

ST. JOHNS REVIEW

Regarding the Elevator

In five months the 1,000,000 bushel grain elevator at the St. Johns terminal can be completed. In the opinion of the engineers there is no reason to assume that the elevator plan cannot be carried out. It is not true that the ground is unstable. To finish the elevator plant proper will require \$150,000, and if it is determined to use a spread foundation, as recommended by the engineers, the total cost will be between \$200,000 and \$250,000.

These are some of the points of information a special committee of the Merchants Exchange association obtained first hand from members of the commission of public docks and engineers yesterday. A Cohn, of the Northern Grain and Warehouse company; Peter Kerr, of Kerr, Gifford and company; George A. Westgate, of Albers Brothers Milling company, and J. H. Klosterman, of the J. H. Klosterman and company, made up the committee.

The committee inspected the property Monday and yesterday the matter came up of having adequate storage for sacked wheat at the terminal, in the event the elevator was not finished soon enough. After the committee had left, the commission finally approved plans and specifications and ordered bids advertised to extend the covered section of Pier No. 1 a distance of 900 feet, giving it a total length of 1500 feet. There is a covered section now with a length of 600 feet, while the wharf is completed for 1200 feet, so the latter will be extended an additional 300 feet, which contract was recently awarded to Elliott and Scoggins, and the shed part is expected to be finished with speed.

Mr. Cohn thought the commission would make no mistake in erecting a second elevator on the west side of the harbor, having a capacity of 500,000 bushels. Mr. Burgard called attention to the fact that this would add to the congestion already bothering the terminal yards. Mr. Westgate opined the elevator movement would not affect that much. Mr. Cohn said such an elevator would serve for export and home consumption.

Mr. Knapp asked if the committee thought the commission as custodian of public funds, should go ahead with freights sheds at the terminal for the storage of wheat. Mr. Westgate replied that if the elevator is to be ready no more space will be needed, if not pier No. 1 should be finished, but that he did not think the commission was justified in going ahead with the construction of a second pier at present.

Mr. Klosterman went into the matter of expense yet to be borne to finish the plant and what the material foundation would cost. Mr. Hergardt said he felt certain the plant could be finished in five months; that it was thought the commission could go on with the present foundation since four or five engineers had recommended the corrective work now being carried on. "After two months study I don't believe there is any reason to assume the foundation cannot reasonably support the elevator," said Mr. Boschke. "However, a little subsidence does no harm. I think the facts and the report of the engineers justifies proceeding with the work. If things develop and we have to spend money later, let us spend it, but not use any more now than is necessary. I'm talking from 10 per cent theory and 90 per cent practical experience and knowledge."

Chairman Moores told the committee the commission wanted to co-operate in every way possible with the grainmen, and do all that was right in the interest of the city. Mr. Knapp directed attention to the fact that had it been first decided to use a spread foundation the cost would have been little less than if it is undertaken now and little would have been said about it; while since it is recommended as one of the corrective measures, some regard it as strikingly expensive.

Mr. Boschke, in answer to a question as to the justification of the commission in first attempting the work on showing made through piles tests and not resorting to boring of the soil, said pile tests were very common practice throughout the United States and that as the commission was depending on the advice of engineers, it was justified in not shouldering more expense. He added that in any case the commission could have

Now Being Used

Actual service for ships is being performed at Portland's new coal storage dock at St. Johns, which the Port of Portland Commission constructed last year. The Edliefsen Fuel company has arranged to store 30 cars of fuel there. Nearly half of the lot was delivered Friday and immediately the work of barging it to vessels in the harbor was begun. The commission recently fixed a tariff there of 25 cents a ton for handling the coal, which means the use of the port's 25 ton crane, for which it furnishes the operator and coal on storage is charged for at the rate of 25 cents a month for fraction there of 10 cents a ton being added for wharfage. It is reasoned by the commission that, while the dock was being built with a view that the port body was ultimately going into the coal business, as a means of equalizing port charges as compared with fuel bills at other ports, the fact that the dock is available for commercial dealers provides competition with private companies which have their own bunkers and storage. A committee of the port commission is now engaged in an investigation of alleged higher rates for coal supplied ships here than is warranted, in view of the price ruling on Puget Sound. The attitude of the commission has been that it did not wish to enter the field a purveyor of ship fuel, but if conditions were found to be unreasonable, especially with reference to privately owned vessels, arrangements would be made to bring coal from the north and offer it for sale.

