

ST. JOHNS REVIEW

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An Interesting Scene

American and Oriental products met in commercial scrimmage at the big municipal dock at St. Johns when imported goods, from hemp to tea, crossed the trails of logberry juice and cow tails billed for the Far East, says the Oregonian. With the arrival of the steamer West Munham from Shanghai, Manila, Kobe, Yokohama and other Oriental ports, and the assembling of the outbound cargo which will go this week on the steamer West Hartland, there was created at the terminal a scene of export and port activity which indicated that Portland is hitting its stride as a seaport of importance in the world's affairs.

One of the unique shipments to the Orient is a quantity of cowtails done up in seven big bales and destined to Yokohama. The shipment originated at an eastern destination. Terminal Superintendent Charles E. Steel-Smith had visions of the sending to America for materials for false whiskers when he spied the curious shipment, the purpose of which is still a mystery so far as the superintendent is concerned.

Other articles billed to the Orient readily suggested the uses to which they will likely be put. For instance, there are five carloads of egg case fillers and eight carloads of shooks in which the Chinese eggs will be packed. Chinese egg importations have been heavy for some years and the packing devices sent from America in this shipment are taken to indicate that the Chinese hens are still doing a thriving business.

There were three automobile trucks bound for Yokohama, three cars of nails, six or seven cars of oats, sheet iron and galvanized iron, machinery and motors, 100 tons of print paper, one carload of rabbit metal and enough logberry juice and grape juice to quench the thirst of several regiments of Orientals. The outbound cargo will also contain a large amount of tin plate and steel wire. Both floors of the pier were filled with the freight, which included from the Orient 2000 tons of hemp, each bale weighing about 275 pounds. In handling this freight there was practically no damage sustained which could be traced to the transportation companies. As rapidly as possible the Oriental goods billed for trans-shipment were loaded on board freight cars which had been held in readiness on the siding adjoining the pier. The crews load on an average 15 box cars a day. Efficient service on part of the longshoremen enabled the West Munham to discharge her cargo in less than three days.

Despite the fact that the present pier is 180 feet wide and 600 feet long, the congestion of freight temporarily demonstrated the need of the additional improvements which are now going on at the terminal under the direction of the public dock commission. Workmen are now erecting the frame for the shed extension and pier No. 1 will be made 1500 feet in length. The new pier which is under construction will also have a length of 1500 feet.

Declines the Proposition

Claiming that it is now sustaining a loss on every passenger hauled on its St. Johns line and that any addition to this service would only entail additional loss at the present basis of fare, the Portland Railway, Light and Power company last Saturday filed with the public service commission an answer in opposition to the application of the city of Portland for an extension of the St. Johns line from its present terminus to the new terminal elevator. Operation of the extension as an interurban line, as was proposed in the application, is declared by the company to be impractical unless the entire St. Johns line can be considered as an interurban line and a reasonable rate thereon be established on a mileage or zone basis. Furthermore, the answer states, the company has no funds on hand for constructing the extension, which, it is estimated, will cost approximately \$35,000, and no means of raising the necessary capital without selling bonds at a great discount to be redeemed in the future at par. The probabilities are that the extension will be made at the expense of the dock commission.

FINE DRESS SHIRTS at LOW PRICES—Rogers.

Making a Busy Place

Activities in connection with the supply depot of the Emergency Fleet corporation are making a busy place again of the Grant Smith-Porter shipyards, says the Telegram. At the height of the shipbuilding program 6000 men were employed in these St. Johns yards. Practically all of the business of this company has now been finished and at the present time it is maintaining a payroll amounting to only \$5000 a month. Grant Smith & Co., contractors, are now operating an outfitting plant, and the remainder of the buildings and yards have been turned over to the Emergency Fleet corporation. The huge covered ship ways are being used to house materials of different kinds which are being assembled there from shipyards and other plants which were engaged in war contracts. These materials are gathered from many sources. The government has established only three depots for the assembling of government materials on the coast—one at Tacoma, one at San Francisco and this one at St. Johns. Although the ship ways afford a great deal of housing space, officials of the fleet corporation say that there is not sufficient room for all of the supplies which are being constantly added to. The large recreation building which was used by employees of the shipyards will probably be turned into a warehouse, and it is expected that additional warehouses will be constructed. In addition to the materials which are being salvaged and stored here, the supply and sales division of the fleet corporation also keeps ship's stores at this depot, and four large trucks are kept busy all the time hauling supplies to various docks where government vessels are loading. It is estimated that it will require three years for all of the materials from the entire district to be assembled and disposed of. As different shipyards which were engaged on government contracts complete their work and close down, the unused materials and machinery will be brought to this station. The business being handled here is increasing from day to day and will not reach its height for some time. The shipping board payroll for the supply depot now amounts to \$10,000 a month. The Grant Smith Co., which has contracted to outfit many of the government wooden hulls, will maintain an outfitting dock, and will engage in marine construction and other kinds of construction work on a large scale. The weekly payroll, which now amounts to \$15,000, is expected to increase rapidly as much new work is in prospect.

