

ST. JOHNS REVIEW

ST. JOHNS LOGICAL FAIR SITE

Admirable Situated and Splendidly Endowed by Nature for the Great Exposition

The great 1915 Exposition for Portland has passed all stages of probability and is an assured event. All the preliminaries leading to this world's attraction are well under way, and with the exception of fully financing the big project and selection of a suitable site, nothing stands in the way of making the 1925 Fair in Portland the most interesting event in the country's history. What it will mean to Portland in the way of advancement and further development cannot be fully realized. That it will prove a highly important factor in increasing our population and stimulating our industrial life to a wonderful degree is undoubted.

Where the site for this history making event will be is still problematic. A number of sections have been putting forth claims and extolled the merits of their respective localities, and each site mentioned no doubt possesses some of the advantages and requirements for this stupendous affair. But of all the suggested sites there are two that seem to stand out preeminently as the best fitted and the most admirably adapted for the Exposition. These are both located on the Peninsula, one at what is known as Mock's Bottom, and the other at St. Johns. Of the two the latter possesses the greater merit and advantages, and the topography of the ground is most ideally adapted for the great event. It is a natural amphitheatre that is most appealing, and its beauty and peculiar adaptability must be seen to be fully realized. From a scenic standpoint it has few equals, and the immense scope of land is an important point in its favor. The comment is occasionally heard that it is a little too far out from the business section of Portland to make it ideal. This contention might perhaps have deserved consideration in the days of the horse car and horse and buggy, but today in this electric and automobile age it does not apply. People want to get out a little distance from the congested district to attend a world's Fair. The ride from Portland proper to the St. Johns Terminal grounds is a most delightful one. It is not far enough out to tire and elude enough to thoroughly enjoy. The trip by water would be a novel and most pleasing mode of travel. Large flat boats capable of carrying a thousand or more passengers could be employed and the water route would no doubt prove highly popular. The street car line could be extended and expanded to care for all who desire that manner of travel. By 1925 a high bridge could be constructed at St. Johns. With a street car track upon it a quick route to Portland could be established. The high bridge would afford a scenic route for auto travel that would be almost incomparable. To drive from Portland on the fine St. Helens road, cross the bridge, visit the Fair grounds near the Terminal and return by beautiful Willamette boulevard would delight the eye and please the senses of all who would make this delightful trip. Another advantage of considerable moment is the existence of the Terminal with its big docks and piers, affording an unequalled landing place for ships that would come bringing exhibits from all parts of the globe.

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About three thousand acres would be available at North St. Johns, a fact that should not be lost sight of. This would afford ample space for parking thousands of autos, give fine space for aviation activities, plenty of space for the buildings, concessions, etc., and then there would be sufficient left for any purpose desired. There is a large, beautiful lake, lagoon, fine trees and river and mountain views that are unsurpassed. This site would require the expenditure of a certain amount of money to remove dead trees and brush and in filling in some of the low land, but the expense in placing the ground in suitable condition would be much less, it is said, than at any other site proposed. A great factor in its favor is the ease and facility with which vessels could discharge their cargoes and the railroads unload the freight. The saving in time and expense by reason thereof would be well worth considering. Unlike other World Fairs, the buildings erected at the Portland Fair should all be of a permanent and substantial nature, and constructed with a view to use as manufacturing establishments after the Fair has become a thing of the past. Portland should own a considerable quantity of land with a water frontage to be utilized for industrial purposes, land that could be leased for many years, at or near cost of interest on the bonds, to manufacturing concerns, and there is no more ideal land for such purpose than that situated adjacent to Terminal No. 4. And if this ground was selected for the Fair site the buildings erected thereon could be used to the best possible advantage, and the Fair management could be reimbursed for the outlay of construction by manufacturing concerns leasing the ground upon which the buildings would be erected. Everything taken into consideration, it would seem that St. Johns, to the unbiased mind, is the most perfect, the most desirable and the best adapted site for the great 1925 Exposition to be found in the whole of Multnomah county, and it is extremely doubtful if any World's Fair in the past ever had access to as unsurpassed locality as the St. Johns site undoubtedly is.

