

**THE ST. JOHNS REVIEW**  
A. W. Markie, Editor

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THE REVIEW is entered at post office  
in Portland, Oregon, as mail matter  
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Congress of March 3, 1879.

Thomas A. Edison says we  
have advanced 250 years in the  
last four, but maybe he has been  
paying wartime rent, and feels  
as though he must have paid  
about that far ahead.—Kansas  
City Star.

Reduced to simplest terms,  
the reason is given for the main-  
tenance of high prices is that  
the prices must remain high be-  
cause they cannot become lower  
and they cannot become lower  
because they must remain high.  
It is very simple.—Albany  
Journal.

During the brief period of  
government operation of tele-  
graphs a deficit of a million  
dollars was created. The re-  
sults of political control of in-  
dustry are three: First, in-  
creased rates; second, inferior  
service; third, deficits to be paid  
by the people for the proud  
privilege of paying more and  
getting less than under private  
management.—National Repub-  
lican.

It is announced that twelve  
pre-dreadnaught battleships of  
the American fleet will soon be  
taken out of commission and  
either "scrapped" or sunk in  
target. A good many lay minds  
wonder why ships of this kind  
should be "scrapped" or sunk.  
That they would have some  
value in naval defense in time  
of war is certain. They could  
be used as transports in emer-  
gencies. Their upkeep would be  
a matter of small cost. Why  
the anxiety to sink or break up  
such ships, representing an in-  
vestment of many millions of  
dollars, and still possessing vast-  
ly more value as ships than as  
junk?—Ex.

The Fourth of July this year  
sees 30,000,000 Americans holding  
government securities, largely  
in War Savings Stamps. These  
Americans are more nearly  
"independent" than ever be-  
fore, for a financial reserve fund  
means independence, aside from  
the practical patriotism that  
follows active participation in  
the financial affairs of the  
nation. Before the war, but  
30,000 Americans held bonds of  
their Government. The Thrift  
Campaign last year brought  
millions of men, women and  
children into the rank of better  
citizenship. The campaign is  
being continued this year that  
these and others may become  
acquainted with the satisfaction  
there is in putting their change  
and their dollars at work in  
government securities. A solid  
prosperous citizenry assures a  
solid, prosperous nation, and  
the one constantly interacts on  
the other.

Under the new regulations,  
all warehouse or elevator opera-  
tors, brokers or commission mer-  
chants, wholesalers or jobbers,  
in wheat, or wheat flour, and all  
millers of wheat flour, and all  
bakers using more than 50  
barrels of wheat flour per month,  
must secure license from the  
United States Wheat Director on  
or before July 15th. Owing to  
the short time, applications for  
the license blanks must be made  
to the office of the Grain Cor-  
poration, 510 Board of Trade  
Building, Portland, Ore., im-  
mediately. Blanks are being  
mailed to all dealers in these  
classes whose names are on the  
mailing list, but anyone who  
does not receive his application  
blank promptly should write the  
Grain Corporation. Particular  
notice is given to flour jobbers  
and commission merchants, as  
the mailing list of this class of  
dealers is not complete. Fail-  
ure to secure license by July  
15th, will render the dealer li-  
able to the penalties prescribed  
by law.—United States Grain  
Corporation, by M. H. Houser,  
2nd Vice Pres.

Advantage of Portland as a  
coal bunkering center for ships  
developed with the announce-  
ment that the Edliefsen Fuel  
Company of this city has secured  
a contract to furnish about  
1000 tons of coal to the Japanese  
tramp steamer, Atagosan Maru,  
which will reach this port to  
load lumber next month. In  
capturing this business the local  
fuel company has attained an  
apparent advantage over the  
Puget Sound bunkering inter-  
ests which have hitherto cor-  
nered all the business of that  
kind for the transpacific steam-  
ers. The coal to be supplied  
will be brought from mines in  
Utah, and, while 10 per cent

higher in price than the Comax  
coal which is obtained on the  
Sound from British Columbia  
mines, is said to be 25 per cent  
more efficient than the foreign  
brand. According to Mr. Ed-  
liefsen the securing of this in-  
itial business is in all probability  
to be followed by similar con-  
tracts from Japanese steamers.  
—Abstract.



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to France as official representative of  
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studying the effect of the war upon the



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