Receives Large Order

A ten-groove sheave weighing 4500 pounds is the heavy item in a large order for machinery being completed this week by the Peninsula Iron Works for shipment to Everett, Wash. It is 95 inches in diameter. The Portland Flouring Mills company is building a new mill at Everett, and the Peninsula Iron Works was the successful bidder against several large iron working concerns on Puget Sound for the contract for transmission machinery. This company also has the contract for machinery of this character for the new mill being constructed by the Portland Flouring Mills in this city, which is to be one of the largest cereal mills on the Coast. The Peninsula Iron Works has been engaged almost exclusively in making parts for ships since the war began, and the order for the Everett flour mill is practically the first instance of a return to the manufacture of transmission machinery, which was its principal line before the war.

Cornelius Vanderbilt, Jr., has turned his back upon the Newport season and gone to work as a "cub" reporter on the New York Herald. The heir to numerous millions was hired at \$25 a week. "I wanted to be a reporter," he explained, "because I have always found newspaper men the brightest and most alert people I know. When in France with the Thirty-seventh division, I noticed any duty calling for resource and initiative nearly always was given to a former newspaper man."

Automobile insurance. Direct adjustment and prompt settlement in case of loss.—Peninsula Security Company.

Eccles Gets Permission

The Portland, Astoria and Pacific Railroad company, organized under the laws of Delaware and capitalized for \$5,000,000, was last Thursday granted permission to operate in Oregon. The articles state that it is the purpose of the company to operate a line of railroads, at present owned by the United Railways company between a connection of the United Railways tracks with the Spokane, Portland and Seattle railroad at Linton. This connection and extension of the United Railways into the great tract of timber bought by the Eccles group in Northwestern Oregon, coupled with transfer of the main offices of this group to Portland, is a matter of significance for Oregon, and may mean a lot to St. Johns.

An exchange relates the following story of a retiring editor, presumably of some other country than the United States: "An editor retired from journalism and his 'goodbye' was chronicled in the following language: The undersigned retires from this paper with the conviction that all is vanity. From the hour his paper was started to the present time he has been solicited to lie on every given subject, and can't remember having told a wholesome truth without diminishing his subscription list or making an enemy. Under these circumstances of trial, and having a thorough contempt for himself, he retires in order to recruit his normal constitution."

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Wooden Ships Sold

The disposition of 21 Portland-built wooden ships is given in an official list of the first 50 ships of the Lake type sold by the government, which reached Portland last week. In all, 127 of these ships have been sold by the shipping board, and other sales are to be made soon. Of the 21 Portland-built vessels sold, nine were constructed by the Supple-Ballin company, seven by the Peninsula Shipbuilding company, four by the G. M. Standifer construction corporation, and one by the Grant Smith-Porter ship itanca was purchased by the French American Line, Inc. All the others were bought by the Nacirema Steamship company of New York.

Married, at the altar of the St. Johns Methodist Episcopal church by the pastor, Rev. J. H. Irvine, Tuesday, September 16th, Mr. James G. Ruhland of Calaveras county, California, and Miss Cora L. Fox of this city. The ring ceremony of the church was used. Mr. Roy F. Thompson and Miss Dora V. Fox, sister of the bride, doing the honors as best man and maid. The bride is of one of St. Johns' most estimable young ladies, and the best wishes of a host of friends will follow the happy couple to their new hearthstone. Mr. and Mrs. Ruhland will make their home in this city.

We sell VICTROLAS and BRUNSWICK PHONOGRAPHS on easy terms. CURRIN SAYS SO.

Painters' Overalls, ten pockets, \$2.00.—ROGERS.

