

ST. JOHNS REVIEW

Falls Most Beautiful

To all Oregonians, especially to school children, as well as to strangers, John Burroughs' description below of Multnomah Falls on our wonderful Columbia Highway, appearing in the Grade Teachers' Bulletin, will give pleasure:

The ride in the train along the south bank of the Columbia toward Portland, past The Dalles, past the Cascades, past Oneonta Gorge and the Multnomah and Lattourelle Falls, is a feast of the beautiful and the sublime—the most delicate tints and colors of moss and wild flowers setting off the most rugged alpine scenery. In places the railroad embankment is decked with brilliant patches of red and purple flowers, as if garlanded for a festival. Presently the moss covered rocks are white aproned with the clear mountain brooks that cascade down their sides from the dark, mantling pines and cedars above. They are the prelude of what we are presently to see—the gem of all this region, and perhaps the most thrillingly beautiful bit of natural scenery we beheld on the whole trip—The Multnomah Falls.

The train gave us only five minutes to look at it, but those five minutes were of the most exquisite delight. There, close at hand, but withdrawn into a deep recess in the face of the mountain wall, like a statue in an alcove, stood this vision of beauty, and sublimity. How the siren mocked us, and made the few minutes in which we were allowed to view her so tantalizingly brief! Not water, but the spirit of water, of a snow born mountain torrent, playing and dallying there with wind and gravity, on the face of a vertical, moss covered, rocky wall six hundred feet high. So ethereal yet so massive; a combination of a certain coyness and unapproachableness with such elemental grandeur and power. It left nothing to be desired but a day in which to picnic upon the flower covered carpet of moss at its feet. The brief view warmed me up like a great symphony. It was indeed to the eye what the sweat and most stirring music is to the ear—harmony, delicacy, and power. Such an air of repose and completeness about it all; yes, and of the private and secluded. The nymph was withdrawn into her bow but had left the door open. This element of mystery and shyness was afforded by the well-hidden rocky basin into which the water fell, and by the curtain of rock which shut off from our view. Out of this basin the current emerged near at hand and more familiar in a fall of fifty feet or more, whence it took its way to the river in a clear rapid stream. It was as if the goddess had reclothed herself in this hidden rock screened pool and come forth again in more palpable everyday guise. I hardly expected to see anything in Alaska or anywhere else that would blur or lessen the impression made by those falls, and I did not, and probably never shall.

Everything But Money

I love my country dearly, for her I'll die and bleed; I'd lose a leg, or nearly, to help her in her need. I love our starry banner, that flutters, bright and gay, and in a fervent manner I praise it every day. No man does louder speaking, or uses words more fine! I'm so worked up with feeling, I often shed some brine. Fine words! You do not heed 'em, but ask me if I'll buy some U. S. bonds of freedom—I'd rather bleed and die. My life I do not cherish, I'm ready now to go to some red field and perish, if that will beat the foe. But when you ask for money, that is another tale; ask me for life blood, sonny, but do not ask for kale. I'd bravely face the foe man and swat him till he fell, or stop with my abdomen the deadly bomb or shell; I'd crouch in reddened water a fortnight at a time, or wade neck deep in slaughter, in carnage and in crime. My country cannot mention a heavy sacrifice, but I will give attention and gladly pay the price. I'd lose a leg or tendon, a tonal or a toe, to put a Grecian bend on the forehead of the foe; I am no timid bunny, I'd whip a grizzly bear; but when you ask for money, why I have none to spare!—Wait Mason.

Send in your news items.

A Waste of Money

Of thirty million dollars collected from the taxpayers of Los Angeles county in 1916, over twenty three millions went for salaries and other official expenses and \$6,666,433.13 went for permanent improvements. Cannot the taxpayers see what is eating them up? If the twenty-three millions had gone for permanent public improvements there would be no great cause for complaint, as there would be something to show for the money. Money honestly expended for public work never seriously hurts a community. The improvements increase property values and give employment to labor which in turn builds homes and supports families, school and churches. But too much money spent on official only builds up a more aggressive class in the shape of an over powering political machine that has an increasing appetite that grows by what it feeds upon without limit. Los Angeles county has thirty-eight separate municipalities, and 187 school districts, all with powers of assessment and taxation and with official boards of tax expenders, and the results are somewhat chaotic and costly. The conditions that prevail are about the same as in all counties in western states with three big machines and a hundred or more small ones all having power to levy and collect and disburse taxes and create indebtedness. Taxes are out of all proportion to services rendered and the people getting about ten cents on the dollar of actual improvements of a permanent character. "Cut out the waste" is the watchword in America today and here is a good place for each community to begin.—Industrial News.

