

ST. JOHNS REVIEW

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The Elevator Big Affair

Golden grain of the Northwest will be on storage immediately after December 1 at the St. Johns terminal, the first big shed, 180 by 600 feet, being far enough along so that it can be made available for the purpose to relieve the dock storage space stringency.

This will mark the first commercial use of the improvements at the site, which embraces 155 acres and has a water frontage of 2500 feet. The 1200 foot pier, on the outer 600 feet of which is the shed or warehouse, is to be finished immediately by covering the remaining half with the same character of shed. As it will have a width of 180 feet for the entire length there is to be more space available than on both levels of the two municipal docks in the main harbor, the Fifteenth street and East Washington street terminals.

By March 1 the grain elevator, first of its kind undertaken by the City of Portland, should be finished, or at least advanced to a stage that will permit the receipt, cleaning and storage of grain. Since the slip alongside the pier is finished, having a minimum depth of 30 feet and length of 1200 feet, the completion of the pier and elevator will conclude the first units contemplated there when the Commission of Public Docks asked voters to endorse a bond issue in the sum of \$3,000,000 in 1917.

Of the amount of bonds that could be sold \$1,500,000 was disposed of and delivery made in October, 1917, and a second lot of \$1,000,000 was sold and delivered October 1, 1918, so there remains unsold \$500,000. At first it was not intended to carry the shed on the first pier the full distance of 1200 feet at once, but conditions have so changed on account of the war that the probabilities are the commission will authorize the additional 600 feet to be covered immediately.

Experiences at other harbors, and ideas advanced by experienced steamship operators, as well as Government officials, have prompted serious reconsideration of plans for the slips at the St. Johns property. Originally the project provided for slips 1200 feet long and 250 feet wide, but the lay of the land is such that it is believed the slips will be extended to 1500 feet in depth and 300 feet in width. In carrying the slips 300 feet further inland it is estimated the cost will be much less than in starting new slips and much of the additional pier construction expense should be curtailed, as the new work would simply be an extension and all on land.

By lengthening the slips a total of six modern steamers could be berthed in one at the same time, whereas now only four can be taken care of. Widening the slips from 250 to 300 feet affords more space in which to maneuver vessels berthing, while it allows room for floating repair plants, lighters with coal or other craft to be made fast alongside, without closing the slip for the movement of vessels arriving and departing.

In carrying out the widening program it is pointed out that the width of piers 2 and 3 would be reduced from 480 feet to 440 feet, but that is not weighed as material, because of the facilitation of handling vessels thru having greater space in the slips. Also, in carrying the slips 1500 feet back from the harbor line it is argued the space now in the rear of the slips will hardly be available for dock purposes and was first planned with the intention of leasing sites for industries. When the tract was purchased there was embraced in the 155 acres approximately 26 acres of submerged land, but as material dredged from the first slip, also the channel off the terminal, was utilized in filling low ground the submerged area has been reclaimed fully one-third.

The elevator plant construction is being carried along in the most modern manner. Plans for the workhouse and elevator proper were selected only after a thorough investigation of those at the principal Eastern ports, also experiences of different localities were taken into consideration, after which leading Eastern firm of elevator architects was given a commission to prepare plans and specifications. With its 96 tanks of all sizes the elevator will hold three fourths of the capacity of 1,000,000 bushels, the remainder being held in storage in the workhouse. The addition of a second unit to the elevator which is tentatively outlined in the new harbor development plans of the commission, would mean that

tanks would be provided for 1,000,000 bushels, none of the second unit storage being in an outside structure.

Facilities in connection with the elevator will permit of grain being unloaded in bulk from vessels either lying in the slip or berthed at the end of the pier at the harbor line. Loading may be done in the same way, though only sacked wheat would be carried to the end of the pier, that to go into vessels in the slip being carried in a spout, as expected to be in vogue for exportation to the United Kingdom.

Today work on the elevator has barely reached beyond the foundations for the tanks, but the contractors have a tower in position on which to raise the concrete material to be poured into the forms and before the month ends that part of the labor will be in full swing and carry to three shifts of men will carry it along. Machinery for the elevator and workhouse is on the ground, forethought on the part of the commission having made its early delivery possible thru orders from the War Trade Board.

The St. Johns terminal is to be a "big ship" locality, all preparations being of a nature that insures the largest carriers being accommodated. Off the property there is a channel width of 1600 feet, with a least depth of 30 feet, permitting plenty of space in which to swing vessels, back them out of slips and otherwise maneuver them in entering or leaving berths.

The building of additional piers after the completion of Pier No. 1, now under construction, will necessitate the use of a portion of the \$5,000,000 bond issue authorized by the voters November 5. Besides the piers and the second elevator unit, there will be provided tank storage for fuel oil and commercial oils such as are brought from the Orient and South Pacific. The question of coal bunkers is yet to be decided, and, as a matter of fact, there may be other property obtained for additional docks, as it is realized that if the harbor development is to attain bounds indicated by men who look for enormous trade, once Europe and Russia are returned to peaceful pursuits, there must be most extensive additions to the space and equipment now maintained.

