

ST. JOHNS REVIEW

Local Ship Plant Immense

The busiest scene of activity ever enacted in St. Johns is to be found at the local shipbuilding plant of Grant Smith-Porter-Guthrie Company, at Bradford street, between Alta and Fessenden streets. The editor made a visit to this veritable hive of industry Tuesday afternoon. Meeting Mr. Fuller, master mechanic of the shipbuilding plant, on the way, he very kindly went our security in effecting our entrance through the portals of this mammoth establishment. The plant, by the way, is enclosed with a high board fence, and none may enter therein unless he possess an adequate or plausible excuse. As one enters the enclosure he is at once amazed at the immensity of this vast institution. The sound of the hammer and saw is unceasing. Everywhere throughout the large expanse of ground occupied by the plant, building construction is under way. At present about 600 men are employed, who are rapidly making room for more employees. The first features to greet the eye are the lofty structures that are to act as sheds over all the sheds erected in sets of fours. They attain an eminence of 125 feet, and five of them are almost completed with the other three started. In quest of George Muhm, who had volunteered previously to show us how the details of shipbuilding are worked out, our "passport," Mr. Fuller, directed us where we would be apt to locate that gentleman. In passing, however, we want to say that we found Mr. Fuller a most pleasant and agreeable gentleman, one whom it is a real pleasure to know. Directing our steps to the moulding room, we found Mr. Muhm "not at home." But we found our old time friend, Elliott Gordon, who holds a responsible position at the plant, and although a very busy man, he took the time to show us around a bit and to locate Mr. Muhm. We found that gentleman overseeing the laying out of a keel. He took us to the moulding room and explained how a ship is modelled out before construction is begun. Mr. Muhm has full charge of the moulding room and also has supervision of laying out. The upper part of the moulding department is one long room, and here Mr. Muhm draws out all the details of the ship "life size" upon the floor. Every single detail and every piece of timber entering into the construction of the ship is depicted upon the floor. As an illustration of the immense amount of work and careful figuring involved is the fact that it required over eleven thousand markings on the floor to model out one ship. As the first twelve ships to be constructed will be similar in design, the model drawn out will serve for the dozen. As there are so many curves and different angles to be worked out, it can readily be realized that it requires a master mind and an intimate knowledge of geometry to be capable of moulding out these vessels. Mr. Muhm then accompanied us through the institution and called our attention to the saws that cut the different curves in the heavy timbers and also to the huge traveling crane that is being placed in position. Work on actual ship construction has begun, as there are two keels already laid and another one will soon be placed in position.

There was so much to be seen that it is difficult for an unnautical mind to describe. Suffice to say that the St. Johns Shipbuilding plant is undoubtedly the largest and built upon a more magnificent scale than any on the river. It is safe to say that very few people in St. Johns fully realize the immensity of this plant and can but faintly conceive of what it means to St. Johns. We saw a number of familiar faces among the workmen, with whom we took a moment or so to converse. All were looking happy and contented. In fact it seemed to be the rule throughout the institution for everyone to wear a satisfied and cheerful countenance. All were apparently well pleased with their employment, and all were inordinately proud of the wonderful showing the plant is making. Without exception all spoke in the warmest praise and admiration of the management and were highly gratified with the kindly treatment accorded them. It

Beyond Expectation

The great event forecast in the last issue of this paper did materialize beyond expectation. Everything went off in fine order and those who were present throughout the afternoon and evening will long remember September 3, 1917. At 3:30 sharp, the blessing of the bell began. The ceremony, in the absence of Archbishop Christie, was conducted by Rev. Father Lyons assisted by Rev. Father Healy. After the ceremony Father Lyons addressed to those present a few words relative to the occasion. He expressed his thanks to Mr. and Mrs. Kirsch and family who presented the bell to the church, and also to the men who constructed the belfry. The bell was hoisted into place immediately and without a hitch under the management of Mr. Hogan, assisted by several men of the congregation. As it rested in position, a spontaneous cheer broke out from the assembled crowd. A good job had been well done.