OREGON NEWS NOTES OF GENERAL INTEREST

Principal Events of the Week Briefly Sketched for Information of Our Readers.

The Albany post of the American Legion has 109 members.

Contracts have been let for the paving of three streets in Freewater.

Construction work has begun on the new \$50,000 Elks building in Heppner.

Hood River cult applies have never been in such demand as this season.

Harvesting of cranberries in the lower Columbia river bog lands has started.

Marion county will produce more than 200 carloads of apples this season.

A new jail for the Umatilla county court house was recommended by the grand jury.

The lumber industry of the Coos bay country is suffering as a result of a tar shortage.

Earl L. Fisher, county assessor of Linn county for the past seven years, has resigned.

Two babies were born in Portland during the month of August for every tenth that occurred.

Truckers, flour packers and wheat handlers employed in flouring mills of Portland went out on strike.

The bond issue for the construction of a storm sewer system in Dallas was carried at a special election.

The mint growers of the Willamette valley pooled their mint oil for 30 days and are holding out for \$8 a pound.

Cottage Grove soon will have one of the most modern and best equipped garages in that section of the state.

More than 300 students are now enrolled in the Pendleton high school, the largest enrollment it has ever had.

It was with considerable difficulty that rooms were found to house teachers employed in the Roseburg schools.

Aurora wants more water and has decided to put down experimental wells on both sides of the Padding river.

All contracts for the Elks' four-story temple at Pendleton have been signed and work is well under way on the excavation.

Excavation for the placing of the foundation for the women's building at the state university in Eugene has been completed.

William G. McAdoo, former secretary of the treasury, will be one of the several notables to visit the Pendleton Round-up.

The Linn county road bond issue has been approved and plans are being completed for the sale of the first block of \$100,000.

McMinnville will hold a monster "welcome-home" celebration for the returned soldiers and sailors of Yamhill county Friday.

A government chemist representing the division of hydration, United States department of agriculture, is to be located in Salem.

The Hood River apple crop from recent indications, will approach close to the government's mid-summer estimate of 2,000,000 boxes.

Forty accused bootleggers will be given the special attention of the United States grand jury, which opened sessions in Portland Monday.

Miss Ethel B. Gibson, graduate of the Northwestern college, Naperville, Ill., has been secured as librarian for the Grants Pass public library.

Shipments of cattle from Pilot Rock of late have been so heavy as to require all the stock cars that can possibly be sent to the branch line.

The home of the late Supreme Justice Frank A. Moore at Salem is to be sold to a club of 24 Willamette university men. The property will sell for \$6000.

An intensive campaign was opened in Portland by members of the American Legion to get former soldiers, sailors and marines into the ranks of the school post.

The housing situation in The Dalles has become acute. Many of the business enterprises have had to curtail their work, being unable to get help into the city.

A large number of sheep have been brought into Lane county this year and the number now in the county is climbing back to what it was four or five years ago.

Lieutenant Edward Everett Wilson, 28, vice president of the First National bank of Linton, was killed at Caruthers aviation field near Fort Worth, Texas, while flying.

Hearing of the application of the Portland Railway, Light & Power company for an increase of rates on its traction lines has been set for Monday, September 22.

Miss Florence Engstrom, who has served as stenographer in the offices of Adjutant General Staffin for some time, has resigned. She will enter the University of Oregon.

George E. Saunders, indicted in the Josephine county courts on a charge of embezzlement of \$2281 from the Rogue river public service corporation, was acquitted at Grants Pass.

Bring in your job printing.

Portland's high school teachers have organized a union and have applied for a charter to the American Federation of Teachers, which is allied with the American Federation of Labor.

Mrs. Alexander Thompson, Oregon's only woman legislator, was elected president of the Portland Federation of Women's organizations to succeed Mrs. G. J. Frankel, resigned.

Comparative prices of 50 of the larger cities of the United States, as compiled by a Salem newspaper, show that it costs less to eat here than in almost any section of the country.

What is considered the worst main road in Oregon, that meandering through the mountains from Roseburg to Coos Bay, will receive immediate attention from the state highway commission.

Major William G. White of Eugene has been chosen by the state fair management to have charge of the detachment of Oregon national guardsmen who will act as guards at the state fair at Salem.