In having in mind marine facilities as foremost features the commission has not disregarded transportation by land to and from the piers and elevator, so complete trackage connections, with spurs leading to all sections of the terminal, are included. Each pier will be served by more than one track, some being built so that cars will be on a level with the warehouse floor for rapid handling of freight, while on the outer platforms of the piers surface tracks will permit the speedy loading or discharge of freight to and from vessels, so it may not be subjected to a second handling.

Provision is also made for automobile and general cartage, a county road in the rear of the tract being connected with the property by a hard surfaced road, and access will be possible for vehicles to all sheds and elevator entrances.

At the elevator carloads of sacked grain can be received on a special platform. There the sacks will be piled and, when the cars are discharged, the sacks will be opened and the grain poured onto conveyor belts beneath the platform that will carry the cereal to the bins. Cars with bulk grain will be unloaded directly into the bins by conveyors.

On the piers will located the latest equipment in the way of cargo devices. Success attained with the use of cargo masts on the municipal docks already in use insures their adoption at the St. Johns terminal, they being operated in conjunction with electric winches.

Special auto trucks on docks have also come into general service and they are to be made part of the dock gear, so freight may be carried from one section to another or even from the ship to piles with less trouble and loss of time than if all was moved on hand trucks.

Portland is to make a bid for all trade, whether domestic or foreign, and the spirit of her enterprising citizens today is that nothing should be left out of the marine program that will meet the demands of vessel owners and shippers, so the improvements about to be decided for enlarging and extending harbor betterments indeed signalize the dawn of a new era.—Oregonian.

Plan for your Xmas Photograph NOW. Currin Says So.

The Game Was a Tie

On Thursday, Nov. 21, the football teams of the James John and Franklin High Schools played a 6-6 tie on Multnomah Field. James John received the ball on the kickoff and on straight line bucks and end runs took the ball to Franklin's one yard line. On the third trial through center, Ohm, the James John quarter, carried the ball over the goal line for a touchdown. Schroeder failed to kick the goal. There was no more scoring in the first half. Both teams fought hard with the advantage on neither side. At the end of the first quarter Johnson, the regular James John left end, went into the game, and Toole, who had been playing end, replaced Vrooman at guard. Franklin received the kickoff at the beginning of the second half and started off with a rush. James John kept Franklin from scoring during the third quarter. The quarter ended with the ball in Franklin's possession on James John 30 yard line.

In the fourth quarter Franklin carried the ball to James John's fifteen yard line where they lost it on downs. James John tried a pass which was intercepted by a Franklin player and carried to James John's twelve yard line.

On Franklin's fourth down with four yards to go for first down a James John player got offside. James John was penalized five yards, giving Franklin first down with one yard to go for a touchdown. On the third down Thomas carried the ball over the line but failed to kick the goal.

There was six minutes left to play during which James John tried hard to score, but were unable to gain consistently. The game was fast and hard

Chivariaed Wrong Place

The San Dieu Rein class of the Evangelical church met at the home of Mrs. W.L. Montgomery, 415 North Kellogg street, for their business meeting and social. The president, Miss Ruth Edmondson, being ill, vice president, Lawrence Layton, in the service, the teacher, T. J. Monahan, presided, Miss Etta Patterson secretary pro tem. After the business part of the meeting the class of young people played games and enjoyed the hospitality of the hostess, who treated them to pop corn and kisses—candy ones of course. In the meantime the young men procured some autos and the party of thirty young people set forth to chivaria Mrs. Melvin Hanks, nee Maria Marcy, who was married the previous Sunday. All went well until the fireworks went off, and they found out they were at the wrong place. The figures on the house was the same, only they were not placed just right. Instead of 512 East Tyler street, the bride and groom were at 521 East Tyler. After the lady came out and told them they surely must be mistaken, as no one was there that had recently been married, they hunted up the right place and went at it with a vim and vigor that awakened the whole neighborhood. After the party congratulated the bride and groom, and they went in the house, where they enjoyed themselves with music and singing.

Suburb calls given prompt attention day or night. Complete auto equipment; no extra charge; refined service.—Miller & Tracey.

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. Haskick, Murne Donaldson, Glenn Lowell, 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 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 Kilkenny, Paul Rude, Emory Gilmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindle C. Satterlee, Gordon and Wilbur Belleriger, Zelta Rice, Leslie B. Moulton, Harry Truman, Frank Rogers, 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 Boney, 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 Gaton, Thos. Cochran, Dewey Brown, Henry J. Amala, Alva and Ralph Smith, Eugene Thurmond, Harry Reichtmeyer, George Schmidt, William Sneed, Alec S. Cokalis, Louis Fletcher, Roy Mueck, 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 Halkick, Fred Marlett, Albert V. Marey, John Balke, Edward Crosson, Anton Picklip, F. E. Wright, Vernon C. Scott, Emil Bronsart, 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, Weyth Jayne, John McGregor, Thos. J. Donlon, Roy Thompson, J. Morton Lindley, Wylie K. 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. Bueermann, 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. Spackman, Elgin L. Barton, Frank Walden, Jos. G. Allen, Michael B. Fersche, Clarence J. Cannard, Francis W. Cannard, Albert G. Cannard, Joseph J. Bowley, Albert Vanderbeck, A. Fred Irvinger, 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. Curran, 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 Markwart, Frank Parks, Robert Irish, Dorsey Hill, Raymond Thompson, Harry Peterson, Wesley Wrinkle, Clifford Luce, Hobart Thies.

