

ST. JOHNS REVIEW

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An Immense Affair

The exercises attending the dedication of Pier No. 1 at the St. Johns terminal last Saturday afternoon was a most interesting and gratifying affair. A vast concourse of people gathered to see and to hear. It is said that at least 500 autos were in evidence. Besides the free auto service by St. Johns auto owners between Fessenden street and the terminal, a special train was run from the Portland depot without charge. Charles B. Moores, president of the Dock Commission, Mayor Baker and John McCourt led in the speech making, all of which was of a very optimistic nature. The Multnomah Guard Band rendered some delightful music. Governor Olcott was unable to be present and address the assemblage, as he had planned to do.

The immensity of the elevator and pier system was a revelation to many of the guests. Few realized that it had reached such huge proportions. The West Munham, which was ready to be loaded, was open to all, and a constant stream of people passed through it. Just astern of the West Munham were lying the wooden steamers Aiken and Anthera, products of the Grant Smith-Porter yard and owned by the Shipping board. The public was privileged to go aboard both vessels.

Mr. Moores, in his opening address stated: "We propose that the world, especially the Pacific coast portion of it, will understand that hereafter it shall have to reckon with Portland. The land on which this terminal is located was purchased at a cost of \$137,000. It comprises an area of 153 acres, while the combined area of all of the other terminals is less than 23 acres.

It is an unfortunate situation that the water frontage in the main harbor is not the property of the state or municipality and that prices are practically prohibitive. A frontage of 1075 feet at the Fifteenth-street terminal, a site that universally favored, cost \$970,000 after we had tested the value of the locality in a condemnation suit. The total frontage of the other terminals is 3166 feet, while that of the St. Johns terminal alone is 2500 feet and that will be increased to nearly 9000 feet when our pier and slip construction development is completed."

The speaker directed attention to the channel width of 1600 feet, and said the acreage in the rear of the property afforded excellent industrial sites. He said the covered portion of the pier, 600 feet long, had a width of 180 feet, and that soon the length would be increased to 1500 feet and the slip along side the pier will be the same length. He said the channel depth and that of the slip were in line with the channel project to the sea, 30 feet. Pier No. 2, which is to be immediately developed, said Mr. Moores, would have an area of 322,000 feet of cover, about eight acres, and later developments might include coal bunkers and a drydock. He spoke of the grain elevator nearby, with its operating house 46x165 feet and 178 feet high; also the storage annex, 105x136 feet and 100 feet high. The track shed is 151 feet in length. A detailed description was given of methods to be employed handling grain and the machinery installation.

Mr. Moores declared the judgment of the commission in selecting the site was indorsed by experts and practical men at home, in the government service and in the shipping service of coast cities. "The Portland of the future cannot be built through the narrow bounds of the Portland of the past," he said. "The village and provincial conceptions of yesterday must give way to broader views and vaster perspectives."

The matter of the subsidence of the elevator buildings was touched on. Mr. Moores said that five engineers were now engaged in working out a solution, with assurances of a successful outcome.

Attractive programs were issued by the Portland Ad Club, upon which appeared the following data concerning the St. Johns terminal:

Acreage of site, 155 acres; frontage, 2500 lineal feet.

Pier No. 1, completed, 1200 feet long and 220 feet wide.

Slip No. 1, completed, 1200 feet long and 280 feet wide.

Pier No. 1 and Slip No. 1 to be lengthened to 1500 feet.

Pier No. 2, soon under construction as open pier; 1500 feet long and 220 feet wide.