The lawn social began as soon as the bell had been rung by all present, and believe us, Ringling's was out-distanced all the way. Everybody wore a smile and a souvenir of the occasion, a red ribbon with a miniature bell and suitable inscription. The fish pond was besieged for the greater part of the time and many were the fish caught—but no crabs could be landed. It was no place for them. The nigger babies were belabored in terrible fashion so that a next set must be procured for next year. Besides two perfectly good boxes of ten-centers changed hands. The lunch was more than appreciated by all as there was enough variety to give all an appetite. Young and old chewed candy because it was so good they simply could not help it. But the hit of the day was made by the Order of Patrician Nobles. Over one hundred candidates had the courage to tackle the goat and he was not oomargarine either—just slightly butter! However, no casualties were reported and the newly initiated are anxiously awaiting the announcement of their first meeting. This Order has come to stay and you may watch the trail we blaze. All in all the most pleasurable time of the season was had, and we are sorry that summer is past. Still, ingenuity is a habit at St. Clement's and the coming months will usher in some more surprises and pleasures. Watch these columns and be convinced.—Reported.

is extremely doubtful if a more supremely contented and more fully satisfied body of workmen can be found anywhere than are now employed at the local ship plant. While they are kept steadily on the go, as would naturally be expected, there is no hurried rush or overworked workmen. Apparently they all take pride in their work, and while not rushing, they endeavor to make their eight hours per day of labor count.

We understand that the Grant Smith-Porter-Guthrie Company are perfecting plans that will insure greatly to the comfort and convenience of those of their workmen who have no homes here of their own. Ground has been secured on Fessenden street, near Crawford, and here will be erected accommodation for the "homeless" workmen. Meals and board will be provided at a nominal sum, and reading and lounging rooms installed, and other pleasant diversions will be added. Nothing will be left undone that will tend to the happiness and comfort of the workmen, and make them feel right at home.

It is well worth the while of every citizen of St. Johns to make a visit to this ship yard. While all may have a faint conception and have heard of what is transpiring there, yet a visit will soon convince them that the half has never been told.

If you want job printing done don't overlook us. We want to do all the printing for St. Johns people. For commercial printing this office is well equipped and we know how to do it. Prices are lower than the same class of work is done in Portland, because our expenses are less. Any support along the printing line that any citizen or business man can give us will be highly appreciated. Please don't forget.

Met With An Accident

T. J. Hand, who recently disposed of his confectionery store on South Jersey street, left last week for California, and when near Eugene his car was wrecked and his sister badly injured. The following account of the accident is clipped from the daily press:

Mrs. Lulu E. Hurley, of San Francisco received a deep gash in her forehead and numerous bad bruises about the body, when an automobile driven by her brother, Thomas J. Hand, also of San Francisco, was struck by the Shasta limited train at the first crossing south of Creswell, at 10:30 Saturday morning. Mrs. Hurley was taken to the office of Dr. L. C. Hovson, of Creswell, who took several stitches in the cut in her head, and attended to the other injuries. She will be unable to travel for several days. The cause of the accident, was the stopping of Mr. Hand's engine just at the crossing. The car was demolished though the train was traveling slowly. Mrs. Hurley and Mr. Hand were on their way south from St. Johns, Ore., with a party of tourists.

Should Exercise Care

All persons entering the forests must be extremely careful at this time about lighting fires. This is not the Fire Marshal warning of the usual type. There is a very urgent reason for this warning. The woods just now are filled with military patrols with rigid instructions to shoot public enemies caught selling fire to the forests. Therefore, it is doubly necessary to be careful as military patrols, while instructed to exercise every precaution, might possibly make a mistake. These military patrols are operating in every part of Oregon where forests are to be found. Their location is not revealed for obvious reasons. They move from place to place and keep to cover as much as possible. Their task is that of hunting down public enemies who have been firing Oregon forests, and they are under orders from the Western Department of the Army to deal instantly and vigorously with such public enemies. So if necessary for you to go into the woods, be careful about lighting fires. No doubt it would be better to keep out of the woods unless you have urgent business therein.—Adjutant General.