Why Hindenburg resign as many times as he has died?

Spare moment idlers probably can be used by the draft boards.

The problem of saving daylight now gives way to the problem of saving coal.

Men who enlisted to lick Germany do not purport to be delayed by Spanish influenza.

Again a sultan's dream of a life of cigarettes, rose leaves and sherbet has been shattered.

It's hard to tell whether a man with nine suits of clothes is a hoarder, forwarder or a dude.

There is so much good news from the front these days it is hard to appreciate all of it.

Barbers are charging 50 cents and \$1 for haircuts. It's time for bald-headed men to laugh.

"Why worry about sugar?" queries an advertisement. Nobody does. One worries about no sugar.

The only difference between the Hun and the skunk is that the skunk doesn't pretend to be something else.

Wouldn't it be dreadful if that influenza should make it unsafe for legislators to convene this winter?

Archaeologists have discovered a safety pin 3,000 years old. Evidently there is nothing new under the sun.

General Foch smokes 2-cent cigars. So do many people in this country, but they have to pay 6 cents for them.

Women's hats costing above \$15 will be taxed. But crushed and bleeding father will have to pay the tax, too.

Orders prohibiting the further manufacture of fancy shoes also are reminders that originally feet were not ornaments.

A clergyman says that kissing is a relic of the dark ages. So is sleeping, but we could never find a satisfactory substitute.

If the new influenza originated in Germany, Spain has a good libel suit against the person who christened it "Spanish."

The food board says we should save our prune pits. Most of us are willing to give up the entire prune, if that will help any.

Some good will have been accomplished by the influenza if it brings about the induction of fresh air into public vehicles.

"Germany is using liquid air to take the place of high explosives." So runs the news. A change to mere hot air may be anticipated.

"Fly" masks improve the appearance of many men, but when worn by women they take much of the joy and beauty out of life.

German soldiers complain that the Yanks "yell so barbarously when they charge." That's not barbarism—it's the battlecry of freedom.

British aviation officials conclude that bachelors make the best air fighters. Married men fight better when they can get behind something.

The London Chronicle doesn't like the English the American soldiers speak. The American soldiers do not speak English but plain old United States.

From the esteemed woman's page one gathers that some of the winter hats are poke shaped. That may be the kind that pokes one in the ear on a crowded car.

Turkish atrocities are doomed to disappear. Even the time-honored custom of tying ladies of the harem in sacks and throwing them into the sea must be abandoned.

Some of the boys in France say the trench rats are as big as cats. If other things are on a proportionate scale cooties must be about the size of mud turtles.

Garry Hermann says if the government decides against baseball next season, the magnates will obey. Oh, indeed? Well, now, that's mighty magnanimous of them!

"Above a row of war-made graves someone in France" is the inscription: "For your tomorrow they gave their today." Few words but they convey an inspiring thought!

The boy who can gather eight pounds of walnut or butterfat shells will have enough to make one gas mask. As for the meats, if he's a true boy, he will never let them go to waste.

Recent corrections in the map of Greenland show that it contains 150,000 more square miles than it has hitherto been credited with. However, it is not thought that this will help future potato crops.

This is no time for fussy folks. It is no time for caustic complaints of service in restaurants or stores or offices. It is a time for lessening all demands on others and for lightening in every possible way the burdens on the overworked.

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played with the ball in the middle of the field most of the time. The stars of the game were, for Franklin, Thomas, and for James John, Girt, Jessup and Wolf.
James John's next game will be with Columbia University on November 29th. It will be played on Multnomah Field, and promises to be an interesting contest.—Teli Willikson.

The members of the Christian Science Society, resident at St. Johns and in this vicinity, some little time back determined that their measure of success justified their reorganizing into a church, so on November 20th, 1918, articles of incorporation of the Seventh Church of Christ Scientist of Portland, Oregon, were adopted with Mesdames Emma Ohm, Carrie Rogers, Amy Day, Malena L. Clark and Bertha Burdick as incorporators and directors. The State granted a charter and now the Society has assumed all of the obligations of a church, which make for a greater spiritual growth. Services and Sunday school will be held at the usual place—the Holbrook block, where the church reading rooms will be open to the public, who are cordially invited.—Reported.

To Members Doric Lodge, A. F. and A. M.: Special meeting will be held Masonic Hall Saturday, November 30th; work in E. A. Degree. It is desired that there is a good attendance. By order of Jno. N. Edleson, W. M.; by A. W. Davis, Secretary.

Fighting is stopped, but you can still send snap shots to the soldiers. Currin Says So.