

# ST. JOHNS REVIEW

## Writes From Washington

410 Y. M. C. A. Bldg., Washington, D. C., October 27, 1918. Dear Markie: It has been almost six months since I left St. Johns and arrived here in the center of things. When I left, as I remember, I promised to write you and give my impressions of Washington. It would seem that it's about time to make good on my promise.

Our National Capitol is a very beautiful city of wide streets, numerous parks and great government buildings. To my mind it fully sustains its reputation of "America's most beautiful city." And of course right now it's a very crowded and very busy city. During the last 18 months over 100,000 new government employes have come here from every part of the country—and they are still coming in by the thousands. The place swarms with great throngs of people going to and from their various places of work all over the city, taxing the housing and street car facilities to the breaking point. Churches, restaurants and theaters are jammed to their limit. The cost of living, naturally, is probably higher than anywhere else in the country.

There must be numerous Oregon people here and many from Portland, but thus far I have not run across any except "Uncle" George Chamberlain and Mr. Mohaffie, solicitor for the Interior Department.

The War Risk Insurance Bureau, with the legal section of which I am employed, is one of the largest of the Government establishments—both in point of volume of business transacted and number of employes. It opened for business on November 1, 1917, with a staff of twenty persons working in the basement of the Treasury Building. That morning twenty sacks of mail were deposited at its door. Now the Bureau has a staff of 13,000 people and occupies the whole of the great National Museum building and 12 other buildings in the city. Every day it receives over 10,000 pieces of mail. It has a night force of some 3000 clerks—and keeps 4,200 typists busy all day. The daily average number of applications for war insurance from soldiers and sailors is 18,000. Every month it sends out 1,000,000 checks in payment of allotments and allowances to soldiers' and sailors' dependents. Thus far, \$200,000,000 have been disbursed for this item alone. It maintains a file for every man in the army and navy. The file cases, if placed end to end, would reach about 4 city blocks. During the first years of its existence, the Bureau has written nearly thirty-five billion dollars of life insurance, or approximately as much ordinary life insurance as there was outstanding with all the life insurance companies in the world at the beginning of the year. This insurance costs Uncle Sam's fighting men the very low rate of from 65 to 70 cents per \$1000. The Bureau receives and sends out its mail to practically every part of the world, except enemy countries, so diverse is the nationality and location of our fighting men's dependents.

You may imagine the difficulty of organizing and maintaining such an enormous business establishment as this, which less than a year ago had no existence whatever. In view of the multitude and infinite variety of difficult details involved it probably represents the most stupendous task ever committed to a public or private organization to perform. The statement has been made that the Bureau of War Risk Insurance is perhaps the largest business unit in the world, and we of the legal division certainly have our hands full every day in the application and interpretation of the law and rules of procedure that govern the handling of the hundreds of puzzling cases presented to us for action. The whole organization works at high pressure every minute to keep its business cleaned up from day to day.

The Spanish Flu is hitting us pretty hard right now and has taken a toll of over 1200 Washington people. But the authorities seem to be getting the thing under control at last. All public places have been closed for several weeks. I buy a Portland paper every now and then and the news stands in an attempt to keep up with home news.—Howard O. Rogers.

Pupils desiring typewriting paper may procure same at this office at the rate of 500 sheets for one dollar.

## In Three Big Drives

Mr. and Mrs. Fred Haskell, 232 W. Tyler street, were made happy this last week by the receipt of seven letters from their son, Glen D. Haskell, who has been in France the past seven months. He writes:

I suppose you think I have forgotten you, but I have not had a chance to write for reasons I cannot tell. I am sending some pictures of French villages that have been ruined by the Huns. It is very muddy here, has been for a week; we have our rubber boots now and hip boots at that. I went out souvenir hunting this morning and got some German money and some eye pieces for a Bosh gas mask, off of a dead German on Dead Man's Hill, just about two miles from where the Crown Prince and his staff watched the battle of Verdun two years ago. Am putting them in this letter; here is hoping you will get them. A German airplane just came over us and shot down four of our balloons, and one of our planes went up and attacked him and they went round and round. They sure had some fight. At last our plane set the Boche plane on fire and he fell just a little to the right of our position. I suppose you have heard about the big forts of Verdun. Well, their guns are popping away right now, and talk about shell holes, in No Man's land right ahead of us, it looks like the ground has been plowed. I heard we had captured 35,000 prisoners in this last drive and it has only been going on two days. Not so bad, is it?

The French all say this drive will finish the war, but you can never tell. As for myself, I don't expect to get home before next fall. It seems like an awful long time, doesn't it folks, but if you were here and see how things were you would think it was a short time. It won't be long before we will be on Boche soil. Then is when they are going to realize what war is. I have a machine gun of my own now. It is used for anti-aircraft work and it is sure fun to fire on the Boche planes. I enjoy the clippings you send and shipyard paper. Don't forget to send as many as you can. Well, folks, am getting run down. Write often. I am gathering up quite a few little souvenirs, not big ones. Well goodbye for this time; lots of love. From son and brother, Glen D. Haskell, 146 Field Artillery, Battery E, 41 Division American E. F., France.