Must Make Inventory

To the Editor:—I have received instructions from the Treasury Department at Washington, D. C., to at once notify all Tobacco Dealers that immediately upon the passage of the War Tax Act, now pending in Congress, they will be required to make a detail inventory of all manufactured tobacco, including snuff, cigars and cigarettes, on hand at that time, showing the price at which the same is sold at retail, and to keep this inventory until printed forms are furnished by the Department, which will be done as soon as possible, and instructions given as to how to complete the same and the amount of tax to be paid.—Milton A. Miller, Collector.

Potatoes Afflicted

Many potatoes in this neighborhood are afflicted with a disease known as wither. The end of the potato from which the tops shoot out become withered and shrunken, making the potato of but little value. Many people credit this condition to the dryness of the weather, but such is not the case. A well known citizen brought in a stalk of potato vine Tuesday with several potatoes clinging to it, all of which were badly afflicted with wither. He stated that he had purchased the seed at a high price from a well known Portland seed house, and yet the seed was afflicted with wither, as the result proved. The remedy for wither is not known to the writer.

For Sale—Fully equipped, Eastern built, 21 foot gasoline launch. Apply at this office.

Bids to Be Opened

Bids on \$1,500,000 of bonds offered for sale by the Commission of Public Docks to obtain funds for the grain elevator and water terminal improvement projected at St. Johns, will be opened Thursday. As the legality of the bonds has been passed on by the well known legal firm of Storey, Thornike, Palmer & Dodge, of Boston, there will be no obstacle to making an early award. The bonds will be dated October 1. Engineer Munn, of Chicago, chief designer for Witherspoon & Engler, architects, has arrived to undertake the task of designing the new elevator, which will require about four months. Early efforts will be devoted to getting out plans and specifications for the foundations so time will not be lost on that part of the contract.—Tuesday's Oregonian.

St. Johns' Roll of Honor

Following is a list of those from St. Johns who have enlisted since the war started and who are now at the different training camps. We probably overlooked some, as it is exceedingly difficult to learn them all. So if you know of any overlooked, will you kindly furnish their names, so that they may be added to St. Johns Roll of Honor.

Taylor M. Whitmore, Athill W. Irvine, Deane H. Knowles, Earl H. Knowles, Theodore Bugbee, H. Byron Poff, Armand Olin, Claude E. Harris, Russell Poff, R. P. Galloway, Chas. E. Garlick, Murne Donaldson, Glenn Haskell, Ray Clark, Benjamin Swan, Hubert Martin, Leon Sorber, Donald Strickland, Lowell Anderson, John Lovelett, Frank L. Thompson, Orin Lear, Hal J. Davis, Donald N. Trowbridge, Bert Larson, Alan Rutherford, Homer Plaskett, Henry Brandenburg, J. W. Welch, David Bowe.

A Token of Esteem

J. C. Langille, who has been master ship builder at the local ship yard, was agreeably surprised by his workmen Tuesday noon when they presented him with a handsome gold watch as a token of the high esteem in which he is held by the workmen. The presentation speech was made in a neat manner by Master Mechanic Fuller. Mr. Langille was deeply touched by the kindly act. He has left for Tillamook, having acquired an interest in a shipbuilding plant there. His departure is a matter of keen regret on the part of those who have gained his acquaintance and liked him well here.

Was at the Front

The hobo knocked at the back door and the lady of the house appeared. "Lady," he said, "I was at the front—" "You poor man!" she exclaimed. "One of war's victims. Wait till I get you some food and you shall tell me your story. You were in the trenches, you say?" "Not in the trenches. I was at the front—" "Don't try to talk with your mouth full. Take your time. What deed of heroism did you do at the front?" "Why I knocked; but I couldn't make nobody hear, so I came around to the back."—Peoples Home Journal.

New Machine Shops

The local shipbuilding company have purchased the block of ground on Bradford street between the Peninsula Iron Works and the Portland Woolen Mills plant.

We understand that upon this new acquisition will be erected the machine works and joiner shops of the ship plant, both of which will employ a number of skilled laborers, and in themselves will be equivalent to a new industry for St. Johns.

For Rent—No 217 N. Jersey, size 12x50 with woodshed, has gas, water and lights; fine for business or would make a nice place for about 3 rooms, fine condition.—A. W. Davis.

