

ST. JOHNS REVIEW

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May Build at Linnton

Reports that the Oregon American Lumber company intended to dispose of its extensive holdings of timber, covering the adjacent corners of Columbia, Clatsop, Tillamook and Washington counties, are branded as error by official announcement that the company had undertaken the development of its 27,000 acres of fir at an estimated cost of more than \$2,000,000, double the amount of money invested two years ago in the northwestern corner of this state. Construction of a standard common carrier railway into the timber tract, formerly known as the Dubois holdings, has been started and two sawmills of large capacity will be erected, one in the interior and the other along the lower Willamette river or along the Columbia below its junction with the Willamette. According to Charles T. Early, general manager of the various companies controlled by David C. Eccles and his Utah associates, a contract has been let to the Utah Construction company, one of the foremost railway building corporations in the West to construct 31 miles of railway starting from Milkesboro, the terminus of the United Railways line of the Spokane Portland & Seattle system 26 miles northwesterly from Portland. The name of the corporation which will take over and operate the new railway will be announced shortly. The new line will extend northwesterly to Vernonia and thence up Rock creek to the heart of the Dubois timber tract, formerly owned by Pennsylvania interests.

Ultimately branch lines will be built to reach further into the fir forests which admittedly contain some of the biggest and best timber in the Coast range. The new railway will be of standard gauge construction and will be operated with steam locomotives as a common carrier rather than as a logging railway. It will make accessible large areas of fertile agricultural land when the timber has been removed. Connection with Portland will be made with the United Railways line through a joint traffic arrangement. The exact location of the tidewater sawmill to be erected may be within the limits of the Linnton district, although General Manager Early says he is unprepared to announce its location. Completion of the railway will be as rapidly as possible he says, citing the record of the Utah Construction company to carry through large undertakings with dispatch.

Bob Up For More

Some fellows won't stay downed when they have hit the floor; if they have lost a round they soon bob up for more. By Fortune biffed and kicked, and swatted on the chins, they don't know when they're licked, and take it all with grins. Soon Fortune weary grows of furnishing the gaif, of finding that her blows are greeted with a laugh. She calls off all her bets, resorts to kindly shifts, and makes those fellows pets, and loads them down with gifts. Among successful men you'll find a hundred guys who, floored again, again still to their feet would rise; they'd spit out broken teeth like Greeks in Homer's poems, until the victor's wreath was placed upon their domes. Methinks that every gent who to the heights arose has had his features bent by Fortune's shrewdish blows. For life is not so soft that any human jaw can reach the place soft on velvet all the way. We all encounter blows, who takes the road in to win; some land upon the nose and some upon the chin. The weakling gives a yell when Fortune swats his ear, and has a tale to tell of doubt and dread and fear. The strong man gets his biff, and lets his laugh ascend, and mutters, "What's the diff? I'll get there in the end."—Walt Mason.

For Sale at a Sacrifice—On account of illness in the family, will sell five room house at 202 North Fox street, lot 15x100, for \$1600 cash, which includes furniture garden truck, wood in basement, fruit, etc. This is a splendid buy for anyone wanting a desirable home. Also barber shop doing a good business at 108 Alta street. For further particulars see J. E. Coffey at 108 Alta street.

Not so High in St. Johns

From Evening News: George B. Frank is a farmer of wide experience. He has a large farm at Clackamas. He has just returned from San Diego, where he was the manager of the vast orange and lemon groves of James A. Murray, the multi-millionaire.

Frank resigned his position in disgust and returned to Clackamas. The occasion of his disgust he has revealed to me. "I want to know," he said, "who gets the difference between the cent and a half a dozen I was offered for lemons in San Diego and the 65 cents a dozen, which is the Portland retail price." I told him I hadn't the slightest idea. "There are, I should say," Frank went on, "between 400 and 600 boxes of lemons still hanging on the trees down there. Murray, having plenty of money, doesn't care a hoot. But I, being a self respecting farmer, quit. I've been walking about downtown, looking at the fruit stands. Sixty-five cents a dozen seems to be the prevailing price. Now there are about 30 dozen lemons in a box, for which the Portland retailer pays between \$6 and \$7. At 65 cents a dozen, a box fetches in \$19.50—about 200 per cent profit. The fellow who actually grew those lemons got 45 cents a box. So who gets the difference—\$19.50? I know the Portland retailer gets about \$7, but who gets the rest?" I had to tell Frank again that I didn't know, and I asked him why fruit growers and farmers didn't organize cooperative societies and market their produce that way. "We tried it," he said. "Once was enough. The cargo got lost. The fruit was rotten when it reached the market." I asked him if he meant to insinuate that the cars were purposely "lost" and the fruit delayed, and he said: "Figure it out for yourself." I asked him what he thought of the Yamhill street market, and he laughed. "Just came from there. That isn't a public market at all. It's a nice little arrangement to enable many Japanese, Chinese and Italians and a few Americans to masquerade as farmers and fool the people." I asked him what he knew about markets that he should criticize, and he said: "I'll tell you what I know. I sold farm produce in a public market that was a public market. That was at Buffalo, N. Y., before I came west. I know all about the Cleveland public market too."

