

# ST. JOHNS REVIEW

## Vote For the Bonds

The proposed five million dollar bond issue for harbor improvements and dock facilities should not be overlooked by the voters; especially should the St. Johns voters lend their aid in having this measure passed at the election next Tuesday. It means much for St. Johns, as much of the money will be expended in this district. The Dock Commission has issued the following statement relative to it, which was compiled at a conference of the members:

The Commission of Public Docks is asking the people to vote \$5,000,000 in bonds for the further improvement of this port. The authority is in the form of an amendment to the charter of the city of Portland and will appear on the ballot at the general election November 5.

The uses to which the Commission of Public Docks will put the proceeds of the sale of these bonds are as follows:

1. To provide a floating dry dock of 12,000 tons lifting capacity.
  2. To provide fuel bunkers with land storage and floating loading equipment.
  3. To provide a marine repair shop with land and floating equipment.
- The expenditure necessary to provide these facilities will consume only a portion of the money now requested, and only a sufficient amount of these bonds will be sold to provide the necessary funds. The balance of the bonds authorized will remain unissued and unsold, to form a credit upon which the commission may draw at such times as additional facilities are required to serve the interests of commerce in this port.

The construction of the first unit, the St. Johns Terminal, is progressing rapidly and the pier will be ready for use in November, with the grain elevator to follow by February 1. None of the proceeds of the new bond issue will be used in the completion of the unit now under construction. The commission has kept closely in touch with the United States Shipping Board by personal conference and otherwise, and with the exhaustive investigation and plans undertaken and produced by the Port and Harbor Facilities Commission of the Shipping Board at great cost, for the construction and maintenance of facilities at American ports, according to a National standard that will be as nearly uniform as varying conditions will permit. The Commission of Public Docks will have this data and plans of the Shipping Board before it for guidance, and the new construction will be made to conform to the requirements and standards set by the Shipping Board's expert engineers as far as possible in order to link Portland into the National port plans and make this port an integral part of the nationalization of American gateways rather than a detached unit.

The details of the Shipping Board's plans and requirements are not complete at present, and until they are known no additional construction will be undertaken. The commission, however, is perfectly aware of the situation with which the port will be confronted if the new construction should be required and is looking to the future by requesting that the voters authorize the issuance of these bonds in advance to avoid the humiliation of the city by admitting that no funds are available and to save the expense of calling a special election for the purpose.

The drydock facilities of this city are inadequate at present, and as the Port of Portland Commission has not sufficient funds to provide expansion it has advised the Commission of Public Docks of its willingness to have the commission finance and undertake the new work.

The Commission of Public Docks is working in entire accord with the Port of Portland Commission, and in full co-operation with the plans of the Government to handle expeditiously and economically Portland's share in the vast expansion of American commerce after the war.—The Commission of Public Docks. C. B. Moore, chairman; Ben Selling, vice chairman; John H. Burgard, F. C. Knapp, A. H. Averill.

The following is contained in the official announcement made by the United States Shipping Board:

Along with the record breaking production of ships for the war—and after the Shipping

## Elevator Progressing

Out of reclaimed slough land west of St. Johns on the Willamette river is rising Portland's 1,000,000 bushel bulk grain elevator, and the 1200 foot double deck pier which, with the trackage under construction, constitutes the first unit of the St. Johns public terminal, says the Portland Journal.

One of the purposes of the proposed \$5,000,000 bond issue which has been submitted for the approval of Portland people at the election November 5 is the completion of the terminal by the immediate building of an additional 1,000,000 bushel bulk storage elevator and the construction of four other piers and two more slips. Already the insistent pressure for the use of the facilities now building demonstrate the necessity of completing the entire terminal planned by the commission of public docks.

The pier is 90 per cent complete and will be ready for use in a month. The foundation of the bulk grain elevator has been established in solid waterproofed concrete and the slip, 260 feet wide, has been dredged.

Three ocean going vessels can be placed in position for cargo discharge or reception at the face of the pier, the outer platform of which is being equipped with railroad tracks to facilitate transfer of freight between cars and boats. Two vessels can be loaded simultaneously with bulk grain by use of the equipment now being installed. Two belt carriers will discharge grain into the holds of ships or into sack-bins. Railroads tracks extending between the elevator and the pier permit the unloading of bulk grain directly into the elevator or upon the dock.

Wheat brought by rail in sacks will be trucked to a belt conveyor connecting the pier and the elevator and thence carried to the elevator for cleaning and smutting, after which it can be held in storage or delivered to vessels or sack-bins.

