

St. Helens Advertiser

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ST. HELENS, OREGON, FRIDAY, APRIL 6, 1917

NO. 16

ST. HELENS SCHOOLS ROLL OF HONOR

Showing for Pupils During the Month of March.

Following is the roll of honor of St. Helens public schools for the month of March:

High School

Freshmen—Mabel Davies, Alva Adolph, Gladys Jenner, Opal Smith, Albert Butts, Walter Gage, Max Wil-

Sophomores—Annette Payne, John Easton, Helen White, Arlio Morris, Gertrude Brown, Phyllis Brown, Neva Hartman, Ethel Lynch, John Corsiga, John Deming, Mason Dillard, Peter Lake, John McVoy, John Pa-

Juniors—Madge Morrell, Arline Paulson, Agda Sten, Marion Andres, Marie Lind, Edward Malmin, William Perry, Dewey Smith.

Seniors—Marie Dixon, Edrie Lare, Adelle Link, Lois Payne, Lawrence Davies, George Walker, John Sutherland.

Per cent of pupils on honor roll, 45.

Frederick S. Knight, Principal.

John Gunn School

Eighth Grade—John Barton, Wado Sutherland, Norman Wilkins, Lewis Belling, Elmo Gladhart, Edne Gartman, Melva Hittan, Agnes Wicks, Alice Dunwoody, Corinne Hill, Alice Ford, Rose North, Alvin Hill, Gordon Ishalter.

Per cent of pupils on the honor roll, 51 23-27. Miss Leith, Teacher.

Seventh Grade—A Class: Martha McCauley, Naomi Binnell, Nina Crouse, Gladys Lake, Katie Lynch, Lila White, May Goin, Ben Leathers, Joe Giberson.

Seventh Grade—B Class: Serona Salmin, Annabelle Isbister, Zelida Constantine, Thomas Kettel, Robert Blackburn, Willard Howell, Arnold Carl, Willie Lynch, Zue Gage.

Per cent of pupils on the honor roll, 54. Mrs. Wilkerson, Teacher.

Sixth Grade—Sylvia Johnson, Marjila Black, Gladys Barton, Boatrice Allen, Irene Jones, Beatrice Lake, Harry Cooley, Marion Morton, Harold Cornthwaite, Maurice Richardson, Raymond Rutherford, Kenneth Pratt, Charlotte Doncaster, Dora Peer, Marie Specht, Averie Shackelford.

Per cent of pupils on the honor roll, 44. J. H. McCoy, Teacher.

Fifth Grade—Ronald Blakesley, Tommy Richardson, Glen McCallum, Maxwell Coates, Harry Hyde, Edwin Hollenberg, Archie McDonald, Winifred Watkins, Thelma Specht, Mary Lope, Edna Lynch, Roberta Long.

Per cent of pupils on the honor roll, 63. Mrs. Wilson, Teacher.

Fourth Grade—Naomi Chittum, Agnes Hattan, Geraldine Kettel, Evelyn Peterson, Harry Rubens, Marie Rubin, Harold White, Edith Lake, Helen Kitchen, May Leathers, Helen Hiley, Dorothea Snelling, Burford Wilkerson, Alfred Blackburn, Ethel Bradford, Clara Cooley, Vera Kelley, Orrin Kitchin, Willis Hendricks, John LaFerty, Genevieve Lansing, Alva McKee, Dorothy Pierce, Norman Telford, Harvey Pierce.

Per cent of pupils on the honor roll, 59. Madeline Slotboom, Teacher.

Third Grade—Eleanor Fultz, Ruth Chapman, Mae Ellefseth, Mary McKie, Margaret McGorty, Neva North, Genevieve Morris, Ellen Ellefseth, Myrtle Gage, Ruth Levi, Freddie Lope, Johnnie Mae, Albert Keene, Robert North, Oscar Albertson, James Harrison, Elmer Fultz, Henry Dethman, Avery Holliday, Beldon Liddard, Ole Thyholt, Lloyd Whitton.

Per cent of pupils on the honor roll, 62. Mrs. Lake, Teacher.

Second Grade—Mallise Peer, Herbert Watkins, Walter Johnson, Irma Walker, John Dethman, Syble Avory, Corinne Constantine, Verna Keene.

Per cent of pupils on the honor roll, 25. Miss Phillip, Teacher.

First Grade—Loron Wodaage, Olaf Matsen, Fred Cooley, Harold Lee, Eugene Kettel, Alma Matsen, Alice Lee, Louella Althouse, Opal Brouson, Lila Bradford, Ross Cram, Maurine Jones, Ole Stone.

Per cent of pupils on the honor roll, 38. Beth Perry, Teacher.