The Ladies to Register

The Woman's Committee of the Oregon Council of Defense, through its chairman, Mrs. Charles H. Castner, of Hood River, has designated Saturday, September 15th, as official registration day for the women of this state. This registration is wholly voluntary and is for the purpose of the federal government becoming familiar with the woman power of the state—listing all girls and women, both trained and untrained, for work in the government service in some capacity, should it be found necessary for the nation to call upon the women of the country to take the places of men in industry in order that men may be released to join the colors. It is also essential so that trained female help may be secured for government positions and positions directly connected with military affairs that can be filled by women. A properly printed card is to be filled out by every woman and on the day of registration all assistance will be rendered in filling the card. Local committees have been formed in nearly all localities of the state for the purpose of caring for this work on September 15th and Governor Withycombe, appreciating the importance of this undertaking, has issued the following proclamation:

Whereas, the women of America, as well as the men who are giving themselves to our Nation's cause, can now perform a great and timely public service; and

Whereas, the Oregon Division of the Council of National Defense desires that Saturday, September 15, 1917, be set aside as the day for the registration of women in this state for service;

Now, Therefore, in view of the foregoing premises and by virtue of the authority in me vested, I James Withycombe, Governor of the State of Oregon, do hereby proclaim Saturday, September 15, 1917 as Women's Registration Day, and I do earnestly ask that all patriotic women register on that day for patriotic service.

In Testimony Whereof, I have hereunto set my hand and caused the Seal of the State of Oregon to be hereunto affixed this 1st day of September, A. D. 1917. James Withycombe, Governor.

Lodge Officers Elected

The Fraternal Brotherhood met in special session Monday evening last when arrangements were made to hold a reception on Tuesday evening, September 11th, in the I. O. O. F. Hall, where the Order will meet hereafter, and a class of twenty is secured for that night. The following officers were elected and will be installed on that evening: President, Henry Hazel; past president, Mrs. Ira Ogden; vice-president, Laura McCullum; chaplain, Mrs. Ada Hazel; treasurer, Ira Ogden; secretary, Mrs. Belva Pitchford; sergeant-at-arms, Lafayette Walden; mistress-at-arms, Cleora Walden; finance committee, E. C. Thompson and Mrs. Laura Rose. This order is being rapidly brought to the banner membership under the able efforts of the organizers, who are working in the field, Mr. and Mrs. H. H. Houghton.

New Buildings Here

The following building permits have been taken out by the Marine Barracks Company: Erect one story frame dining hall, Fessenden street, between Crawford and Decatur; S. F. Le Neve, builder, \$800. Erect one story frame living room, Fessenden street, between Crawford and Decatur; S. F. LeNeve, builder, \$1050. Erect one story frame roothouse, Fessenden street, between Crawford and Decatur; S. F. LeNeve, builder, \$250.

Our Flag

By O. O. Smith, Linnton.

Behold our flag, your flag and mine,
No other has such a design;
A flag for me, a flag for you,
Our Country's flag, red, white and blue;
Combine those colors and we see
The emblem of our liberty,
Courage and blood stands for the red,
Justice for blue, it has been said;
Purity always for the white
Our Nation's peace, honor and right.
A field of blue unites the bars,
And forms a sky for silver stars:
When in our flag they are placed high
They represent those in the sky.
If for a reason you look 'round,
You'll find no one can pull them down;
Salute our flag, the hope of all,
A flag of flags, both large and small.
Our flag's age as it now appears,
Is one hundred and forty years;
Our settlers told the English crown
No longer would they be held down,
With unjust laws and taxes high;
So on the Fourth day of July,
In seventy six, we hear them say,
This is our Independence Day,
Freedom! what a glorious word,
Which all around the world was heard;
They rang, so historians tell,
A bell we call Liberty Bell.
In June congress said, without fear,
On the fourteenth of the following year,
Our independence will be shown;
We must have a flag of our own.
They drew their plans, then looked around,
To make it Betsy Ross was found;
Stars with six points their plans were laid,
But five were in the one she made.
There's seven red stripes, six white between,
For states they stand, our first thirteen;
Placed in a circle in the blue
Were thirteen stars for our states, too.
Great Britain set our colonies free,
September third in eighty three.
Our first President was Washington,
'Twas through his efforts peace was won;
To give him aid a Frenchman came,
Lafayette, we all know his name.
Our constitution we now find
Was adopted in eighty nine;
In ninety five they made a change—
The stars they had to re-arrange;
For two new states they added two stars,
And two more stripes on to the bars.
The stars were placed into a square,
A circle would be too large there;
In eighteen hundred and eight-teen
Five new addition states were seen,
And every one could plainly see
Too large a flag there soon would be,
If a star and stripe they were to add
For each new state that they then had.
Again when congress did convene
They changed the stripes back to thirteen,
They said that was the best by far
For each new state to add a star.
They've placed a new star for each state,
Until we now have forty-eight;
There is eight stars in the top row
And forty in the five below;
We fold our flag into a square,
One third more, for the length is there.
No banner like our U. S. A.
Can there be seen so far away,
From north to south, from shore to shore,
Of different flags there's twenty-four,
And by the records we are shown
Each have a meaning of its own.
Around the world our flag has been,
Fields to explore with famous men.