## White Log on the Slough

Dr. Lewis J. Keliher, now located at Salem, has forwarded us the following poem, written by Fred F. Mariett, now in Uncle Sam's service:

There is an old white log lying on the banks of Columbia Slough  
Looking now so bleak and bare  
That scarcely you'd believe it  
Unless, perhaps, you knew.  
Of the many happy hours  
Spent 'round there,  
Most of us have known it in the  
Summers that have fled,  
And carved initials on its  
Naked side.  
Each lad and lassie loves it when  
All is done or said  
With a love none ever cares to  
Hide.  
We stole down there in boyhood  
To dream our richest dreams,  
And in later years when they  
Came true  
We strolled down there together  
By the loveliest of streams  
And I dreamed other dreams  
With you.  
I'll be there off in fancy, as  
O'er land and sea I roam,  
There's a favor I would have  
You do—  
Just carve some new initials that  
Will keep till I come home,  
On the Old White Log upon  
The Slough.  
—Fred F. Mariett.

Gas shells prepared in America are more deadly than any made in Germany and their fumes can penetrate even the most modern gas masks, Major H. W. Duffy, of the British American gas service declared in a lecture before the Society of Chemical Industry. Major Duffy said he had observed hundreds of Germans, all of whom wore masks of the latest German design, killed by American gas.

Leather goods at Currins.

## Adopt a New Custom

Russian maidens under the jurisdiction of certain provincial Bolshevik soviets become the "property of the state" when they reach the age of 18 years and are compelled to register at a government "bureau of free love" according to the official Gazette of the Vladimir Soviet of workers and soldier's duties, which recently published that soviet's decree on the subject. Under the decree, a woman having registered, "has the right to choose from among men between 19 and 50 a cohabitant husband." The consent of the man chosen is not necessary, the decree adds, the man chosen having no right to make any protest. A similar privilege of choosing from among the registered women is given every man between 19 and 50 "without the consent of the woman." This provision is described as "in the interest of the state." Opportunities for choosing husbands and wives are to be presented once each month, the decree stated. Children born of such marriages are to become the "property of the state." Stringent rules and penalties are laid down for the protection of girls under 18. The decree further states that it has been based on the "excellent" example of similar decrees already issued at Luga, Kolpin, and other places. A similar "project of provisional rights in connection with the socialization of women in the city of Khvelinsk and vicinity" has been published in the Gazette of the workers and soldier's deputies of that city.

## As The Voter Sees It

That part owners or mortgage holders will have to pay fees to title companies to investigate whether taxes are paid upon many classes of property is the condition that will be faced if the Jackson bill is enacted next Tuesday. The bill abolishes publication of the delinquent tax list, and substitutes a flimsy and necessarily incomplete system of private notification by mail.

The mail notice cannot reach more than one person, while there are many pieces of property that are owned jointly, or in which an individual owns an equity. The taxes might go unpaid for many years without such owners ever having any chance to find out about it. Often the party receiving the mail notice would have failed to pay the taxes, and his associates in ownership would be entirely without protection unless they engaged the services of a title company to look up the records, and service which might be expensive.

Besides the actual owner of property, there are holders of mortgages, purchasers under contract, assignees of contracts, holders of unrecorded instruments, lessees and others who are interested in the payment of taxes. Mail notice would never reach these parties. Under the present system of annual publication anyone can see whether the taxes are paid or not, and those interested in property on which taxes have become delinquent are enabled to take proper steps for their own protection.

Confusion, misrepresentation, delay in tax payments and gross breaches in trust are all certain to be fostered by abolishing publication and substituting the inadequate system of mail notices. No one owning any interest in a piece of property or expecting to buy property, will vote against tax list publication after carefully considering what would be sure to happen where open publicity is dispensed with for the incomplete private notice system.—Oregon Voter.

The local woolen mills have begun excavating for a large new building to be erected on Baltimore street just east of the big mill, which will be two stories high and 50x100 feet in dimensions, and costing about \$15,000. It will be devoted exclusively to the entertainment and convenience of employes. It will be utilized for cafeteria, gymnasium, baths, moving picture entertainments and other diversions. The management certainly is deserving of the highest praise for thus looking after the welfare and comfort of their employes.

Pupils desiring typewriting paper may procure same at this office at the rate of 500 sheets for one dollar.

## Wood Vessels All Right

"Builders of the state and, in fact, the entire Northwest, have nothing to feel ashamed of in the wood steamers being delivered to the Government, for in spite of some reliable stories that have been put forth, there is nothing wrong with the wood fleet," says J. W. Hall, assistant supervisor of wood ship construction in the Oregon district, who returned last week from Philadelphia and other Eastern points. Mr. Hall's mission was principally in behalf of the 500 ton wood steamer designed by Government officers and builders here. He succeeded in obtaining full approval of the plans and specifications by the Emergency Fleet Corporation experts and the adoption of the type by the executive heads. "The 500 ton steamer is to be the Pacific Coast standard, and there is no question but that contracts will be placed as soon as the new programme is outlined," said Mr. Hall.

