

THE ST. JOHNS REVIEW

A. W. Marke, Editor

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A proposition that is now being considered to some extent is the project of extending Columbia boulevard to the extreme point of the lower peninsula, when it is proposed that a ferry be operated between that point and Sauvie's Island. There is a vast amount of what is said to be the most fertile land in the world at Sauvie's Island. But on account of difficulty of access to market the greater portion of the island lies in an undeveloped state. But with a good road to the lower end of the peninsula and ferry service from there on to the island established, the farmers would naturally bring their produce to the St. Johns markets, and other farmers would be induced to develop and cultivate more land. It would be a good thing for St. Johns and the peninsula in general, as well as for the farmers of the island. A movement is being inaugurated to impress upon the county commissioners the importance of including this roadway and ferry service in next year's budget. Why not?

The entire west is interested in building up a great merchant marine on the Pacific ocean. Proper rail rates to western seaports, and a shipping to carry our commerce and crops means millions annually to every western state. But what good are reduced export and import rail rates if there are no ships to carry these products to and from our ports? As England is seeking to gobble the shipping of the world, so the Atlantic coast is grabbing the wood and steel ships built on the Pacific coast. The Pacific coast has shown the world that it can build ships faster and better than they can be built on the Atlantic. But when ships built at Pacific coast harbors are sold they are advertised for sale in New York weeks before they are offered on this coast. Puget Sound, Portland, San Francisco and Los Angeles are not given a fair chance to build up as great ports of entry and distributing centers. Pacific coast operating companies have now organized for mutual protection and advancement of Pacific shipping interests on which our Western commercial life depends. — Pacific Coast Manufacturer.

Charles Piez, who recently retired as general manager of emergency fleet corporation, in a recent address declared himself "permanently cured" of any embryonic leanings toward government ownership he might have entertained. Political management of shipbuilding and ship operating industry came as near wrecking both branches of our maritime operations as it was possible to do. Cancellation or threatened cancellation of shipbuilding contracts promised to close all Pacific coast yards. When the officials finally realized the mess they had made they said they didn't mean to cancel contracts, only change them. Now western shipbuilders have been asked to Washington to help repair the damage. The vacillation policy of the shipping board should be ended and Congress definitely decide whether or not the U. S. is to build a fleet as planned and if not, say so. Then it should adopt a national policy encouraging to the development of an American merchant marine. Foreign trade means more to us now than ever before.

The nation is awakening to the necessity of good roads, and interest is being manifested in every city, township, county and state. The world wants production and the way to get it is to open up the land by making it available with good roads. The west has millions of acres of fertile land within a few miles of railroads and centers of population, entirely undeveloped simply because there may be a 10 or 20 mile stretch of impassable roads between these lands and the markets. Good roads are as necessary to successful farming as a telephone is in any successful business, both put the user in touch with the rest of the world. Congress should immediately devise ways and means for the construction of a national highway. Thousands of men would be employed and the example set by the government would be followed by every state and county in the nation. Building roads should be a national occupation for the next ten years.

A community park of from five to ten acres, maybe more, will be one of the direct benefits to St. Johns if the voters approve the measure to be voted on at the city election Tuesday authorizing the City Council to issue \$500,000 in bonds for the purchase of park sites. This measure ought to carry anyway, for Portland has nothing like as much park acreage for the number of inhabitants as other cities of the same class.

But the Council has promised that if this measure passes the St. Johns district will be one of the seven sections of Portland in which sites will be purchased. Land values are rising every year and the city will save money—and property owners will save taxes—in the long run by providing for parks now. The committee of St. Johns citizens who are working on this matter report that \$50,000 will be spent for park land in this district if the bond issue passes. A development something like that of Peninsula and Sellwood parks is anticipated—with community house, gymnasium, swimming pool and play apparatus, wading pools and sand piles for the children. Every voter in St. Johns should vote for this park site measure, Charter Amendment No. 512 on the city ballot Tuesday.

Eleven babies are dead, 21 have been afflicted with a mysterious malady, and Tuesday night, according to the statement of Mrs. D. C. Burns, president of the Waverly Baby Home, 12 babies were in a most critical condition at that institution. All the children are less than 3 years old. Mrs. Burns said that the little sufferers are in terrible agony, screaming with pain, and with blood coming from their mouths and ears. The cases have been diagnosed by specialists as dysentery of a highly infectious type. The home is under strict quarantine, and the cases have been isolated as soon as they were discovered.

The members of the Oregon Grape Club were pleasantly entertained, May 21, by Mrs. Catherine Teeling, at her home, 219 W. Tyler street. In the conundrum contest, Mrs. Winters won first prize and Mrs. Emma Boyd the consolation. Wafers, salad, cake and coffee were served by the hostess, assisted by Mesdames Armstrong, Roactta Smith and Emma Beam. Those present were Mesdames Beckman, Boyd, Brice, Bugbee, Clark, Emerick, Harrington, Haskell, Keough, Marchland, Muhm, Palmer, Peterson, Pond, Stone, and Winters. Misses Anna Belle Phillips, Ida Teeling and Vivian Muhm, Master Roy and Paul Beckman and Kenneth Peterson.