McBride School

Seventh and Eighth Grades—Asef Baseel, Ruby Basquet, Ada Cole, Ruth Chambers, Robert Cripe, Helen Kiblan, Morris Merrill, Elsie Morley, Rita Masters, Winnie Mellinger,

U. S. NAVAL EXPERT VISITS ST. HELENS

INSPECTS SHIPYARDS

Is Pleased With Facilities for Rapid Construction of Vessels.

Following the meeting of the federal shipping board, which was held in Portland Monday, Vice Chairman Brent and a party of Portland business men went to Astoria to inspect the shipbuilding facilities there, and sent J. Y. Underwood, expert naval architect, to St. Helens to look over the plant of the St. Helens Shipbuilding Company. Mr. Underwood made a careful examination of the yard and its facilities for promptly turning out wooden vessels, and expressed the opinion that it was one of the best equipped yards that he had visited. The government estimates that in the event of war 1000 ships will be needed within six to eight months. In view of the fact that all of the eastern shipyards which build steel vessels are swamped with contracts, the government has turned its attention to the Pacific coast yards for the construction of wooden steamers with a speed of not less than ten knots and a sufficient fuel capacity to cross the Atlantic and return without replenishing their bunkers. Mr. Brent stated that vessels with a dead weight carrying capacity of 3,000 to 4,000 tons are favored by the shipping board. Mr. Underwood, after looking over the plant of the local yard, stated to a Mist representative that if the government should decide to build any wooden vessels the St. Helens concern would get a contract for several. The shipbuilding company, through its general manager, H. F. McCormick, promised the delivery of fifteen vessels within one year. Of course, several new ways would have to be built, but the company thinks that with the co-operation of the river mill men and improved labor conditions, that 15 large vessels could be turned out within the time specified.

The government's plan of building those vessels will be to have the yards do the work at cost price, then the government will fix a reasonable price for the use of the yard equipment and machinery. The government will also fix the wages to be paid the mechanics and common labor, so in reality all shipyards will be under government supervision.

Mamie McQueen, Leona McTaggart, Madalena Pasera, Lola Brown, Carrie Maki, Agnes Whitney.

Per cent of pupils on the honor roll, 66 2-3. C. E. Lake, Teacher.

Fifth and Sixth Grades—Odell Bennett, Sam Baseel, Hugh Chambers, Frank Crouse, Milton Faxon, Orby Galloway, Walter Jones, Albert Kelley, Harold Monish, Barney Rosasco, Vernor Gabrielson, Abbie Goodman, Louise Hankey, Mae Morris, Edith Quinn, Quinter Cripe, Santa Canaparoli, George Rosasco, Herbert Thompson, Vhada Jones, Louisa Kettel, Babes McQueen, Blanche Perry, Ralph Munroe. Miss Franz, Teacher.

Third and Fourth Grades—Fred Baseel, Johnnie Chambers, George VanNatta, Nora Baseel, Pearl Barnes, Corinne Corwin, Grace Chambers, Ella Kelley, Bertie Haindel, Francis Whitney, Benny Conner, Carl Coselman, Beryl Merrill, Edgar Payne, Ivy Barnes, Pearl Goodman, Gladys Masten, Margaret Meehan, Amelia Kiblan, Ellery Spencer, Russell Boulby, Norma Brasmer, Mary Canparoli, Victoria Rosasco.

Per cent of pupils on the honor roll, 65. Miss Weist, Teacher.

First and Second Grades—Edrie Meehan, Harry Owens, Laura Hansen, Vera Thompson, Kenneth Popenjoy, Eugene Potter, Robert Hansen, Maurice Murray, Drusella Frantz, William Bennett, Prudence Quinn, Lola Plummer, Lillian Van Natta, Nettie Barnes, Jim Perry, Ben Pasero, Joe Payne, Margaret Nigro, Angelo Pasero, Ethel Shoemaker, Edna Chipman, James Kettel, Mamie Wagner, Ruby Brasmer, Harvey Cade, Bernice Cripe, Mildred Tucker, Frank Brasmer, Robert Oliver, Lois Masten.

Per cent of pupils on the honor roll, 66 2-3. Miss Matthews, Teacher.



'Tis the star spangled banner,
Oh long may it wave,
O'er the land of the free
And the home of the brave.

ST. HELENS YOUTH TO ENTER NAVY

Undergoes Operation in Order to Satisfy Requirements.

Warren Sonneiland, aged 17 years, one of our St. Helens boys, has demonstrated the old saying that "where there's a will, there's a way." A few weeks ago he decided to enter the navy, and presented himself to the examining officer when he was found physically fit except for a minor defect which necessitated an operation. Not discouraged, he came back to St. Helens, resumed his work, saved his money and, in the meantime, through the good offices of the recruiting officer, made arrangements for the operation, which occurred in a Portland hospital Tuesday. The opinion of the surgeons is that he will be as good as new in ten days, at which time he will again present himself for service in Uncle Sam's navy.

