

**St. Helens**  
 County Seat  
 Columbia County  
 POPULATION  
 1908 . . . . . 400  
 1910 . . . . . 750  
 1912 . . . . . 1500

ELECTRIC LIGHTS      IMPROVED STREETS  
 MUNICIPAL WATER SYSTEM  
 TWO MILES OF SEWER UNDER CONSTRUCTION

**Pay Roll**  
 \$100,000  
 Per Month

ST. HELENS LUMBER PRODUCTS GO TO ALL  
 PARTS OF THE WORLD  
 SHIPMENTS OVER 5,000,000 FEET PER MONTH

**St. Helens**  
 Has  
 Saw Mills  
 Shipbuilding Plant  
 Creosoting Works  
 Stone Quarries  
 Fisheries

# THE OREGON MIST

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**Chas. R. McCormick**  
 PRESIDENT OF THE VARIOUS  
 ENTERPRISES IN ST. HELENS  
 A BUSINESS MAN; A FRIEND OF THE PEOPLE

Charles R. McCormick enjoys the friendship and esteem of every citizen of St. Helens without exception. He came into our little town four years ago and has been one of the greatest factors in making St. Helens a city of importance instead of a little town. While safely guarding the interests of himself and his business associates as a matter of business, he has proven himself a worthy citizen, taking an active interest in all matters that tend to the upbuilding of the community in which he has put so much money. The people of the city have the utmost confidence in him and his business dealings with them. No man occupying the position as the head of large industries coming into a community has worked himself so thoroughly into the confidence of the people as has Mr. McCormick. Our confidence is not misplaced. He is too broad and big a man to take advantage of any position he may occupy to work detriment to the community or any one in it.



Mr. McCormick furnishes an example of rise in the world of business which would be well for any young man to know. Less than 40 years of age and the head of corporations representing nearly \$4,000,000 of investments. Starting out in the business life of his native state at an early age as a yard man, piling lumber in the yards of the Sutherland Lumber Co., manufacturers of hard wood, and working at it until he was advanced to more lucrative and responsible positions. Going from there to Albany, N. Y. and securing a position with the A. S. Kibby & Son Lumber Co., in the white pine business. He was acquiring a knowledge of the lumber business that was valuable to him. He had started in at the very bottom rung of the ladder. After a few years of service in New York he again went to his native state and was at once given a position as manager of planing mills by the Diamond Match Co., at Ontonagon, Mich., which position he occupied until 1898 when a disastrous fire wiped out the entire works of the Diamond

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## BIRDS EYE VIEW OF ST. HELENS AND VICINITY



**Capt. Edward Jahnsen**  
 COMMODORE OF THE MCCORMICK  
 FLEET OF STEAMSHIPS  
 A CAPABLE AND COURTEOUS SEA CAPTAIN

During the past eight years the Charles R. McCormick Co., has had built and launched seven boats. Each time a boat has been launched for them, Captain Edward Jahnsen has been there to see that everything was done right. The past three or four weeks he has been in St. Helens looking over the work being done on the Multnomah and is now ready to let her slide. In Norway, a little over 70 years ago, Edward Jahnsen was born and at the early age of fourteen years took up the life of the sea. From that early age he began to learn the business and is now recognized as one of the most safe and reliable sea captains on the Pacific Coast. For three years after his start in the business he was with Norwegian ships, going from there to England where he worked under the British flag for about 1 year, coming from there to the Pacific Coast, since which time he has worked under the stars and stripes. In 1884 he had worked up from a seaman to be Master of his vessel and ever since that date has been in charge of some sort of a boat. For three years he was Captain of sailing vessels, then transferred to steam boats. In 1903 he was sent to New York to take the steamer Leggett to San Francisco, which he did for the Hammond Lumber Co. For 6 years he was with the L. E. White Lumber Co.; 2 years with the G. S. Kimball Co.; 8 years with J. R. Hanify & Co.; one year with the Hammond Lumber Co.; and for the past eight years with the McCormick Co. He is deservedly the most popular man in the service and has been given the title of Commodore of the fleet. 19 vessels have sailed the seas under his guiding hand and during all those years, with the large number of boats and men handled by him, has never had a wreck and no man has ever lost his life from any of his boats. Certainly a record to be proud of.