## Commends Mr. Lewis

Hon. D. C. Lewis is in receipt of the following letter from U. S. Senator McNary, which speaks for itself:

Washington, D. C., September 19, 1918. Hon. D. C. Lewis, 317 Board of Trade Building, Portland, Oregon.—My dear D. C.: I have read the splendid

## Portland Boys Abroad

Fred Lockley the, Journal correspondent, in writing about Oregon boys he meets in camp at Romsey, England, has the following to say in connection with others about whom he writes: While listening to the Coldstream Guards band at Romsey, I ran across several more Oregon boys. One of them was Sergeant Thomas E. Willikson, who lives at 905 South Ivanhoe street, Portland. "I was born in Astoria," he said. "There are three of us in the service. My twin brother, Ed, is in France. My other brother, Ingolf, is in the Twenty-third engineers." Tom Gray, another Portland boy said: "I am 18 now, and was nearly sixteen when I enlisted for border service in the Mexican border trouble. My home is at 1550 Vincent avenue and I was going to the James John High School when Villa got gay with us." G. A. Larsen, of Astoria said: "My wife and baby, Shirley, are living at St. Johns. Try and see them if you can."

## Struck By Lightning

Her deck load of gasoline struck by lightning, the steamship, Dumaru, built by the Grant Smith-Porter Ship company, is reported to have been lost at sea October 16 while on her way from Guam to Manila. It is believed that most of the tonnage on board was saved. The Dumaru was a freighter, and carried a crew of about 50 men. The Dumaru, a Hough type wood ship of 3600 tons, was launched April 17, 1918, at the St. Johns shipyard. She was fitted out here and sailed from

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statement contained in your letter of the 29th with respect to the Columbia Slough, and am indeed glad to have this material as it will assist me in the effort that I have given to this subject in the past three or four months. The Slough must remain open and unobstructed, and this I think will be the voice of the Secretary of the War.

A deep and lasting channel should be dredged through this Slough and I commend you in your efforts in behalf of the citizens of your community. Very truly yours, Chas. L. McNary.

Fixing a budget for a year in advance these days is a job so difficult of execution that it can scarcely be done, but the War Department has approved a budget of \$170,500,000 to carry forward the work of the Y. M. C. A., Y. W. C. A., Knights of Columbus, Jewish Welfare Board, War Camp Community Service, Salvation Army and American Liberty Association. It was felt this would be sufficient for the great work they are doing among military men and factory workers. Dr. John R. Mott, director general, however, emphasizes the fact that this will be sorely needed and that more could be used. In other words, the people are expected to show their usual liberality during the week of November 11, when the drive goes into effect.

Meet me at the Review office at 3 p. m. any day soon, if interested in small ranch, stock, implements, in Union county. Have two residence lots in Elgin also for sale. J. M. Amsberry. Phone Col. 290; 418 N. Central avenue.

Good Second hand Sewing machines for rent. H. F. Clark.

## St. Johns' Honor Roll

Following is a list of those from St. Johns who have enlisted in Uncle Sam's service. Persons knowing of any names omitted will render a favor by reporting same to this office.