The lawyer was sitting at his desk, absorbed in the preparation of a brief. So intent was he on work that he did not hear the door as it was pushed gently open, nor see the curly head that was thrust into his office. A little sob attracted his notice, and, turning, he saw a face that was streaked with tears and told plainly that feelings had been hurt. "Well, my little man, did you want to see me?" "Are you a lawyer?" "Yes. What do you want?" "I want and there was a resolute ring in his voice—"I want a divorce from my papa and mamma." Reddy's Mirror.

One of the big tasks before congress will be the taxation problem. If public opinion has any weight, one of the first things to go will be the so-called luxury tax which places a special tax burden on a designated list of articles and industries. Americans are willing to pay taxes to meet obligations of the nation but they dislike special taxes, they always have and always will.

An advertisement in a Chicago paper promises a steady job to a bartender—which is the most pronounced instance of optimism discovered thus far during the season.—San Francisco Bulletin.

For Sale Cheap

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Columbia 977 418 N. Jersey**Notice of Guardian's Sale of Real Property.**

Notice is hereby given that the undersigned will, from and after Saturday, June 28th, 1919, proceed to sell at private sale, to the highest bidder for all cash, or for part cash and part on time, the whole of:

Lot Nine (9), and West one-half ($\frac{1}{2}$) of Lot Ten (10), in Block Ten (10), John Irving's First Addition to East Portland, now within the corporate limits of the City of Portland, Multnomah County, Oregon, with improvements and appurtenances thereto or belonging thereto.

There is a ten room dwelling house on said land, known as 712 Schuyler Street and garage.

Alice A. Morris, a minor, and daughter and ward of Edward R. Morris, is an owner of an undivided two-thirds interest in said property and Edward R. Morris, individually, owns an undivided one-third interest in said property. The whole of said property will be sold.

Sale of said minor's interest has been authorized by an order of the County Court, Multnomah County, Oregon, dated and entered on the 21st day of May, 1919, for the payment of a sum due and owing, balance owing on the purchase price must be secured by a first mortgage lien on the whole of said property. Abstract of title will be furnished purchaser. Bids will be received and all inquiries answered by Edward R. Morris at Peninsula National Bank, Phone Col. 800, or at the office of Perkins & Bailey, his attorneys, 1117 Board of Trade Bldg., Phone Main 8348, Portland, Oregon.

Sale made subject to confirmation by Judge of the Circuit Court of Multnomah County, Department of Probate.

EDWARD R. MORRIS,
Guardian of Alice A. Morris, a minor,
EDWARD R. MORRIS,
Individually.

SUMMONS.

In the Circuit Court of the State of Oregon for the County of Multnomah.

Jessie E. Farrell, plaintiff, vs. Herman Haverdale, Charles Stout, J. W. Cook and—Cook, his wife, defendants.

In the name of the State of Oregon, you and each of you are hereby required to appear and answer, or otherwise plead to the complaint filed against you in the above entitled Court and cause on or before the expiration of six weeks, provided you receive a copy of the complaint and if you fail to appear and answer, for want thereof, the plaintiff will apply to the Court for the relief demanded in its complaint herein to wit: For a judgment and decree of strict foreclosure against you in said cause, barring and foreclosing you of and from all right, title, interest, claim, lien, and equity of redemption in and to that certain real property situated in the County of Multnomah, State of Oregon, particularly described as Lot number (9) in Block (1) Pomona, an addition to Portland, Multnomah County, Oregon, according to the official plat thereof as recorded in the office of the County Clerk of Multnomah County, Oregon, including the statutory right of redemption, and for his costs and disbursements hereinafter mentioned.

Service of this summons is made upon you by publication thereof in the St. Johns Review, a newspaper of general circulation published in Portland, Multnomah County, Oregon, pursuant to an order made by the Honorable George W. Stapleton, Presiding Judge of the Circuit Court of the State of Oregon for Multnomah County, made and entered on 26th day of May, 1919, directing service of said summons to be made by publication thereof in the St. Johns Review for six successive weeks.

Date of first publication of this summons is May 30, 1919, and last publication July 11, 1919.

SIDNEY GORDON,
Attorney for Plaintiff.
Gerlinger Building,
Second and Alder Street,
Portland, Oregon.

A plot of ground 100x600 feet, which contains twelve 50x100 foot lots, just across the river from St. Johns, bounded by Wood and Mills streets. For quick sale \$1000 takes them, which is less than \$100 per lot. Good terms given. Call at this office.

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If you are a stranger in town read
The Review and get acquainted.