His father, S. R. Sonneiland, heard from the hospital Thursday night and the reports were that Warren (Buddy) was getting along fine.

LUMBER CO. MAKES PATRIOTIC OFFER

In Case of Enlistment Will Hold Positions Open for Volunteers.

Through its general manager H. F. McCormick, the St. Helens Lumber Company has informed its employees that in the event they enlist as volunteers in the army or navy, that when they return from service they will find their old positions open to them. Mr. McCormick stated that this would also apply to the St. Helens Shipbuilding Company and the Columbia County Lumber Company. Several from St. Helens and vicinity have enrolled under the colors, and the assurance of prompt employment to be given them upon their return will doubtless lead others to enlist. In outlining this policy, Mr. McCormick stated that he was simply working in conjunction with other large concerns in Oregon who employ many men, and that the young man volunteering his services to the country could go away feeling sure that his former position would be awaiting him when he returned.

Billie Dodd, while helping to drive a milk wagon somewhere on the Goble road yesterday, met with a painful accident which has caused him to give up the idea of being a milk wagon driver. The shafts to the vehicle broke loose and the horse, becoming frightened, ran away. Billie was thrown from the wagon and his face badly cut and his body bruised. Passing people picked him up and brought him to Dr. Wade's office, where he received medical attention. Billie is now doing all right, but he feels quite sore.

Through the courtesy of the Pacific Telephone Company, a phone has been put in the residence of Marshal Potter. The number is 87. If you can't remember the number, call central and ask for the marshal.

CITY OF PORTLAND IN HOME PORT

Motor Ship Completes Round Trip Voyage to Australia.

Arriving in the Columbia river March 21 at 8 o'clock, the motor ship City of Portland completed her initial voyage, which was from St. Helens to Australia and return via Honolulu. The vessel left up immediately for Portland, where she was dry docked to have some minor repairs made and her quarter deck calked. The City of Portland, according to Captain Johnson, comes up to the fullest expectations of her builders and also of her master. Although she did not make a record for the round trip, she did very well considering the fact that the vessel was detained some time in Australia on account of the coal miners' strike. The City of Portland left Newcastle, Australia, December 27. On February 5 she called into Tahiti to take on more fuel oil, and after spending several days at this isolated port, during which time hundreds of the island people visited her, including the governor, she sailed for Honolulu. It took nine days for the vessel to discharge her cargo of 1900 tons of coal at the island port and seventeen days from that place to the Columbia river. In all, including the twelve days at the two ports mentioned, the big vessel took 93 days to make the voyage from Australia.

Captain Johnson stated that he experienced contrary winds a greater part of the way on the homeward voyage, and although he used the canvas of the vessel at every opportunity, not much progress could be made. Since the vessel left St. Helens she has traveled 22,000 miles, and her engines worked to the entire satisfaction of the master and Chief Kannady. The motor vessel is expected in St. Helens today to load a full cargo of lumber for delivery to some port in the Antipodes, and she will probably sail March 20. Captain Johnson stated that his vessel being the first large motor vessel to visit the several ports at which the vessel called, naturally it attracted much attention and comment. He told everyone that his vessel was built in St. Helens, Oregon, and out of Oregon lumber.

FIRST HALF OF TAXES COME IN WITH A RUSH

Yesterday was the last day on which the taxpayer could pay the first half of the taxes assessed against him without having to pay the one per cent per month in case the first half was not paid. According to the sheriff's office, many have taken advantage of this fact and money has been rolling into the county coffers. Thursday night more than \$180,000 had come into the hands of the sheriff. One of the largest checks received was from the S. P. & S. railway company, who, in paying half of their taxes, sent the county a check for \$13,481.14. Their total tax amounts to \$26,962.29. Many of the lumber and timber companies have sent in their checks for \$10,000 and upwards, and the sheriff's office is much pleased with the total of the collections.

ST. HELENS ANNUAL ELECTION IS HELD

LIGHT VOTE POLLED

Both Charter Amendments Carry and Officers Are Elected.

The city election, held Monday, passed off quietly and not much interest was manifested, less than 300 votes having been cast. For councilman there was a semblance of a fight, some of Ed Ballagh's friends being determined that he should again serve the city even if he didn't wish the job. The amendment to the charter providing for a maximum water rate carried by a vote of 9 to 1, while the amendment providing for the issuing of 20-year bonds to take up the sewer indebtedness carried by a majority of 129. The inclement weather in the forenoon was responsible, to some extent, in holding down the number of votes cast.