Taylor M. Whitmore, Athill W. Irvine, Dean H. Knowles, Earl H. Knowles, Theodore Bugbee, H. Bryon Poff, Armand Olin, Claude E. Harris, Russell Goff, R. P. Galloway, Chas. E. Garlick, Murne Donaldson, Glenn Haskell, Ray Clark, Benajah T. Swan, Hubert Martin, Leon Sorber, Donald Strickland, Lowell Anderson, John La-Villette, Frank L. Thompson, Oron Lear, Hal J. Davis, Donald N. Trowbridge, Bert Larson, Alan Rutherford, Homer Plaskett, Henry Brandenberg, J. W. Welsh, David Rowe, Clyde Heath, Walter Mayer, Fred Scmalling, John Boggs, Ernest Johnson, Hiram Eateringer, Kenneth Simmons, Thornton Toole, Eugene Hiatt, Dowe Walker, August Jensen, Ray Meyer, Walter Pearson, Elmer Maples, Roy Gagnon, Lester D. and Basil B. Smith, Bryant Kilkenney, Paul Rude, Emory Gilmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindle C. Satterlee, Gordon and Wilbur Bellinger, Zelta Rice, Leslie B. Moulton, Harry Truman, Frank Green, Walter Rickson, Frank Whitney, Thomas Reynolds, Carlyle Cunningham, Percy Smith, Frank Whitney, Arthur C. Clark, Alphonso Fox, Harry O. Hughes, Geo. Downey, Thos. E. Willikson, Edw. G. Willikson, Ingolf Willikson, F. Edward Isbell, Graham Moxon, G. Lincoln Fassett, Harley Manning, Grover Carroll, Clyde Miller, Adolph Ascher, John Basey, Wm. Moe, Albert Hyde, Reed Chamberlain, Ray Vanderbeck, Richard Barley, Cecil Magone, Frank Bugbee, Ivan Faber, Bert Sundstrom, Gail Perrine, Norman Nelson, Grover Barron, Harry J. Simmons, Thos. Roberts, Max J. Witters, A. Tallman, G. W. Stevens, Christ Lind, William E. Galloway, Geo. Worthington, Jack L. Douglas, Joy Milton Carnahan, Elmer Flynn, J. Elmer Thomas, Eugene Small, Howard and Basil Holcomb, Carl Smith, Sprague B. Marsh, William Ward, Bert Sundstrom, Glen Weiser, Louis St. Johns, John F. Brownley, Ross Gatton, Thos. Cochran, Dewey Brown, Henry J. Amala, Alva and Ralph Smith, Eugene Thurmond, Harry Reichtmeyer, George Schmidt, William Sneed, Alec S. Cokalas, Louis Fletcher, Roy Muck, Paul Irvine, R. L. Smith, Frank Steichen, George I. Letson, Merie Andrew Teeling, Guy Edwin Teeling, Albert Winkle, Enes Small, Raymond Sprouls, Robert and Roy Andrews, Leonard H. Gagen, Frank Carlson, John B. White, Donald M. Flynn, Raymond Smith, Tony Halicki, Fred Marlett, Albert V. Marcy, John Balke, Edward Crosson, Anton Picklip, F. E. Wright, Vernon C. Scott, Emil Bronsart, Lester E. Ellis, Fred De Villette, Elmer Snaed, Harry W. Fassett, Percy M. Johnston, Fred Sterritt, Willis Vinson, Claude L. Peters, Lester E. Barry, Cyril W. Magone, Jerome H. Whisler, Eugene Brown, A. Earl Jayne, Wyeth Jayne, John McGregor, Thos. J. Donlon, Roy Thompson, J. Morton Lindley, Wylie R. Hessinger, Harry A. Imboden, George H. Royer, William Hughes, Clyde Thayer, Leo Sterns, Edward Hanson, Casper Hanson, Sam Dewey Peterson, Theo. Fred Muller, Viking Larson, Gardner M. Whipple, William M. Koeter, Gilbert M. Olson, Earl Keliher, Ernest Jensen, Clyde Hein, Melvin A. Butts, Raymond F. Buermann, Allen F. Sterritt, Wm. J. Kirkham, Olney Crosson, Lawrence Layton, Alva J. Asper, Geo. S. Payne, Fred Herwick, Robert G. Clark, Jos. C. Galloway, David Dickson, Chas. Spackman, Elgin L. Barton, Frank Walden, Jos. G. Allen, Michael B. Ferschweiler, Clarence J. Cannard, Francis W. Cannard, Albert G. Cannard, Joseph J. Bowley, Albert Vanderbeck, A. Fred Heringer, Amandus L. Verdegan, Harvey P. Brown, Chas. S. Dane, N. R. Zimmerman, Geo. J. Hufford, Everett Smith, Carl Dahl, Geo. L. Urban, Jas. D. Schrimsher, Wm. A. Johnston, C. C. Curran, Archie L. Meyer, J. Russell Meyer, Everett Day, Delbert Edward Howard, Randolph Howard, Louis Dunsmore, Russell Smith, Wm. Schroeder, Raymond Miller, Joseph Toole, Merritt Whitmore, Samuel P. Maples, Wayne S. Coville, Leroy F. Coville.

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Marjorie Wilcox, 18 years old, daughter of Mr. and Mrs. N. Wilcox, residing near Linnton, was struck by a Union Oil Company's truck at Gasco station at 7:30 Monday night and sustained fatal injuries. The injured girl was taken to the Good Samaritan Hospital, where it was found she had suffered a fractured skull. She died 20 minutes after her arrival at the hospital. Miss Wilcox, who was going home, was walking at the side of the road. Two Union Oil trucks were coming toward the city. In the darkness one of the trucks struck the girl. She was brought to the Good Samaritan Hospital by Robert Rittenhauser, driver of one of the trucks.

Portland August 21 on her maiden voyage with a crew composed almost entirely of Portland men. A large number of these quit the ship at San Francisco, more left at Honolulu and still more when she returned from her first voyage and touched again at San Francisco. She sailed from here under charter to Sudden & Christensen agents. Some of the boats, according to the report from Guam, were picked up, but two boats are still unaccounted for.

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