Many Ships Planned

About 2,000,000 tons, dead weight of shipping is planned for construction by the American government in Oregon and Washington this year. It was possible to have attained this splendid total in steel and wood ships had the Government placed contracts expeditiously, and given all possible encouragement to the builders of the two North Pacific States. These plans were for about 1,000,000 tons in each State. Oregon taking about 600,000 tons in wood and 400,000 in steel, and Washington 600,000 tons in steel and 400,000 in wood. To officer the steel ships planned for the two States this year would require more than 500 deck officers and a like number of engine room officers. For the wood ships more than 1,000 deck officers will be required, and approximately a like number of engine room officers, or a grand total of deck and engine room in both states this year of well above 3,000 officers. Steel ships will be commissioned at the rate of 12 to 15 per month in the near future, while the pace at which wood ships will go into the service will be greater as soon as the vessels now commencing to be launched are well started on the finishing stages. Recognizing the imminent need for officers, the Government has established nautical schools, with free tuition in leading Northwestern cities, one being stationed at Portland. A six-weeks course is given in these schools to men having a minimum of 18 months actual sea experience, and those passing the prescribed examination after the course are licensed to become officers on the new Government ships. Attendance at the nautical schools is not as heavy as was expected. Every possible effort is now being made to have increased interest taken. All men with sea experience, or experience on larger fishing boats, on the Great Lakes or larger bays and sounds, are being urged by the Government officials to take the course and after qualifying, serve their country by going to sea again. Prof. Arthur Williams, Electric Building, Portland, has charge of Oregon and applications should be made to him by those interested. If ships are not built, America will in proportion be unable to participate in the European war. If the ships are not officered and manned after being built, America is yet helpless in her efforts. In view of the fact that heavy construction work has been placed in the Northwestern States, the Government feels that the same

Getting Mighty Busy

Things are getting mighty busy around St. Johns these days; Look at the shipyards they have now. In which we find eight ways. From ship yard to municipal dock. We see there's room for more; We find deep water all along. Not far away from shore. Today there's gossip going 'round. Of others coming here; No telling what else there may be. At the close of this year. We always hear some talk before. We realize things are real; There has been rumor of a plant. To make ships out of steel. A ship all ready for the sea. This new plant may prepare. To make engines and boilers, too. Without sending elsewhere. O, may that locate in St. Johns. Foundations now be laid; We hope the day will not be far. 'Till the first keel is laid. The ships that are made in Oregon, Where the Willamette flows, Long may they ride the salty sea. No matter where they go. May their first voyage be a success. And may they never fail. To make each port with cargo safe. In spite of storm or gale. Work now is rushing on these ships. They're working night and day. Their contracts they want to fulfill. They have with U. S. A. More ways onto the shipyard here. 'Tis said that they will build. For if they have a larger plant. More contracts can be filled. When morning comes the "grave yard" shift. Is glad their work is through. Then on this work the sun-beams shine. When the sun comes in view. And when the day crew leave the plant. And go home for their rest. The sun reflects on work they've done. As it sets in the west. —O. O. Smith.

Seventh-day Adventists throughout the Western Oregon Conference are looking forward with more than ordinary interest to the quadrennial session of the General or World Conference of Seventh-day Adventists, the governing body of denomination, which will be held in San Francisco March 29 to April 14. Everyone of the thousands of churches of the denomination in North America will be represented, as well as churches in many foreign countries. This will be the first convention of the General Conference since the spring of 1913, and in the point of attendance it will be the largest. The Civic Auditorium, with a seating capacity of 10,000 has been secured for the entire season. Pastor H. W. Cottrell, president of the Western Oregon Conference, who is well known in the churches in Portland, Astoria, Salem, St. Johns, Silverton, Hood River, and many other cities, will be chairman of the large delegation which will represent the churches in Western Oregon. States should do the maximum in officering and operating the vessels. All seamen with experience who do not care to take the officer's course are appealed to for the manning of the vessels under construction. C. D. Kennedy, in charge of the operating department of the U. S. Shipping Board at Portland, has charge of the work of hiring seamen for the ships sent to sea from this State.—Nautical School Advisory Committee, By W. D. B. Dodson, Secretary.