"Tell me what these eastern markets are like," I said, and he said: The Buffalo market is a big place. Something like one of your park blocks here. There aren't any stalls. You come to market with your wagon or your motor truck loaded with stuff from your farm. And mind, you've got to be a farmer or you can't do business at the market. The market opens at 5 in the morning and closes at noon. If you get to the market with your stuff early you may get the choice of positions. The market master there doesn't say, "This place is place is yours, and this is mine, and this is the other fellows." It's first come first served.

"The housewives come all morning and they buy right from the wagons and trucks. When you have sold out, you say 'Giddap,' or you step on the gas, and you go back to the farm."

Needs Attention Badly

The condition of Jersey street certainly is no credit to St. Johns. It is rapidly crumbling and disintegrating and undoubtedly should be hard surfaced. We understand the city has offered to pay one-half of the expense of doing so, and expects the property owners to pay the balance. It would seem that it is up to the city to have this street placed in first class condition. After a street has been improved it seems no more than fair that it should be maintained in good condition by the city, because it is used and worn out by public traffic. The city authorities relieved the bondholders from responsibility, and in doing so it would seem that the city assumed the responsibility of caring for it in a proper manner. Why should not the city authorities get busy and place Jersey street in the condition it deserves to be placed?

We are graduate REGISTERED DRUGGISTS and know the business. CURRIN SAYS SO.

Answers Last Taps

Captain Lewis Bleakney was born January 20, 1838, in the town of Indiana, Pa., and died Monday, July 13, at his home in Aumsville, Oregon, at the age of 81 years 5 months and 24 days. He was the third son of Samuel and Sarah Bleakney, and when almost to manhood emigrated to Henry county, Ill. In the year 1861, when the war broke out, he was teaching school on the morning of June 10. He went to his school, called it to order, then dismissed it and boarded the train for Chicago and enlisted in the 19th Illinois Volunteer Infantry, and in 10 days was at the front. He served continuously until April 20, 1866. Having participated in some of the hardest battles of the war, he won the laurels until, at the time he was mustered out, his rank was Captain and acting assistant adjutant general on General Hazen's staff. He assisted in the organizing of the colored troops after they were freed.

After he was mustered out he returned to his old home in Illinois, where he met and was married to Miss Sara White. To this union two children were born—a son and daughter—J. Jay Bleakney, of Portland, and Mrs. W. R. Evans, of St. Johns. He lived with the latter for a year, until two weeks before his death, when he made a request to go to his old home to die. Deceased was a resident of Oregon in and near Salem for about forty years. He served one term in the Oregon Legislature and was postmaster at Aumsville for eight years.

The funeral was held at the old home near Aumsville with services conducted by the old soldier.

Raise Not Satisfactory

Organized employees of the Portland Railway, Light & Power company have rejected the award of 12 1-2 per cent increase in wages made by the war industries board, by a vote of 921 to 291. The referendum vote of the union was held in the various car barns of the company and a canvass of the ballots was witnessed by 700 members Tuesday night. There will be no immediate strike on the street car lines of the company, however, the men agreeing to work at the new scale until the peace treaty is finally signed. Further overtures will be made to the war labor board looking to a readjustment of the wage schedule, according to officials of the union.

The award passed by the war labor board last week carries an addition to the company's payroll amounting to over \$350,000 annually, and officials of the concern have petitioned the public service commission for permission to cover this increase. The increase demanded by the men aggregates approximately double the amount granted. According to an agreement between the company and the employees decisions of the war labor board will be accepted during the period of the war, until the peace treaty is signed," said President Griffith of the Portland Railway, Light & Power company this morning. "The union will adhere to this agreement and the company will not protest the decision of the war labor board. There will be no strike troubles involved in adjusting wages and labor conditions of the company if it can possibly be avoided." Members of the street railway employees' union have been re-

The Watermelon

Just when the hottest, laziest, thirstiest month of the year came along and labeled itself "August" Mother Nature rose to the occasion and invented for her heat tormented children of the earth—the Watermelon. The charms of a watermelon really should be sung in rhyme. What mere prose could do justice to its deep, juicy coolness, its glorious rosy color, its comforting bulk with the suggestion of rich plenty—its delicate flavor, its perfect combination of food and drink in crisp, lovely perfection?

First—by all means a melon should be cold. Gathered fresh from the field with the night dew still upon it the watermelon carries the delicious chill of midnight—and is at its zenith of perfection! But for city dwellers, for whom melons grow only on market stalls, the ice-box chill is a good second. Melons carried to picnics should be allowed to lie an hour or two in the brook, or buried in the beach sands, or the water's edge—wrapped in heavy very wet cloths and swung from a tree branch—in the famous Indian refrigerating system. But after the melon is well chilled wash the surface well, then serve.

1—Slice the melon across, in pieces an inch and a quarter thick. Remove the rind and cut the firm red hearts into cubes, diamonds or other desired shapes with a cookie cutter. Place in a clear glass salad bowl, dust with powdered sugar, and serve at once. Line the bowl with fresh washed grape leaves.

Cut across in inch slices, cut the heart into balls or small circles, sprinkled with maraschino wine and a very little sugar and serve.