Total area of pier under shed, 186,600 square feet. This will

Letter From Turkey

Constantinople, Turkey, Mar. 2, 1919.—Dearest Mother and Father: Little do you realize what I am doing or where I am and when I relate some of my doings you will no doubt be surprised. We arrived here two weeks ago this coming Tuesday, laid in the harbor until eleven a. m. and then went to Dirinje to unload our cargo. You can get out the atlas and perhaps tell exactly where I am. You will notice a small bay south and east of Constantinople known as the bay of Ismit. The town of Ismit is one of the oldest cities in the world and located at the end of this bay. Dirinje is three miles west of Ismit. Just during the last two months have Armenians been able to return to their homes in that sector. We arrived there at five thirty p. m. and laid at anchor during the night, the following morning at eleven we pulled along side the pier and at two was appointed petty officer of the guard. Every ship that comes in must put some men ashore to guard the warehouses. The following day I was relieved of said job and detailed to shore duty in the warehouse helping the Armenians Relief Society Near East, to straighten out the stores. This I did for two days then Mr. Bryan, Lieut. Commander in charge of the Port, put me in charge of all the hands to see that the helpers kept the slings loaded, etc., some job, 24 hours on and then 24 hours on. In plain English I didn't grab any sleep.

Then on the 27 he detached me from the Western Belle and I now am stationed at Dirinje. I suppose for some time. At least at noon on the 27th he told me to choose a man. The two of us were to guard a cargo of milk of twelve hundred cases to Constantinople. The other lad is an Armenian by birth and understands Turkish as well as his native language. We were each given a Colt with thirty rounds of ammunition, two rifles with seventy rounds, belts, bayonets and forty-eight hours rations. Mr. Bryan told me I was the "tin God" of this packet and to take any means I desired to get this milk here. Believe me it was some ship, some sixty feet long about ten foot beam and draws probably two feet of water loaded. The old Turk that owns it used to live in the Black Sea, but business wasn't sufficiently large to make a living for he and his two sons, so they came to Constantinople. At 6 p. m. we were supposed to leave, but he said no, because he feared a storm. At two o'clock a. m. we pulled out; good breeze and she sure did make knots. At six the wind died down, just twenty-five miles or half way to Constantinople, so the youngsters got in the small boat and proceeded to be a tug. There miles we travelled this way, then we picked a good gale and at four thirty anchored at the Havar Pasha R. R. Depot. With the aid on an English Sergeant I managed to find a telephone and called the American Consul. At ten p. m. two guards from the Scorpion arrived, which relieved Chips and I of our four on and four off guard duty. Milk here is worth thirty dollars a case and the Turks don't hesitate to pinch anything they can, so we were forced to guard it night and day. Yesterday about two p. m. a Lime Launch gave us a tow. Now we are anchored along side the Naking, a converted launch once belonging to a wealthy Yankee that lived in Scotland, now here guarding American interests. Last night the anchor watch of the Nahma kept an eye on our packet, so Chips and I slept aboard her. How long we are to remain here I have no idea, but we have hopes of going back tomorrow by rail. I expect to go to the Consul myself in the morning and explain that we are needed there as soon as possible, so I am living in hopes.—Lovingly, your son, Glenn Davis.

be increased to 348,600 square feet when pier is completed. General cargo capacity of Pier No. 1, when completed, 37,000 tons.

Pier No. 2, when completed, will have storage for ten million feet of lumber. At this terminal, when completed, 14 vessels 500 feet long can be berthed at one time and there will be placement for 450 cars.

Channel at this terminal is 1600 feet wide dredged to 30 feet at low water.

Capacity of grain elevator, 1,048,000 bushels.

Two vessels can be loaded with bulk grain at one time at the rate of 20,000 bushels per hour.

Timbre, W. H.—Essential of electricity. A textbook for wiremen and the electrical trades.

Beach, Rex.—Winds of Chance. A thrilling tale of the Alaskan gold rush.

Montgomery, S. M.—Anne's house of dreams. An equal to Anne of Green Gables and Anne of Avonlea.

Richards, L. E.—Daughter of John. Story of an orphan girl, who returns to her childhood home to earn her own living and the strange way she does it.

For Sale—Overland Country Club automobile, in first class condition. Inquire at this office.

Some New books at St. Johns Branch Library:

Hayward, C. B.—Automobile ignition, starting and lighting. A comprehensive analysis of the complete electric equipment of the modern automobile including many wiring diagrams.