Apostrophe to Water

Henry Ward Beecher pronounced Ingersoll's apostrophe to whiskey to be one of the most beautiful literary gems that that renowned man ever wrote. What could he have said of water? Here follows my apostrophe of water. I have seen it in its marvelous splendor in the form of a dew drop in the early morning sunshine adorning the petals of a perfect rose. I have seen it in the gentle Summer shower, cooling the atmosphere and relieving it of its oppressive humidity. I have seen it in the tropical storm descending in such volume, velocity and violence that I suspected that the great reservoirs of the heavens had been burst by the irresistible assaults hurled against them by the thunder bolts of his majesty Pluvius' heaviest artillery. I have seen it reflected in God's bow of promise, in such gorgeous coloring, perfect symmetry, awe inspiring grandeur, so distinctly dissimilar to any other adornment from nature's studio that it is no wonder that the ancient Sun Worshipers fell prone upon their faces whenever it illuminated the canopy of the clouds. I have seen it in the sun-painted clouds, colored and tinted and blended in such indescribable splendor that for the artist's hand to venture imitation would be monumental sacrilege. I have seen it upon a frosted window pane, in such myriads of shapes and shades, of forests and cities, of landscapes with their hills and valleys, of rivers and rivulets, of meadows and lawns, of mountains and glades, that one is impelled to reverence the hand of nature's artist. I have seen it emerging from the eternal rock, the brightest, purest, sweetest, thing ever distilled in nature's

laboratory. I have seen it falling down the precipitous mountain sides like ropes of silver, augmented at length to rushing brooks, speeding downward to lower levels to creep through fringes of fern and between moss-carpeted banks to confluence with larger streams. I have seen it in the majestic river, surmounting the obstructive battlements with which nature had assayed to impede its way, seething roaring, as though crazed with anger at the impudent presumption and then in placid quietness moving triumphantly onward to pay its contribution to and to be forever lost in ocean's broad expanse. I have seen it in the turmoil of the mighty deep, the most inspiring and convincing demonstration of the majesty and incomparable power of Almighty God. I have seen it in the imitable snow flake and in the pure white blankets of the towering mountains and in the glaciers, their mighty sentinels, whose lofty summits penetrate the regions of perpetual ice and snow like giant pyramids of frosted silver. Oh Water! Thou art the emblem of innocence and purity; the greatest exponent of healthfulness and strength; handmaid of religion; savior and preserver of all human, animal and vegetable life; indispensable adjunct of the commerce of the world; eloquent advocate of virtue and sobriety; indispensable, richest gift of God to man. Oh Water! Thou art the first and last necessity of His creation; the most emphatic and perpetual witness of Divine Wisdom, and by that wisdom, inexhaustible and free to all.—J. P. Huntington.

When you think of Raincoats think of Rogers—Rogers Raincoats—Raincoat Rogers.

The Dorcas class of the M. E. church recently held a class meeting in the basement of the church in which they discussed their plans for the future. Members present were, Marie Hill, Fern Clute, Rosetta Skells, Latha Burrows, Helen Cunningham, Audry Cole and teacher, Mrs. Wind. Present officers are, Vera Fairchild, president; Fern Clute, treasurer. All girls between the ages of 12 to 14 are cordially invited, if interested, to attend our next social and business meeting. Girls! Watch for the date. —Reported.

Geo. W. Imboden, the enterprising and popular proprietor of the St. Johns Cash Market, in company with Mrs. Imboden, have recently returned from a tour of the seashore resorts. They spent some time at Newport and Mr. Imboden reports that P. G. Gilmore, a former well known citizen of this place, is prospering nicely in the hotel business at that place. Mr. and Mrs. Imboden had a most pleasant outing.

Plans and specifications have been prepared by Muhm & Brewer for a fine new 1 1/2 story residence for Henry Muck, which will be located on Mohawk street between Jersey and Kellogg, and when complete will cost about \$4000. These contractors have been active in the building operations in Irvington and Alameda district the past season. They expect to complete this handsome residence about October 15th.

The telephone company pays its leading attorney in Oregon \$18,000 a year. A pretty good sized salary, but if he pays like other attorneys for his office phones, it's not so much after all.—Eugene Guard.

That the Willamette valley again may regain the reputation it held a generation or so ago as a hard wheat producing region, is the opinion of Edward Ward of Salem, who has made a successful experiment with Burbank wheat. He first bought a pound of the wheat three years ago for \$5. This he has increased to 50 bushels, and next year expects to have a big crop.