P. S. Have been in the three last big drives, if you know what they are.

## Kaiser Got His Fill

Von Kaiser Bill Has got his fill. He's lost his pull "mit Gott." He's just a mutt. Who's lost his strut— He's on the tobog, what?

He dreamed a dream That made him seem The lord of all the earth; And from his roost He tried to boost His breed of royal birth.

Old Ludenhauser And Hindentrauser, And dear old Von Tirpitz, Were touts of Gott In one great plot To turn the trick for Fritz.

Young girls and wives And babies lives Were naught to him, the King, To pillage, shoot, And kill and loot Were quite the proper thing.

But when the Yanks With all their tanks Went some two million strong, The Kaiser took Another look And sang a different song.

Yes, Kaiser Bill Has got his fill, His Gott has done him dirt; Good bye, old Hun, You're on the run— Go with the devil flirt.

—T. T. Geer.

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.

Leather goods at Currins.

## Shipbuilding to Continue

Shipbuilders in American yards who may fear their efforts to provide an emergency fleet are limited by the necessities of war were assured that there would be plenty of work for them for years to come in statements addressed to them Monday by Chairman Hurley of the Shipping Board and Director General Schwab of the Emergency Fleet Corporation. Every efficient yard will continue to have all the work it can do whether the war ends soon or not, Mr. Hurley said, while Mr. Schwab warned shipworkers that if Germany were not sincere in her peace overtures it could wait nothing better than a slackening of efforts by American shipbuilders.

"The present programme calls for 15,000,000 tons of merchant ships," said Mr. Schwab in his statement. "Today we have built only about 2,500,000 tons and we will not have completed our programme until six times as much work has been done."

Mr. Hurley pointed out that the ending of the war could not bring to an end the world's need for ships "nor prevent us from carrying out our program to a successful conclusion." "I can say with frankness," said Mr. Hurley, "that our shipyards will be kept going to their capacity and they must not let up. The inefficient plants which have been permitted to operate because of the war emergency and the immediate need of ships will, as a matter of business expediency, drop out when the emergency is removed. Efficient yards will be encouraged and supported, because we can depend upon them to carry out their promises and produce ships economically. The work

## Will Bring Prosperity

End of the war will bring tremendous opportunities for expansion and further prosperity to American business. Foreign markets the world over will be waiting for goods which only America will be able to supply. Such is the belief of Richard Spillane, editor of Commerce and Finance, who is one of the country's greatest authorities on general business conditions here and abroad. Spillane is so strong an expert that his views carry great weight with the largest manufacturers and most powerful financiers of America. "When the time arrives for us to help in rehabilitating the devastated lands of Europe," Spillane declares, "America's opportunity will be here. The shelves of the world are bare. Belgium and northern France are stripped clean. Everything of bronze, copper, iron, steel, tin has gone. The Germans have taken door knobs and letter box fixtures. Every metal utensil has been taken. Hinges off the doors are gone. There is enough hardware business in Belgium to keep the factories of New England busy indefinitely. The raw and finished material so urgently needed in nearly every section of the globe, American possesses today in greater quantity than any other country. Our new merchant marine will be turned over to private interests to operate. There will be no government regulation of rates. Government regulation of shipping rates is as iniquitous and uneconomic as price fixing for foods and fuel, or anything else. We must let the law of supply and demand take care of ocean rates. Unrestricted competition will be the rule. And America shall

win. Our manufacturing industries are in better condition than ever to undertake the conquest of foreign markets. We have the raw material, the industries and the labor power ready. An era of unexampled prosperity should follow the war for us. For the first time in history we have an accurate inventory of our manufacturing resources in Washington. Our prosperity after the war is bound up with foreign commerce.

## A Republican Victory

The election Tuesday throughout the nation is apparently a victory for the G. O. P. The next House will be Republican and present indications point to a slight Republican majority in the Senate. In the state all the Republican candidates have been elected. McNary and Withcomb have safe majorities for the Senate and Governor respectively. In the city Pier and Bigelow have been elected City Commissioners for the long term and Perkins for the short term. Every measure submitted to the people on the municipal ballot was approved. Of the nine measures on the state ballot the Normal school project, and the bill establishing a home for state wards were defeated. Our townsman, D. C. Lewis, received the highest vote of all competitors in the race for the Legislature. Judge Gantenbein, over whom quite a fight had developed, won out. Hoyt and Holman were elected County Commissioners. McArthur was an easy winner for Congress with Laferty third.