Pheasants Turned Loose

To the Editor the Review:—On August 30th, through the kindness of Carl Shumaker, State Game Warden, I was permitted to turn loose 74 pheasants of the silver and golden varieties. Twenty-four were turned loose on the Mock place under ideal conditions. There are no dogs or cats to disturb the birds; the little children promised to see that they had water and food, and when liberated the birds stopped in the yard and some of them commenced feeding while we were present. Mr. Churchill promised also to keep a care of them. Thirty-eight were turned loose on the Gatton ranch down near the Columbia slough, a point where there is brush protection and a good clover field and plenty of oat and wheat stubble close by. No dogs or cats at this point to disturb. Twelve were freed on the Stearns tract in St. Johns, and these I will endeavor to provide for during the winter season, provided they are permitted to live. These birds are donated for liberations at these points in recognition of the work done in the Legislature in having this district created into a game preserve, and I trust and hope the good citizenship of the people will aid in caring for and protecting them, so that life may be made pleasanter and the district rendered attractive to tourists and visitors. I have the promise of other birds as soon as they can be procured. It is against the law to disturb, kill or trap the ones liberated, and I hope every person will join in protecting them. Mr. A. W. Davis and his father-in-law, J. E. Ray of Salt Lake City, accompanied me in liberating the birds and took as much delight in the work as could be expected from the most zealous sportsman.—D.C. Lewis.

'Tis seen half-mast Decoration Day

Which comes the thirtieth day of May,
Flag Day for the first time we see
In eighteen hundred ninety three;
From lofty heights float our ensign
From boundary line to boundary line.
Let Old Glory which we love most
Forever wave from coast to coast;
Alaska north, and we are told
Perry took our flag to the North Pole;
In Tripoli one time they saw
It now is seen in Panama.
There it will be, remain it shall
As long as we have that canal.
In Hawaii our flag is seen,
It also floats in the Philippines,
In Cuba, and not long ago
Our colors were in Mexico.
And with our troops as they advance
Our stars and stripes are now in France.
Long blow the breeze our stripes and stars,
From poles on land, snipmasts and spars;
Where hearts of one hundred million beat,
A nation that knows no defeat;
For when we have to use our mitts,
We can rely on Yankee wits.
With watchful eye our eagle waits
To safeguard our United States.
Our patriotism we will show
When greeting friend or fighting foe.
And those who mutilate our flag
Or in the dust they try to drag,
Will answer to our Uncle Sam,
As foe to foe or man to man.
Our people's flag, our neighbors' too,
Our soldier's flag, red, white and blue.
Long may our standard be unfurled
And stand for peace throughout the world.
May freedom on our flag be found,
Above, below and all around;
And reflect this year in the sky
Our L-I-B-E-R-T-Y.

A total of 169 whales has been brought in this season by the four whaling ships of the Bay City station, 15 miles west of Aberdeen, Wash., with five weeks of whale hunting remaining. The year's catch will approximate 250. Seven tons, 14,000 pounds, of whale meat, was taken recently from one finback, which is the largest amount of meat furnished by any whale taken this season.

Patronize the home merchant.