A Japanese, believed to be a member of the crew of the Heljin Maru, loading at Municipal Terminal No. 4 was drowned at about 2 p. m. Sunday near that ship. The occurrence was reported by the watchman on the ship Effingham, who saw the man in the water and attempted to throw him a line. The man sank before he could be reached.

Mr. and Mrs. R. H. Longstaff of Milwaukee, Wisconsin, are visiting Mr. Longstaff's brother, 1921 North Hudson. Mr. Longstaff is instructor of the Honeyman Hardware indoor golf school.

The worst enemy of the great forests of the Northwest, if one may believe the fire warden's report, is a tiny, firey cigarette butt about three-quarters of an inch long.

A fine baby boy arrived at the home of Mr. and Mrs. Harvey Newell of Portland Sunday night. Mrs. Newell is the daughter of Mr. and Mrs. Chas. Foss.

The farmer who contemplates the purchase of a new automobile will soon be setting aside about a thousand bushels of speed wheat, more or less.

Mrs. Howard Maple of Helena, Montana, who has been visiting her parents, Mr. and Mrs. H. A. Longstaff, has returned home.

MULTNOMAH
THEATRE

Thursday and Friday, Sept. 8 and 9—**LITTLE JACKIE COOGAN** in "Peck's Bad Boy"
From the book. Don't miss it.

Saturday, Sept. 10—**MADGE KENNEDY** in "THAT BLOOMING ANGEL."

Sunday, Sept. 11—**E. K. LINCOLN** in "THE INNER VOICE" in 7 reels. You'll say this is one of the best you've seen.

Monday and Tuesday, Sept. 12 and 13—**ROY STEWART** in "THE LONE HAND" and The Real of "Phantom Foot."

Wednesday, Sept. 14th—**DAVID BUTLER** in "PICKLE WOMEN."

Thursday and Friday, Sept. 15 and 16—**JAS. KIRKWOOD AND WESLEY BARRY** in

"Bob Hampton of Placer"
From the book by Randall Parish. This is an exceptionally good picture.

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Some Excellent Reasons

The Peninsula National Bank Monthly News-Letter, in conjunction with a neat map, contains the following dozen reasons for the suggested Fair site in North St. Johns:

1. Unlimited area.
2. Located near unequalled dock facilities at the junction of two great western rivers.
3. Docking facilities already in operation where rail meets water.
4. Unobstructed harbor—no bridges—wide river.
5. Belt line connecting with all railway systems entering Portland.
6. Three boulevards for motor traffic.
7. Additional boulevards by way of Linton with ferry connections directly to site.
8. River traffic either direction on Willamette and Columbia.
9. Portland street railway lines now in operation.
10. Ideal contour of ground with natural lakes and lagoons.
11. Unsurpassed opportunity to demonstrate to world port and industrial advantages.
12. Opportunity for city or state to acquire large area for industrial sites to be offered in future to enterprises seeking new locations on a fair rental or sale basis thereby eliminating the present handicap occasioned through private ownership of most of the city's industrial area.

Bring in your news items.
RUBERS.—ROGERS.

Life and Its Parting

"Life! I know not what thou art, But know that thou and I must part: And when, or how, or where we meet I own to me's a secret yet."

"Life! We've been long together, Through pleasant and through cloudy weather; 'Tis hard to part when friends are dear; Perhaps will cost a sigh, a tear. 'Then steal away, give little warning, Choose thine own time: Say not Good Night—but in some brighter clime Bid me Good Morning." —Selected.

Fifteen hundred Portlanders Sunday visited Municipal Terminal No. 4 to learn first hand of the commerce which is coming to this port. Five ocean vessels were at the docks loading or discharging cargo, two of which were Japanese, two British and one American. The visitors were greatly interested in the handling of freight to and from the vessels and in the operation of the docks, and tramped for hours over the immense terminals noting everything of interest. Under the direction of Harbormaster Jacob Speier, terminal employees escorted the visitors over the terminal and explained its many features. "The immense crowd at the terminal Sunday shows that Portlanders are becoming interested in the commerce of the port," said Captain Speier. "Many of them had never visited the terminal before and were surprised to learn of the facilities the public dock commission has provided for handling vessels."