At a meeting of the Roseburg Methodist Episcopal church in quarterly session, it was voted to ask Bishop Hughes to reappoint C. S. Spencer, the present pastor, to this church for another year.

After having been conducted as a toll road for many years, the Old Barlow road through Clackamas county, from Sandy, and extending to Wapinitia, in Wasco county, has passed to the state of Oregon.

A new truck, among those sent by the war department for distribution among the counties of the state, has been drawn by County Judge Stewart of Lane county, and will be used in road work in that county.

Assembly of all officers of the 3d Oregon infantry, national guard, in the Multnomah county armory has been ordered for three days beginning October 3, according to a letter sent out by Adjutant General Staffin.

The Loyal Legion of Loggers and Lumbermen of Marshfield will open a general store to provide necessities of life, and some luxuries, at not more than 10 per cent over wholesale cost, and perhaps as low as 7 1/2 per cent.

All airplane flight records between Portland and Eugene were broken, when Lieutenant Dalton, member of the government forest patrol crew on duty, flew from Portland to the Eugene aviation field in exactly 45 minutes.

Correspondence courses are not recognized as coming within the provisions of the soldiers' educational bill, according to an opinion by Attorney General Brown for the guidance of Sam A. Koser, deputy secretary of state.

Bids for furnishing 32,000 bronze medals for Oregon soldiers, sailors and marines who participated in the world war are to be opened in Salem on October 10, according to a decision reached by members of the so-called Oregon medal commission.

Refusal of Salem retail book sellers to handle school books on a 15 per cent margin has resulted in a decision in the part of the J. K. Gill company of Portland, representative for all publishers furnishing books for Oregon schools, to install a store of their own at Salem.

Delegates to the central labor council of Portland and vicinity voted that if the use of the Portland public auditorium is refused by the city commissioners for a general amnesty meeting of labor, the council shall call for a referendum vote on a general strike of protest of 24 hours' duration.

The war savings stamp campaign in Oregon has been placed in the hands of the Oregon State Elks' association, according to an announcement made jointly by Edward Cookingham, director for the war loan organization in Oregon, and Harry G. Allen, president of the Oregon State Elks' association.

The 88 Oregon banks reporting dormant deposits of more than seven years' standing under the recent biennial call, have been notified by Attorney General Brown to remit the same to the state treasurer, by whom they will be credited to the state's public school fund. The fund aggregates \$13,315.82.

Bids for the construction of the Sairo-Nyssa section of the John Day highway, including nine miles of gravel surfacing, and the Bend-Jefferson county line section of The Dalles-California highway, covering 22.9 miles of grading, are asked in an advertisement made public by the state highway commission.

Merchants, fruitgrowers and fruit vendors are warned by William A. Dardiel, deputy state sealer, that the state law forbids the selling of peaches or other similar commodities by the bushel. "The law clearly states that all commodities shall be sold by net weight or numerical count," the warning reads.

Returns received at the office of Adjutant General Staffin indicate that Colonel Creed C. Hammond of Portland, formerly of Eugene, was unanimously elected to succeed Colonel John L. May, who resigned recently as commanding officer of the 3d Oregon infantry. The election was held throughout the state, with all field officers and captains of the organization participating.

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Death of Mrs. Nugent

Mrs. Hester Ann Nugent died at the home of her son at 912 Smith avenue Thursday, September 18th, aged 62 years, 11 months and 18 days. Liver trouble was the cause of her death. She was born in Moores Valley, Oregon, and had been here only about three weeks preceding her death. She is survived by three sons and two daughters, as follows: G. R. W. P. and J. E., all of Portland, and Mrs. H. C. Ross of Mace, Idaho, and Mrs. H. Christensen of Oregon City. The funeral will take place Sunday afternoon at 2 o'clock from the chapel of the St. Johns Undertaking Co.; interment in Columbia cemetery.

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Mrs. Mary Ormandy, widely known resident of the Irvington district, died at her home, 501 Weidner street, Wednesday morning as a result of a stroke of paralysis, suffered some time ago. She was 74 years old and had been a resident of Portland since 1893. Funeral services will be held today, Friday, at 10 a. m. Dr. Edward H. Pence, pastor of Westminster church, officiating. Interment will be in the River-view cemetery, the St. Johns Undertaking Co. in charge. Deceased was the mother of Ormandy brothers, well known furniture men of St. Johns.

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