Where the Billows Roll

If a man is discontented with this country of the free, with a government invented for such folks as you and me, let him take his aunts and nieces, pack his bombs and knucks and creases in his second hand valise, and go sailing o'er the sea. If a man comes here to jabber, while the other fellow works, if he's prone to stabber with an anarchistic dirk, let us tell him, through our faces, we'll be happy if he chases to the foul and foreign places where his fellow loafers lurk. If a skate from Europe's alleys comes to - this star spangled shore, hoping by his quips and sallies to make honest workers sore, let's condemn his crazy notion, let us curb his weird emotion, let us lead him to the ocean and the ship that sails at four. War has left our people nervous, and we should reduce to junk, any freak who comes to serve us a lot of Russian bunk; let us treat him as a traitor, as a sinful alligator, let us load him on a freighter, where the billows go kerplunk.—Wait Mason.

expected some settlement. Engineer Hergardt brought out that the first site selected for the elevator was 300 feet west of the present structures, which has been found by boring to be a much more stable foundation, but that the Witherspoon Englar company, at the time Mr. Witherspoon was on the ground, in connection with designing and superintending the construction of the elevator, shifted the location and said that borings were unnecessary.

Mr. Moores cited experience in various parts of the waterfront where buildings and other construction had settled and Mr. Cohn remarked in that connection that North Bank dock, which is company is now leasing, was settling and \$65,000 was to be spent on new work, there as a result.

"All we want is a square deal from the public," said Mr. Moores.

"Well, you'll get it as far as this committee is concerned," replied Mr. Cohn.—Wednesday's Oregonian.

The school teacher had punished Tommy so often for talking in school and the punishments had so apparently been without effect that as a last resort she decided to notify Tommy's father of his son's fault. So, following the department mark on his next report were these words: "Tommy talks a great deal." In due time a report was returned with his father's signature and under it was written: "You ought to hear his mother."—Milwaukee Journal.

ROGERS sells OVERALLS.

Wooden Ships All Right

I was taking the American schooner, "Winslow" (568 gross tons) from Sydney to Samoa, in June, 1917. One afternoon when we were off Sunday Island about 500 miles south of New Zealand, I heard a roaring of motors and made out a seaplane in the sky, which I took to be from a British cruiser. The plane approached very close and dropped a bomb nearby and then twice tried to drop messages on our decks, failing in this the aviator came down close to my ship and called out instructions for me to steer southeast to a German cruiser or else the cruiser would come up and shell me.

The innocent looking "Wolf" came up that evening and ordered me to heave to and sent over a boat with a prize crew. The German officer when boarding, saluted and asked for the ships papers. They said they had been waiting for me for several days as they had intercepted a wireless. It took the Germans three days to get the cargo out and then they bombed the dear schooner that had been my home for so many years. But being wood and very staunch, it took them several hours to destroy her. They placed one mine forward and one aft; the forward mine did little damage, but the aft one blew the stern entirely away. Still the "Winslow" did not falter and defiantly remained fully afloat.

"This is your first try at a Yankee ship," I said with tears streaming down my face, turning to Lieutenant Wolf. "You can never sink her, no matter what you do!" With this he ordered a small boat to put out for the "Winslow" and set fire to her sails, using gasoline to

What Germans Missed

Guarded night and day and far out of human reach on a pedestal at the interior department exposition there is a tiny vial. It contains a specimen of the deadliest poison ever known. It is "lewisite," product of an American scientist. The airplanes carrying "lewisite" would have wiped out every vestige of life—human, animal and vegetable—in Berlin. A single day's output would snuff out the 4,000,000 lives on Manhattan island. A single drop poured in the palm of the hand would penetrate to the blood, reach the heart, and kill the victim in great agony. What was coming to Germany, may be imagined by the fact that when the armistice was signed, it was being manufactured at the rate of ten tons a day. Three thousand tons of this most terrible instrument ever conceived for killing would have been ready to do business on the American front in France on March 1. "Lewisite" was developed in the bureau of mines of Professor W. Lee Lewis, of Northwestern University, Evanston, Ill., who took a commission as a captain in the army. It was manufactured in a specially built plant near Cleveland called the "Mouse Trap," because every workman who entered the stockade went under an agreement not to leave the 11 acre space until the war was won. This, of course, was to protect the secret.

Work on the plant was started 18 days after the bureau of mines had completed its experiments. The other preparations to bring the gas into the war went forward with like speed, but the armistice prevented the Germans from ever experiencing a

High School Notes

Oliver Jessup, a former James John student recently discharged from the Marine Corp, has returned to Portland.

The Glee Clubs are practicing hard for the Minstrel Show to be given on Thursday, May 29. From present indications it will be a success.

The Senior class will leave next Friday for a trip up the Columbia river. They plan to go in two launches and camp out on Friday night. They will return on Saturday.

Last Saturday the Junior Senior picnic was held at Swan Island. Waffles, marshmallows and buns were greatly enjoyed. Canoeing and swimming were the chief sports. As a whole, the picnic was a decided success.