A family of three sons and one  
 Continued in next column

## CAPTAIN EDWARD JAHNSEN



**THE MULTNOMAH**  
 FIRST SEA-GOING VESSEL BUILT  
 ON THE COLUMBIA RIVER  
 A COLUMBIA COUNTY PRODUCT

A glimpse at the pictures on this page, showing the Multnomah under construction, will give an idea of the magnitude of the work in constructing a vessel of that size. The keel of the boat was laid early in May, just five months ago, since which time there has been an average of 70 men employed in her construction. The average wages paid by the concern for workmen is approximately \$5000 per month, or a total of \$25,000 for labor alone. The material, all furnished by the St. Helens Mill, will run some over 1,000,000 feet of Columbia County Fir, all grown, logged, sawed and finished in Columbia County and within a distance of 8 miles from St. Helens. The total cost of the hull as it stands today is approximately \$75,000. To this will be added another \$70,000 for machinery making a total cost of the vessel of about \$145,000 when she is ready for service. The Multnomah is 216 feet in length, 40 feet and 6 inch beam and 16 feet depth of hold. Her capacity will be 1,000,000 feet of lumber and 60 passengers. About the 25th of the present month the Klamath will take the Multnomah in tow and proceed to San Francisco where the Main Street Iron Works of that city will install the engine and other machinery and it is planned to have the boat in the service between St. Helens and California ports about January 1st, 1912. Captain Charles Maro, of the Yellowstone, will be Master of the new boat when she is placed on the run.

### CAPTAIN JAHNSEN

daughter reside in Oakland, Cal., the family home. At the present time Captain Jahnsen is Master of the Klamath, the largest wood vessel on the coast and his son is the second mate on the same vessel. From Nome to Mexico Captain Jahnsen is known in every port and has friends and acquaintances who are always ready to give him a royal welcome when he enters. He is a very interesting gentleman to talk with and can give some experiences of sea life that would make excellent reading but space this time forbids such notice. In the future, however we shall try to get some of his best stories for our readers.

**J. H. Price**  
 MANAGER OF THE ST. HELENS  
 SHIPBUILDING COMPANY  
 RECOGNIZED AS A LEADER

Just 34 years ago over in Wales, the subject of this sketch was born. His rapid rise in his chosen profession until he now stands at the very head on the Pacific Coast, at the early age of 34 years, is due to application to business and strict business methods employed in all his work. At an early age he entered the English Navy as a Draughtsman and learned that business thoroughly, so thoroughly, in fact, that he is now recognized by the shipbuilders of the coast as the real leader of them all. He now occupies the position of Manager of the St. Helens Shipbuilding Co., having been induced to come here when the project was first thought of and look over the proposition, and to get his judgment as to the feasibility of a plant at this place. Upon investigation by him he was satisfied that the present site of St. Helens Shipbuilding Co., was an ideal one and made his report accordingly. Immediately the Company was organized and work began. Contracts for two vessels, one of them the Multnomah, were secured and



work was started. The success of the enterprise is assured, in fact was assured at the beginning when Mr. Price agreed to take the management. Shipping men along the coast have already notified the Co., that they want boats built at St. Helens under the supervision of Mr. Price and it is intended to enlarge the yards as soon as possible. The McCormick Co., will turn out at least two each year for their own fleet and others will be turned out as fast as possible.

Before coming to St. Helens Mr. Price was Vice president and manager of the H. D. Bendixsen Shipbuilding Co., at Eureka, California. While there he designed and constructed, besides a number of other vessels, the steamers which the Chas. R. McCormick & Co., previously have had built; the Cascade, Yosemite, Yellowstone, Shoshone, Klamath and Willamette. A record for quick work was made constructing the Cascade, only 74 working days elapsing from the time the keel was laid until the boat was launched. The Klamath is the largest wooden steamer on the Coast, having a carrying capacity of 1,050,000 feet.

In all Mr. Price has constructed twenty-eight steamers, and holds the enviable record of being one of the most progressive and capable shipbuilders on the Pacific Coast.

## THE "MULTNOMAH" UNDER CONSTRUCTION AT ST. HELENS

