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OFFICE AND YARDS:

Cor. Westanna St. and Willamette Boulevard

PORTLAND, University Park, ORE.

## Roast Beef

When tender juicy and fine flavored it is an ideal meat for the Sunday dinner, and you are assured of ideal roasts when they are purchased at our market. You can have rib or rolled roasts as you prefer. Everything you may want in the meat line and all of the best.

St. Johns Cash Market  
Imboden Bros., Props.

The west side of the Willamette, which is connected with St. Johns by a free ferry service, is rapidly developing and a number of important industries have been located there. In a few years to come the East Side and the West Side of the Willamette at St. Johns undoubtedly will be connected by a high bridge, which will make the whole practically one community. The latest industry to locate on the West Side, and which is just now completing arrangements for its plant of immense size, is a steel plant, which is located south of the gas plant. Three carloads of steel rails arrived in Portland last week to be used in the construction of a spur from the lines of the Spokane, Portland & Seattle railway to the tract of land recently purchased as the site for a plant by the Pacific Coast Steel company. Grades

have been established and arrangements made with officials of the railways for the construction of the spur. H. G. Eschelman, construction engineer for the steel company, was in Portland Tuesday consulting with A. C. Callan. Plans call for the erection of 10 large buildings, eight open hearth furnaces and the laying of several miles of tracks in the mill yards. Structural steel for the plant is now being fabricated in the east, according to Mr. Callan, and shipments will soon be on the way to this city. As an initial unit, only two open hearth furnaces will be built, the others being installed as needed.

Owing to next Monday being Labor Day, there will be no meeting of the Woman's Christian Temperance Union. The next meeting will be held Sept. 16th, at the home of Mrs. J. C. Scott. Watch for notice later.

## William Sorber

103 N. Jersey St.  
Confectionery  
Soft Drinks  
Tobacco and Cigars

Bring back any Nyal Remedy that you don't like; we will refund your money. Currin Says So.

R. E. McIntyre, who had been seriously ill for some time at a Portland hospital, is able to be about once more. His serious illness decreased his avoirdupois considerably, which he expects to regain by the consumption of milk and honey and other good things that obtain on a farm near St. Helens.

For Sale—First class rabbit house. C. R. Chadwick, 219 N. Swenson.

For Sale—Two fine O. A. C. cockerels. Call 305 Philadelphia street.

A KODAK will add pleasure to any outing. Currin Says So.

## The Future of St. Johns

The Editor has asked me to predict the future of St. Johns. I'll have to start by rubbing it in a trifle on this same Editor, by saying that in my opinion our prosperity began when we became a part of the City of Portland and tore down all the bars of small corporation effects and finished up the scheme of the great City of Portland by donating them the balance of the peninsula with its wealth of natural water front. I have to start there in order to justify my prediction in the future.

St. Johns is, at present, "A Dream Come True." Of course, the war forced the issue to a great extent, but it had to come and keep coming. We have too many natural advantages to keep us from growing industrially. We now have so much capital invested and anchored down here with increased shipping facilities in proportion that we have become distinctively the manufacturing end of Portland, and industrially, Portland has concluded to become a manufacturing town. Our \$3,000,000 Terminal that is growing along our river front is to be a group of industries on rented city grounds and water front with terminal rates, switching to be eliminated, coupled with the advantages of water and rail connections together with the assembled necessary facilities for handling economically by the latest and best machinery across dock and rail, served by all railway systems that run into Portland. In other words, the full benefit of a Belt Line, which means ultimately the elimination of all switching charges to all industries in St. Johns limits. No other territory within the limits of the city has this advantage. This Million Dollar elevator and Terminal was located here on account of the railroads' ability to serve these industries more economically here than any where else in the city limits. The city will rent part of the 157 acres they purchased to any industry coming to them financially able at an annual rental equal to the interest on the cost of the land they occupy; no taxes on the land, plus all of the assembled shipping advantages at a minimum cost. One large flouring mill concern has leased one acre for a \$100,000 mill. Our municipal elevator will be ahead of anything of its kind on the Pacific Coast, and has a million bushel capacity made to handle bulk grain and will insure unto Portland the wheat market of the Northwest and most likely it will rate us first or second in that business in the U. S. As time goes on, automatically, there will be every necessary utility such as car lines, hard surface roads, etc., added to support this industrial group. This Group of Industries with municipal backing and interest will be the largest and most important of any in the City. Any new industry coming into Portland will, each and every one of them, have the first opportunity to come here, and they are bound to accept on account of economic conditions not equalled in any respect elsewhere. As we have already 30 or more good solid industries employing about 7500 men, I feel that in predicting the future, I may "go as far as I like." Our shipyards are owned and backed by the most enterprising men in Portland. Their interest is here and has been for several years. One of them is now the new Peninsula National Bank President. They have developed the water front into the finest property on the river, a property that is too valuable to ever remain idle, and these owners are not the men that remain idle. After the war this waterfront will be occupied by big business; you can rest assured of that. These same people are building up the town famously right now, and to a man up a tree it looks like they believe in our future by investing their money outside of their industries.