Patrons of the school will be interested in an exhibit of the work of the Art, Domestic Art and Manual Training Department. Such an exhibit will be open to the public at the high school on Thursday afternoon, June 5th. Those interested in any way in the school are urged to be invited to see this exhibit.

On Wednesday morning, a number of the students had the opportunity of hearing the Symphony Orchestra practice. Those who did not hear the Symphony Orchestra, were treated to a selection by our jazz band. Medals were presented to the boys who made places in the Inter-scholastic Track Meet by Mr. Campbell.

Last week the basketball team staged their annual come back, and defeated Franklin 4 to 3. John Wolf pitched champion ship ball; Joe Jower and John Ohm each made a two base hit. The feature of the game was Pug Toole's peg from center field catching a man at home. On Tuesday the J. J. team was defeated by Jefferson.

Everybody in school has been greatly interested this week in the election of Student Body officers for the coming year. At the present writing, Lawrence Johnson has been elected president, Donald Schaefer, public Welfare Commissioner, Amanda Steele, Literary Commissioner, Esther Piele, Finance Commissioner and Lee Hoskins, Athletic Commissioner.

About thirty girls of the Hiak Klatawa Society left the school last Friday afternoon and spent the night on the Huff farm. They took a Riverview car, got off at the Rose City cemetery and then hiked seven miles to the farm. They slept in the farm (it has confidentially said that they did not sleep a wink); all enjoyed the novel experience and declared they had a fine time. They returned to Portland the next day.

The annual Portland Inter-scholastic Track Meet was held on Friday, May 23, at Multnomah Field. Jefferson won the meet. James John was a runnerup in nearly every event. L. Coulter, of Jefferson took first place in the 100 and 220 yard dashes. Chuck Wright of Jefferson, sprained this ankle just before the meet. He was rushed to a doctor who braced up the ankle and advised him not to try to run. Nevertheless Chuck entered in the half mile, won second and fell in a faint at the finish. Hugh Whisler of James John won first place in the pole vault and high jump, earning ten points. Jack Vinson took second place in the pole vault. As Jack is only a freshman, James John will have a leading pole vaulter for three years. John Wolf placed third in the high jump and the discus. Lee Hoskins and Joe Jower each placed fourth in an event. There was a big crowd of spectators at the field and all of the schools were well represented.

A Practical Illustration

A small railway station, not far from Memphis, a few years ago paid the agent a commission on all freight and express handled. The commission amounted to about \$100 a year. There was but one store and the store keeper was very glad to act as freight agent, as he received practically all the freight shipped there, and was equally glad to be express agent, as he forwarded eggs and produce by express. Then the government took over the railroads. An operator was given the position. His wages were about \$165 a month. Then he was reduced to an eight hour basis. Of six passenger trains daily the agent meets only two that stop there. He does not work on Sunday. Since the establishment of the eight hour basis he is paid about \$135 a month. There is no more freight or express or passenger traffic than there was ten years ago, and probably never will be any more than there is now. This is a sample of the operations of the railroads under government control, and one of the explanations of the enormous deficit, regardless of the extraordinary increase in rates. There is no justification in squandering money with no expectation of a return in service.—Memphis News Scimitar (Democrat).

H. G. Wells knows Bulgaria as well as he knows the Martians, and he tells a story which reveals the Bulgars in an unflattering light. An angel—so the story goes—appeared before a Bulgar and said: "What does your heart most desire— fame, wealth, love? Think long before you answer, for I am here to grant you any wish you may make." The Bulgar accordingly began to think. He thought hard. Some minutes passed. Then the angel spoke again. "By the way," he said, "there's one thing I forgot to tell you. Whatever I grant you I grant the double thereof to your neighbor, the Rumanian, on the other side of the river." The Bulgar needed to do no more thinking. He advanced toward the angel with a glad smile. "Pluck out one of my eyes," he said.—Ex.

Y.W.C.A. Weekly Program

Monday 2:45 p. m. — High School Girls' Club.
Monday 3:45 p. m. — Owaissa Camp Fire Girls. Mrs. Hagenbuch, guardian.
Wednesday 3:45 p. m. — North School Girls' Reserve.
Wednesday 8:00 p. m. — The More the Merrier Club, Leader, Miss Henry, local secretary.
Friday 3:45 p. m. — Rainbow Club, Leader, Miss Henry.
Saturday 1 p. m. — Swim at Central Y. W.

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start the blaze, but the fire burned for only a little while. Then the "Wolf" fired thirty nine shells in all into the "Winslow" without much effect, one merciful shot cutting the four masts overhead, but the old schooner still proudly remained afloat on the ocean.—Captain Robt. D. Trudgett in the May "Sunset."

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