If the melon is placed on the table whole it should be held lengthwise toward the person cutting it. Insert the knife near the top and cut diagonally downward toward the other end, leaving four inches as a base. Three inches to the left of where the knife was first inserted cut again, this time diagonally toward the far end of the first line cut, thus making a pointed tongue. Continue to cut up and down in this manner until the melon is completely cut around, when two equal sets of points will result which can easily be pulled apart.

Watermelon Half Frozen
Break the ripe pulp of a melon into fine bits with a silver fork and place it in a freezer without the dasher. Pack in ice and salt and let stand two hours. Serve on the chilled half shell of the melon set on a platter and garnish with vine leaves and tendrils.

Watermelon Sherbet
Scrape all the red pulp of a ripe melon, saving the juice and using enough of the pulp to give flavor. Allow one pound of sugar to a gallon of liquid and freeze. If desired flavor with lemon juice or sherry wine. When half frozen add the stiff beaten whites of eggs, allowing one to each quart of liquid, and finish freezing.

Watermelon Pickle
Pare off the green part of watermelon rind, cut the white rind into pieces or strips of the desired size and cover with boiling water containing a small piece of alum. Let the rinds stand overnight in this liquid. Next day soak four hours in cold, fresh water, then cook in boiling water until tender. Have ready a syrup made of equal parts of vinegar and sugar. Boil in this syrup four or five sticks of cinnamon, slice three lemons, a dozen whole cloves and a few pieces of ginger root. When the syrup is thick and strongly spiced drain the melon slices and cook in the syrup until clear. Take out the melon, put in jars, boil down the syrup until thick, pour over the pickle and seal.

Watermelon Preserves.
To make peel of the green melon rind, cut the white rind in cubes, stand all night in salted water, drain the next day and cook until tender. Cover the melon with boiling water, add one lemon, sliced, and half as much sugar as melon. Cook ten minutes. It is then ready to serve or seal in jars.—Biddy Bye.

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A Successful Year

From the Pacific Christian Advocate of last week we clip the following:

Rev. James H. Irvine is closing a very successful year at St. Johns, Portland. A correspondent writes: "District Superintendent Youngson started on his round of Fourth Quarterly conference with St. Johns church, August 5th. This church led the churches of the city in the centenary program, going over the top 100 per cent the first day of the drive. All bills are paid to date and money in the treasury. A new church in the near future is the expectation here. They deserve it. At a picnic held recently at Columbia Park by the Methodist ministers of the city and their wives, Rev. J. H. Irvine, of St. Johns, responded to the toast, "Portland Churches and the Centenary Program," as follows:

Shades of John Wesley! May his tribe increase—
Looked down one day from his high pedestal of peace,
And saw in this and that neck-of-the woods
The names of balliwicks to be
And candidates for immortality.
And Centenary church he saw,
And Twelfth and Taylor too,
And Sellwood church and Sunny-side
From mists just breaking through.

And Wilbur in its infancy,
And Epworth as of yore,
And Montavilla on the rim
And Central at the core.
Mt. Tabor on the Eastern heights,
And Patton near the strand,
And Clinton-Kelley caught his eye
With its prose-poet man.
The churches of the Parks he saw,
Woodstock and Lents he scanned,
And Woodlawn church and
Laurelhurst
Of this our City grand.
And some were on the Eastern side
And some were on the West,
But when Doc Youngson called
The roll
St. Johns led all the rest.

NOTICE
The Union Savings and Loan Company of Portland, Ore., organized under the laws of the State of Oregon and safe guarded by the Blue Sky law, of this State, have established an agency in St. Johns for the subscription of stock and collections. They already have a nice stock subscription from the very best and most conservative citizens of St. Johns who have investigated the Company and subscribed for the stock. It is a well known fact that Building and Loan Companies are the greatest cooperative money makers for their investors for the reason that they deal in nothing but cash. It is a proposition of compounding interest 12 times a year. All mortgages and notes and other securities are to be deposited with the State. To mature \$1000 will cost the investor \$5.00 per month for 100 months, paying in \$5.00 and at maturity the stock accumulates to be worth \$1000 face. Past experience indicates the stock to go to maturity in from 108 to 120 months. This accumulates you a nice stake on a small monthly saving. You also have the privilege of a loan with this stock also to be paid in monthly payment. In case of sickness this company will grant a cessation of payments for one year, if it is necessary, on the stock. It is a good investment and a fine saving proposition. Any young man who wants to be thrifty and get into a proposition that is safeguarded by the State of Oregon, can call on our agent at St. Johns for further particulars. See A. W. Davis, 202 N. Jersey street, Resident Agent.

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ceiving 50 cents an hour with an eight hour minimum day, all over time being paid at time and one half rate. The men asked a raise to 60 cents an hour and the war labor board granted them 56 cents an hour effective from July 1, 1919. Operating expenses of the street car company for the year ending June 30 were \$3,119,000, according to Griffith, compared with \$2,400,080 for 1918 and \$1,697,000 for 1916. Labor represents approximately 74 per cent of the total operating expense, declare the company officials, and an increase in fares is necessary if the company is to pay expenses.

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