Following is the result:

Ward No. 1—St. Helens	
For Councilman—	
J. W. Allen	155
J. W. McDonald	92
E. I. Ballagh	122
For Water Commissioner—	
N. O. Larabee	151
Water Amendment—	
Yes	187
No	36
Bond Issue—	
Yes	165
No	51

Ward No. 2—West St. Helens

For Councilman—	
J. W. Allen	38
J. W. McDonald	34
E. I. Ballagh	13
For Water Commissioner—	
N. O. Larabee	48
Water Amendment—	
Yes	51
No	3
Bond Issue—	
Yes	35
No	20

The total vote was:

For Councilman—	
J. W. Allen	193
J. W. McDonald	126
E. I. Ballagh	135
For Water Commissioner—	
N. O. Larabee	199
Water Amendment—	
Yes	238
No	39
Bond Issue—	
Yes	200
No	71

The election of Allen and Ballagh makes the city's official family of the same personnel as it was during the past year.

SHIPPING

The steamer Willamette arrived in port early Friday morning, bringing a capacity passenger list. The vessel, after taking on 872,000 feet of lumber, sailed late Saturday night bound for San Pedro.

The steamer Wahkeena had her trial trip at San Francisco Monday. According to advices received here by local officials of the McCormick company, the steamer reeled off 11 1/2 knots. The Wahkeena is expected in St. Helens during the coming week to take out a full cargo of lumber.

The steamer Daisy Matthews arrived Friday afternoon, coming direct from Honolulu and making the trip from the island port to the Columbia river in nine days. It took the vessel only 27 days to complete the round trip voyage. After taking on 1,265,000 feet of lumber the vessel cleared Monday night for San Francisco.

On Saturday evening last the Himalaya Club was the guest of Miss Helen Larson and Mrs. E. C. Laws at the latter's home. The affair was in the form of an April Fool's party, and many laughable tricks were resorted to, one of which was a contest between the guests to see which could make the most artistic duncecap out of colored paper and pins. In a race to show their skill at sewing on buttons, Miss Marie Paulson and Miss Helen Duns were awarded prizes. A dainty repast and fortunes told by a mysterious sorceress completed the evening's entertainment.

COUNTY MAY BUY NEW ROCK QUARRY

Good Stone and Conveniently Located Near Logging Railroad.

Judge Hattan and Roadmaster Abry recently made a trip to Scappoose for the purpose of viewing and investigating the feasibility of the establishment of a county quarry on the Wiekstrom place near Scappoose. Both officials returned well satisfied with the outlook. The site of the proposed quarry is near Scappoose and only two hundred feet from the logging railroad of the Nehalem Timber Company. The rock is of a good quality and suitable for road building, and if the two acres offered is bought by the county, it is estimated there will be enough rock to last for twenty years. A good county road runs very close to the land, and Mr. Abry says this and the railroad track being so near, will make it very desirable, for the rock can be hauled either by teams or railroad dump cars. Should the county buy the land and put in a crusher, dump cars would be loaded and the rock dumped into bins to be built in the gravel pit at the intersection of the S. P. & S. railroad tracks and the logging railroad. These bins would hold several hundred yards and it would be the purpose to always keep on hand a supply so that road work would not be retarded. While the court has taken no definite action, it is very probable that they will buy the land, which can be had at a reasonable price, and establish crushers and bins.

NEW BUSINESS BUILDING TO BE ERECTED

Work Will Start This Week—Completion Expected Within 90 Days.

L. R. Rutherford has accepted the plans of his architect for a semi-fire-proof building, and construction work will begin as soon as U. S. DeSpain and a crew of men have made the necessary excavations. The building to be erected will be on Mr. Rutherford's lot on Columbia street, adjoining the building now occupied by Mason's and Gray's stores. Bids have not been let for the construction as all details are not fully settled, but it is understood that the estimated cost of the structure will be about \$6,000. Mr. Rutherford states that he expects to have the building ready for occupancy within ninety days.

A COINCIDENCE

Wednesday morning the two county commissioners and the county judge were examining an auto truck. The auto stood directly in front of the courthouse steps. Ex-County Judge A. L. Clark sauntered up, looked at the car and, remembering that a Ford was the supposed cause of his recall, turned from the car and stood on the courthouse steps. A few minutes later, while Hattan was having the good points of the machine explained to him, ex-Judge W. A. Harris came up the street. He looked at the machine, looked at Clark and then, remembering that he was recalled for buying a truck, went on up the steps of the courthouse. Hattan, looking up, saw both of the recalled judges and had a quick conversation with the driver of the truck. The car was driven away and Hattan tried to look as if nothing had occurred. It cannot be learned what the action of the judge will be, but the car drove away and Hattan went to his office, that's all we know.

Chief Engineer William Moorhof of the United States dredge Chinook was a visitor in St. Helens Wednesday. The chief, being an ex-navy man and also connected with one of Uncle Sam's vessels, has received orders from the commandant of the Bremerton navy yard to be in readiness for service in the navy. He has been given the rank of lieutenant. Mr. Moorhof is arranging his affairs so that he can respond promptly when called on.

Friends will be glad to know that Mrs. J. S. Brown, who has been seriously ill for the past few days, is now much better.