Will Convene in 'Frisco

A very interesting program will be given on the afternoon and evening of Saturday, March 16, in the James John auditorium, by the girls of that school. The entire proceeds from the performance will be given to the Y. M. C. A. to complete the payment of the \$75 pledge made last fall. The program consisting of both humorous and patriotic numbers will be well worth the small admission fees of ten and fifteen cents. Chief among the attractions will be the dramatization of scenes from "Alice in Wonderland," with the following cast: Alice, Helen Story; the Red Queen, Opal Weimer; the White Queen, Maxine Likens; White Rabbit, Clara Reis; March Hare, Earlene Walton; the Hatter, Helen Edmondson; the Dormouse, Erma Griswald; the Frog, Ailverda MacNiven; the Cat, Leona Boomslder; the Duchess, Lenore Hilton; Dun, Jennie MacNiven; Dee, Minerva Holbrook; the Queen of Hearts, Theresa Reich; the King of Hearts, Hazel Linquist; and the Knave, Charlotte Kirkwood. Daily rehearsals have been held for several weeks with Miss Carolyn Everts, of the faculty, as coach. Two very unusual patriotic numbers will be given in the form of tableaux. In the first, Gladys Heaney, Marie Boschero and Nana Seely, costumed to represent America, France and England, will sing the national anthems of their respective countries; in the other the various phases of patriotic service will be portrayed in a very unique way by Esther Piele, Lolita York, Ruth Edmondson, Helen Edmondson, Bernice Shaw, Bertha Cook, Louise Jennings, Nana Seely, Ella Reis, Donald MacGregor and Virginia Dunsmore. Margaret Nelson, in her usual delightful manner, will give readings and Miss Theodora Bushnell of the faculty will offer vocal selections. Special music will be contributed by the orchestra now composed of Hazel Linquist, Elsie Jones, Melford Westeider, Ruth Layton, Harriet Padden, Oscar

Anderson, Merritt Whitmore, Gladys Coon, Louise Lott, Raymond Kettner, George Larson, J. H. Strong and R. T. Taylor. Mr. Carruth will act as director. For the evening performance a march and popular songs will be contributed by the campfire girls of Central school with Mrs. Hagenbush as leader. Following are the girls who will participate: Zella Mulkey, Carlisle Gilstrap, Lena Crump, Helen Hill, Erma Haskell, Helen Wickman, Ruth Weiss, Helen MacGregor, Myrta Earl, Mazie Witters, Grace Catto, Irene Clark, Dorothy Currin, Margaret Holbrook, Charlotte Reed, Leola Sproul, Hilla Wickman, Ruby Brouse, Esther Benson, Inez McCarthy, Martha Maples, Pearl Phillips, Beatrice Peterson, Opal Olsen, Ruby Walker, Bertha Young, Laura Lott, Bonnie Wagner and Vera Butler. Every detail of the program will be well rendered and worthy of the community's support. The afternoon performance will be especially interesting to children. No war tax will be charged. Come out and enjoy yourself. If an adult or high school student, 15 cents will admit you, otherwise 10 cents will be required for either performance. 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. 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. Pay your subscriptions.

A Patriotic Spirit

Down in the Grant Smith-Porter shipyards in St. Johns a small weekly paper is published for free circulation among the employes. There is a box into which the workers may drop articles of their own for publication. Here is a contribution that appeared in the latest issue: Come on, fellows! Let's earn that 10 per cent increase we got a while back. Let's do a little extra and get in another spike or another hole or an extra plank on the "Kaiser's Coffin." Let's come here every day and every night with the ambition to make General Pershing's "Bridge of Ships" a certainty. Don't be a "slack-er" just because the foreman isn't in sight. Imagine you are a foreman yourself, or a superintendent. Aye! Even imagine you are one of the soldiers "over there" in the trenches, anxiously awaiting the arrival of a "ship from the States." Drafted men: As Uncle Sam has generously offered us our choice between the army and the shipyard, let's show him our appreciation by putting in a few extra liks.—One In The Draft.

This is real American citizenship. The writer of that article is a patriot. He grasps the meaning of ships. He knows that every ship rivet driven home is one more blow in support of the boys over yonder, that every bolt put in place is his country strengthened for the conflict, that every spike hammered home in the planking is another nail in the coffin of the jankers. It is an eloquent utterance. It speaks in the voice of liberty and in the spirit of consecration. It is a trumpet call to workers everywhere to throw their full strength into the conflict, to drive more spikes, to put in more rivets, to place more bolts and then more bolts. It is an appeal for team work, team work between the ship workers at home and the men in the trenches, the one for the other and each for all. Every new ship shortens the war. Every time there is a launching, the day of peace is hastened and the world helped one step out of its shambles. There are captains and sergeants and heroic privates in the shipyards as well as at the front.—Portland Journal.