Timbre, W. H.—Essential of electricity. A textbook for wiremen and the electrical trades.

Beach, Rex.—Winds of Chance. A thrilling tale of the Alaskan gold rush.

Montgomery, S. M.—Anne's house of dreams. An equal to Anne of Green Gables and Anne of Avonlea.

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When the Lads Return

When the soldier lads come back from France, In their overseas caps and riding pants, And people come from far and near And give them greeting with smile and tear, Will they stop right there, their interest dead, In these brave boys who have fought and bled, That we who greet them might happy be, In this beautiful, wonderful land of the free?

Or will they say, as some have said, "Why the boys are all right, they've been clothed and fed, And I would have gone if I only could, But I had to stay home and chop the wood." Or maybe they'll say, "It must be fun To go over there and fight the Hun; They certainly were all treated right, And all they had to do was to fight."

But I'll tell you, old man, when you've had your say, That the life of a soldier is not all play; When the water's scarce and the food is bad, And a warm place to sleep is not to be had, Then home and mother looks pretty good, If you do not have to stay home and bring in the wood.

So let's give them credit for what they've done, They've all been heroes, every one; And don't forget the brave young "Gob."

High School Notes

"Mice and Men," a comedy in four acts was presented to the community by the Senior Class April 11 and 12. The auditorium was crowded to full capacity both nights. Although the play was a very difficult one, it was staged in a very satisfactory manner. The audience would laugh enthusiastically at the antics of Kit, or be properly sympathetic with Mr. Embury in his disappointments, especially in the final scene. Peggy, Mr. Embury, Mr. and Mrs. Goodlake, Capt. Lovell, Kit, Peter, and Mrs. Deborah deserve worthy mention, having played their parts very true to life. The orphans and their fussy attendants also called forth amused comment from the audience. The success of the play was not due alone to the cast, but to the efforts of the whole Senior class, and to the very able coaching of Mrs. Drury-Scott.

The Columbia Track Meet was not very successful from the view point of James John. Richard Girt won his heat in the high hurdles, but when he started off for the finals he slipped. He started again and came out third anyway. Every one that witnessed the relay race will admit that James John's part in it was a heart breaker. Richard Girt started off with the speed of a deer and in no time he was way in the lead. Dick gave the stick to Jower and the way Jower "ate the dirt" was a miracle. Jower gave the stick to "Farry" Johnson and Johnson went around the tracks without slackening up a bit. By this time they were in the lead but when "Larry" got around he gave the stick to Harvie Lane, who does not pretend to be a sprinter, soon lost out; two men passed him up.

City Hall Doings

A petition was filed with the city council last week for an appropriation of \$2500 for the entertainment of the visiting members of the Mystic Shrine, providing that the convention is held in Portland in 1920.

Everett Marion, a member of the Oregonian staff, has been appointed secretary of the Civil Service Commission in the place of O. C. Bortzmeyer, who has resigned to take charge of the Salvation Army financial campaign, which they expect to wage throughout the Northwest. Mr. Bortzmeyer is to direct these drives, and as he has had previous experience with the army in war work, there will be no trouble in making it a success. Mr. Marion was also formerly assistant city editor of the Telegram, and has had wide experience in the newspaper field on the Coast. He is well qualified to fill the position, being equipped with a high standing of ethics as to the requirements of what should constitute the best means of securing efficient services for the city. And we might state it is seldom the case that newspaper men fail to make good no matter in what undertaking they are placed.

Commissioner Perkins' resolution, introduced several weeks ago in regard to bettering educational facilities in Portland, has been taken hold in the council and has been the means of a committee being appointed to investigate the possibilities of linking the high schools and the proposed University of Portland. Reed College is said to have offered an endowment of \$50,000 to the maintenance of such an institution, the remainder to be supplied by a tax of .2 mills levied on the people of the city. The school would be intended for Portland's students to acquire an education at the lowest possible cost and would allow them to pay their way through school while being employed.

