mr. Gasser is a steady advertiser in the Review, hence his business could scarcely help but increase. No steady advertiser in the Review has yet failed in St. Johns.

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James John High School

The cafeteria on Thursdays, which always feeds all the hungry students, let them go hungry last week, owing to other necessary plans for class work.

The Student body held a business meeting Wednesday at which it was decided that the school as a whole should subscribe for membership in the Junior Red Cross.

The large study room made out of the gymnasium has proved a help to all the pupils, and as the library has been moved into one corner, the reference work can be done much more easily than formerly.

The basket ball game with Hill Military Academy proved to be our best game of the season, the score being 52-4, in our favor. Another game played with Estacada, on Washington's birthday, also resulted in our favor, the score being 26-9.

The Hiak Klawata have elected the following officers for this term: Donald MacGregor, president; Etta Patterson, vice president; Gwyneth Young, secretary and treasurer; Elmore Thomas, sergeant at arms; Marion Dunsmore, custodian of honor points.

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Will Receive Bids

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St. Johns' Honor Roll

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:

Taylor M. Whitmore, Athill W. Irvine, Dean H. Knowles, Earl H. Knowles, Theodore Bugbee, H. Bryon Poff, Armand Olin, Claude E. Harris, Russell Poff, R. P. Galloway, Chas. E. Garlick, Murne Donaldson, Glenn Haskell, Ray Clark, Benajah T. Swan, Hubert Martin, Leon Sorber, Donald Strickland, Lowell Anderson, John LaVillette, Frank L. Thompson, Oran Lear, Hal J. Davis, Donald N. Trowbridge, Bert Larson, Alan Rutherford, Homer Plasket, Henry Brandenberg, J. W. Welsh, David Bowe, Clyde Heath, Walter Mayer, Fred Semalling, John Boggs, Ernest Johnson, Hiram Eateringer, Kenneth Simmons, Thornton Toole, Eugene Hiatt, Dowe Walker, August Jensen, Ray Myer, Walter Pearson, Elmer Maples, Roy Gagnon, Lester D. and Basil B. Smith, Bryant Kilkenney, Paul Rude, Emory Gilmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindle C. Satterlee, Gordon and Wilbur Bellinger, Zelta Rice, John O'Neil, 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. Edwards, G. and Ingolf Willikson, F. Edward Isbell, Graham Moxon, G. Lincoln Fassett, Harley Manning, Grover Carroll, Clyde Miller, Adolph Ascher, John Basey, Wm. Moe, Albert Hyde, Reed Chamberlain, Ray Vanderbeck, Richard Barley, Cecil Magone, Frank Bugbee, Ivan Faber, Bert Sundstrom, Gail Perrine, Norman Nelson, Grover Barron, Harry J. Simmons, Thos. Roberts, Max J. Witters, A. Tallman, G. W. Stevens, Christ Lind, William E. Galloway, Geo. Worthington, Jack L. Douglas, Joy Milton Carnahan, Elmer Flynn, J. Elmer Thomas, Eugene Small, Howard and Basil Holcomb, Carl Smith, Sprague S. Marsh, William Ward, Bert Sundstrom, Glen Weiser, Louis St. Johns.

Naval Enlistment

Enlistment in the naval service has been reopened at the U. S. Naval Training Camp, Seattle. Any citizen between 18 and 35 is eligible. Recruits will receive a thorough course in naval instruction, said course averaging about four months. This Camp is regarded by naval officers as having the best all round combination of advantages of any naval training camp in the country. It is located on the grounds of the University of Washington and fronting on Lakes Washington and Union. All the facilities of the University are available for instruction. In connection with the station is the U. S. Princeton used for ship training. It is found that men who are trained at this Camp have a decided advantage when going to sea by reason of special knowledge gained while under instruction here, and many of them are rapidly promoted. This Camp is now being considerably enlarged. Additional recruits will be taken until the Camp is filled up.

What Consistency!

Because of the scarcity of coal public schools have been closed, union meetings are being held in the churches to save fuel, universities are being closed, and inmates of the hospitals are suffering from cold, yet the chimneys of the breweries throughout the United States, where prohibition is not in effect, are belching forth the smoke from the thousands of tons of coal that are being burned to manufacture beer. What consistency! Because of the scarcity of sugar throughout this country the dealers have been urged to sell not more than two pounds per day to any one customer, and yet over seventy million pounds of sugar are annually used in the manufacture of beer, and in nearly one-half of the states in this Union the saloons are open.—The Union Signal.

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Phone Col. 302

Myrtle W. Campbell

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1:30 to 4:30 P. M. Bank Building
7:00 to 8:00 P. M. Bank Building
Sundays, 9:00 to 10:30 A. M.

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Peninsula Bank Building
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Office Hours 9-12 to 1:30-7
Sunday 9-11
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