An Interesting Program

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High School Notes

By Edward Rood. The Sociology Class, (Scio Club), has taken up the past week in debating on "Woman in Industry." To gain material for debate, committees were sent to the office of Mrs. M. R. Trumbull, Child Labor Commissioner, and to numerous institutions where women are employed. The class is to give an entertainment in Linnton next Friday for the purpose of raising money to send a committee to the state capital to study the different state institutions.

The Latin Club held its monthly meeting last Saturday evening, at which a short program was given. The former Latin V class was to have given an original play of three acts in Latin, written by the members of the class, each member to take a part. But owing to the lack of costumes the play could not be given. It has been decided by vote of the cast to give the play for the public at the next open date, probably March 28. At this time the comic opera based on Shakespeare's "Julius Caesar" formerly presented to the Latin club, will also be rendered.

The Spanish Club is hereafter to be conducted entirely in Spanish, even to the minutes of the meetings. The only time that English may be spoken will be when a dispensation is granted by the vote of the members present. A Spanish paper, containing a record of the progress of the club, personal remarks, stories written by members, etc., is being edited weekly by the society. Meetings are held on Friday afternoon of each week except on the third Friday of the school month, when the meeting will be held in the evening and a literary program given for the members.

A special meeting was called Wednesday, March 6, after school to reconsider the adoption of the pin submitted on the previous day by the pin committee. The result of the meeting was that, in order that the opinion students might be better represented, a new committee was elected consisting of one member from each class, elected by that class to take the place of the original committee appointed by the president of the class. The committee was instructed to submit two designs to the vote of the student body. It was authorized also to elect its chairman and a faculty advisor. The pin elected is to be standardized for four years and may be worn by those who become seniors in James John.

Shows Rapid Growth

St. Johns Council, No. 2775, Knights and Ladies of Security, are sure going after the state banner by the way all the members are working. Last Monday night we introduced 26 candidates to his goatship. It shows what can be done if people get behind a good thing. In the last three weeks the Lodge has increased from 48 members to 125. Only a short time ago we moved from a larger hall to a smaller one. From the way things are moving now, if it keeps up there wont be a hall large enough in St. Johns to seat us. There is some talk of building a large fraternal hall in St. Johns, and if our Lodge keeps on the way we have been doing lately it will be up to us to start the ball rolling. Next Monday night, March 18, the contest between the Reds and Blues will end, with both sides even at present. Then look out for the big spread, as the losing side has to feed the winners. We will hold our regular business meeting Monday night next. On March 24th we will hold our big social. So if you are looking for a good time, be sure and be there.—Reported.

Y. M. C. A. Opening

On Wednesday evening, March 20th, the Y. M. C. A. rooms in the local City Hall will be open to the public. Every body is cordially invited and welcome. A short program will be given and definite announcement will be made for the Y. W. and Y. M. C. A.

All members of the M. W. A. are urged to be present at the next regular meeting night, Thursday, March 21. There will be refreshments and chicken feed. Also there will be a good speaker on hand if procurable. Friday, March 22, at the Portmouth Theatre four reels of demonstration of the working of Tuberculosis Sanitarium and a head camp in session in 1917. Address by I. G. Tate. All the greatest artists make records for the Victor. Currin Says So.

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 LaVillett, Frank L. Thompson, Oron Lear, Hal J. Davis, Donald N. Trowbridge, Bert Larson, Alan Rutherford, Homer Plaskett, Henry Brandenberg, J. W. Welsh, David Rowe, Clyde Heath, Walter Mayer, Fred Semalling, John Boggs, Ernest Johnson, Hiram EATINGER, 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 Kilkenny, Paul Rude, Emory Gilmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindle C. Satterlee, Gordon and Wilbur Bellingier, Zelta Rice, John O'Neil, Harry Truman, Frank Green, Walter Rickson, Frank Whitney, Thomas Reynolds Carlisle 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 Busey, 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 B. Marsh, William Ward, Bert Sundstrom, Glen Weiser, Louis St. Johns, John F. Brownley.

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