Commissioner Perkins estimates that the cost of such an institution would be about \$150,000, and should the committee finally approve of this expense it will be one of the biggest assets to the city from a financial as well as an educational standpoint, and would be the means of bringing thousands of students to the city.

The regular weekly calendar of the city council containing matters of great importance, will be larger this week than it has been for many months. The primary reason for the number of items on the calendar to be considered is the decree issued several weeks ago by Commissioner Barbur, that he would refuse to vote in favor of considering any measure of business not placed upon the calendar in the regular way. He said that he would oppose anything and everything which appeared before the council under the so-called four-fifths rule. Hereafter the Commissioners will have to prepare their business by Saturday noon in order to pass it through in the regular manner—that is if Mr. Barbur remains firm in his contention. "Although I am not anxious to begin controversy," said Commissioner Perkins, "I do consider Mr. Barbur's stand very childish. If the city council is to function only once a week it might be well to revert to the old system of government, as it was intended that the City Commissioners remain on the job constantly. I have found that very often important matters come before the council one day previous to the regular council meeting, and if Mr. Barbur's rule is to be followed consistently it will always be impossible to consider these matters until more than a week has elapsed, and this delay is accompanied by a loss of cash to the city."

Note the label on your paper.

FOR SALE

Two Modern Cottages of four rooms each. These are fine little homes for two people. They are close to the industries being numbered 503 Oswego and 605 Hudson St. The Oswego street property is on a lot 50x60 and the Hudson street 40x100.

Either of these can be bought just like paying rent. While you are paying rent waiting for Real Estate to come down you will pay enough to offset the difference (and it may not come down) and get nothing. These houses are priced at the cost a year ago and all building material and labor have increased in price since then.

Bonham & Currier.

Electric light Globes at CURRINS.

Save money—wear ROGERS' heavy Coveralls, \$3.75. Three doors north picture show.

Switches made from combings.—Mrs. Hill, 615 East Tyler street; phone Columbia 783, 25

Kodak finishing of the quality kind. CURRIN SAYS SO.

Woman wants position to do general housework. Call Columbia 669.

Lots plowed and harrowed; \$2 for one lot and \$1 for each additional lot. Phone Columbia 579.

There should be a KODAK on every cutting. CURRIN SAYS SO.

For Rent—Two acres of land, near water tanks, St. Johns, for \$10 per acre. Tract may be divided if desired. Edmondson & Co., phone Columbia 92.

Exchange \$500 equity in new five room modern bungalow for good vacant lot; you pay balance monthly. McKinney; phone Columbia 2.

VICTROLA NO. XI A1 six double disc records (12 selections) 8 record albums, record brush, needles and all accessories for \$130.10; pay \$13 down and \$13 per month. CURRIN SAYS SO.

For Sale—Six room modern house, full lot, full cement basement, 5 min. walk from center of St. Johns; price \$2000, part cash. Call 110 Dickens street.

Early cabbage plants, head lettuce plants and kale plants now ready for planting in your garden. These plants have been hardened outside.—Beckett's Greenhouse, North Kellogg street; phone Columbia 401, 23

For Sale—1915 Overland; electric lights, starter, power tire pump, shock absorbers, good tires and in good mechanical condition. Will demonstrate. Price \$375. Call evenings Columbia 962

Notice is hereby given that I will not be responsible for any debts contracted by any one in my name.—G. L. Hardin, 203 N. Jersey, phone Columbia 971, 23

For Sale or Trade for City Property—45½ acres, 10 acres in cultivation, 25 slashed and burned, five room modern bungalow, good barn, running water, good orchard; close to R. R. station and six miles to good town. Call 800 South Jersey street, or Marshall 2367.

Would you be able to meet your financial obligation and at the same time re-establish your home should your property be destroyed by fire? We write all lines of insurance. Let us quote you rates.—Peninsula Security Company.

Who is your druggist? Have you used care in his choice? It means a lot when you are sick and need medicines compounded. We are graduate registered pharmacists of considerable experience. CURRIN SAYS SO.

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.

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