## Resolution of Condolence

Whereas, It has pleased the Creator of all things to remove from among us our friend and Neighbor, C. E. Brooks, and Whereas, His absence from among us cannot be expressed by words. Therefore be it Resolved, That a copy of these resolutions be sent to the family of our beloved Neighbor and a copy be spread upon the records of this Camp. St. Johns Camp No. 7546. M. W. A. A. L. Marcy, Consul. Geo. Muhm, Clerk.

## For Better Butter Go

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## Making Good Progress

Fully three-fourths of the covered section of the first pier at the St. Johns Municipal terminal is in place and it is estimated that by December 1, the shed will be finished. The dredge Portland is to end digging in the slip there in another ten days, so there will be a depth of 30 feet for the length of the pier, 1200 feet. Afterward the dredge will shift to dig more material for a fill where railroad tracks are to serve the grain elevator. When the second pier is to be built at the terminal, which is expected to be as soon as it is indicated that additional dock space is needed, the slip between them will have a width of 300 feet, instead of 200 feet, as first decided on. Also it has been suggested, that the length of the slips be increased from 1200 to 1500 feet. The 1200 foot space easily permits space for berthing two large steamers on each side, or four in each slip and with 1500 foot slips six steamers could be accommodated. In carrying the slips 300 feet further inland it is said the work would be considerably less than in starting a new slip and, as the ground between the present end of the slip and the eastern boundary of the site has not been filled to any extent, only the earth originally there would have to be removed. The completed plan at the terminal calls for three ships. The bond issue of \$3,000,000 authorized by the voters in 1917, \$2,500,000 of which has been sold, will, it is estimated, complete the first slip and pier, as well as the initial unit at the grain elevator, which is for 1,000,000 bushels, also for the second elevator unit of the same capacity. For the building of additional slips and piers other funds must be used.

## May Meet An Awful Fate

This world is full of simple folks, who are, by sure and rapid strokes, about to meet an awful fate, some twenty years before their date. They seem to think it smart to eat, until they're filled from hair to feet; and then they worry over woe which drives the blood out of their toes. When they have problems race to face, they run a fifty mile race; three quarts of tea, they quickly drink, and then they lie away to think. By lunch time they are feeding thin, so off they go and stuff again—albumen, proteids, starch and fats are stowed away behind their slats. At dinner hour, a double dose builds ten pounds more of adipose; their friends quite often entertain—again they eat with might and main. This world was made that they might meet and look for something good to eat; all grub is made thru irksome toil—how sad 't would be to let it spoil. Eat on, thou all consuming tribe, with dope and pill your stomachs bribe; your end is sure to soon be there, already moss is on your bier. We'll rear a shaft above your bones. "Here lies the frame of Mr. Jones, a lot of food passed down his neck—he died a glorious human wreck."—Eugene F. Tinker.

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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. 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 Ruthford, Homer Plaskett, Henry Brandenberg, J. W. Welsh, 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 Meyer, Walter Pearson, Elmer Maples, Roy Gagnon, Lester D. and Basil B. Smith, Bryant Kikenny, Paul Rude, Emory Gilmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindle C. Satterlee, Gordon and Wilbur Belling 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. Willikson, Edw. G. Willikson, 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 Basile 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 Reichmeyer, George Schmidt, William Sneed, Alec S. Cokalas, Louis Fletcher, Roy Muck, Paul Irvine, R. L. Smith, Frank Steichen, George I. Letson, Merie Andrew Teeling, Guy Edwin Teeling, Albert Wrinkle, Eneas Small, Raymond Sprouls, Robert and Roy Andrews, Leonard H. Gagen, Frank Carlson, John B. White, Donald M. Flynn, Raymond Smith, Tony Halicki, Fred Mariett, Albert V. Marcy, 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 A. 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. Bueremann, Allen F. Sterritt, Wm. J. Kirkham, Olney Crosson, Lawrence Layton, Alva J. Asper, Geo. S. Payne, Fred Herwick, Robert G. Clark, Jos. C. Galloway, David Dickson, Chas. Spaekman, Elgin L. Barton, Frank Walden, Jos. G. Allen, Michael B. Ferschweiler, Clarence J. Cannard, Francis W. Cannard, Albert G. Cannard, Joseph J. Bowley, Albert Vanderbeck, A. Fred Ibringer, Amandus L. Verdegan, Harvey P. Brown, Chas. S. Dane, N. R. Zimmerman, Geo. J. Hufford, Everett Smith, Carl Dahl, Geo. L. Urban, Jas. D. Schrimsher, Wm. A. Johnston, C. C. Currin, Archie L. Meyer, J. Russell Meyer, Everett Day, Delbert Edward Howard, Randolph Howard, Louis Dunsmore, Russell Smith, Wm. Schroeder, Raymond Miller, Joseph Toole, Merritt Whitmore, Samuel P. Maples, Wayne S. Coville, Leroy F. Coville, Marshall T. Shaw, Walter Markward, Frank Parks, Robert Irish, Dorsey Hill, Raymond Thompson.

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