St. Johns has probably 10,000 population at this time, with 5,000 more wishing they could get houses so they could live here. The houses will come automatically. We will be 20,000 before long, then 30,000 and so on, with no limit except the boundaries. It is the best little old town in the country to live in and to own property in and always was and will so continue in a greater degree. If a prospective settler cannot see the handwriting on the wall, "a city building," he is indeed a poor guesser and needs attention.

If we take our advantages seriously and get in and boost and become reconciled to the opportunity of living where there are things doing, together with new men of industry and the city of Portland's guarantee of \$3,000,000 worth of industries, we can make St. Johns a hummer, just as big and important as you want it, and it's going to take a lot of knockers to make the smallest ripple in our progress.

A city is important always by comparison, and "after the

## St. Johns' Honor Roll



Following is a list of those from St. Johns who have enlisted in Uncle Sam's service. Persons knowing of any names omitted will render a favor by reporting same to this office.

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 Bove, Clyde Heath, Walter Mayer, Fred Semalling, John Boggs, Ernest Johnson, Hiram Eatinger, Kenneth Simmons, Thornton Toole, Eugene Hiatt, Dowe Walker, August Jensen, Ray Meyer, Walter Pearson, Elmer Maples, Roy Gagnon, Lester D. and Basil B. Smith, Bryant Kilkenny, Paul Rude, Emory Gillmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindie C. Satterlee, Gordon and Wilbur Bellingier, Zelta Rice, Leslie B. Moulton, 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 B. Marsh, William Ward, Bert Sundstrom, Glen Weiser, Louis St. Johns, John F. Brownley, Ross Gatten, Thos. Cochran, Dewey Brown, Henry J. Amala, Alva and Ralph Smith, Eugene Thurmond, Harry Reichtmeyer, George Schmidt, William Sneed, Alec S. Cokalas, Louis Fletcher, Roy Muck, Paul Irvine, R. L. Smith, Frank Steichen, George L. Letson, Merle Andrew Teeling, Guy Edwin Teeling, Albert Wrinkle, Enes Small, Raymond Sprouls, Robert and Roy Andrews, Leonard H. Gagen, Frank Carlson, John B. White, Donald M. Flynn, Raymond Smith, Tony Hallick, Fred Mariett, Albert V. Marey, John Balke, Edward Crosson, Anton Piekli, F. E. Wright, Vernon C. Scott, Emil Bronsert, Lester E. Ellis, Fred De Villette, Elmer Sneed, Harry W. Fassett, Percy M. Johnston, Fred Sterritt, Willis Vinson, Claude L. Peters, Lester E. Barry, Cyril W. Magone, Jerome H. Whisler, Eugene Brown, A. Earl Jayne, Wyeth Jayne, John McGregor, Thos. J. Donlon, Roy Thompson, J. Morton Lindley, Wylie R. Hessinger, Harry W. Imboden, George H. Royer, William Hughes, Clyde Thayer, Leo Sterns, Edward Hanson, Casper Hanson, Sam Dewey Peterson, Theo. Fred Muller, Viking Larson, Gardner M. Whipple, William M. Koeter, Gilbert M. Olson, Earl Keliher, Ernest Jensen, Clyde Hein, Melvin A. Butts, Raymond F. Bueermann, Allen F. Sterritt, Wm. J. Kirkham, Olney Crosson, Lawrence Layton, Alva J. Asper, Geo. S. Payne, Fred Herwick.

war; when everything goes to the everlasting bow-wow, "as is often heard, St. Johns will continue to grow in importance just the same, and if it should simmer down a trifle, look out for squalls from any other place. Oh, you knocker; it would surprise you to see us 20 years hence.—A. W. Davis.

For Sale, Terms—4 room modern cottage, full cement basement, woodluff, all windows nicely screened, paved street and sewer connections; 37x100 foot lot. Ten minutes walk to St. Johns car, 2 1/2 blocks to Stockyard cars. Price \$1700. See S. W. Rogers, 202 N. Jersey Street.

No Better Butter Made than Pangborn's BEST, and the price is right. Eggs, Cottage Cheese and Butter-milk that cannot be excelled. One trial is all we ask. Our Motto: "QUALITY FIRST" LITTLE BUTTER STORE, 205 N. Jersey St.

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New Auto Hearse Facilities unexcelled

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