

New Type of Locomotive

A new type of freight locomotive has been built for the Union Pacific System by the Baldwin Locomotive Works," said Mr. J. P. O'Brien, Vice-President and General Manager of the O. W. R. & N. Co. It is of massive construction and in its operation will take the place of two locomotives of different types at present in use on freight trains. The total weight of the engine and tender is 552,000 pounds. The driving wheels are ten in number and have a diameter of 63 inches. The engine is a coal burner, with a fuel capacity of seventeen tons and a tank capacity of 10,000 gallons. The new locomotive is capable of hauling on a level track, 22,930 tons, or a train of 305 modern 50 ton freight cars loaded to capacity. In other words, it is capable of hauling a train more than two miles in length. The capacity of the Mikado, one of the locomotives to be replaced, is 15,533 tons or 207 cars.

Late one night an old colored uncle was found in the preacher's barnyard. "Why Uncle Rastus," said the preacher sternly, "it can't be good for your rheumatism to be prowling round here in the rain and cold." "Doctor's orders, sah," the old man answered. "Doctor's orders?" said the preacher. "Did he tell you to go prowling round all night?" "No, sah, not exactly, sah," said Uncle Rastus; "but he done order me chicken broth."

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Residents of St. Johns having taxes and city liens to pay in Portland can make their payments without inconvenience by availing themselves of our services. We will pay same and secure your receipt without inconvenience to you. Fee, 25 cents. References: Any St. Johns Bank.—Peninsula Title, Abstract and Realty Co., by H. Henderson, Manager; 402 North Jersey street.

The Portland Garbage Co. is prepared to remove rubbish of any nature from the residences and business places of St. Johns at 75c per month for residences and from business places at reasonable rates. Calls made every Saturday. Leave orders at St. Johns Hardware, or phone Woodlawn 2693.

Friends of the Review should not forget to send in any news items that they have knowledge of. We want every item of news that's going.

Howard O. Rogers, Lawyer, Notary Public. Over Peninsula Bank; 7 to 9 P. M.

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Notice of Sale of Real Property

In the County Court of the State of Oregon, for the County of Multnomah.

In the matter of the Guardianship of Gladys L. and Dean L. Elliott, Minors.

Notice is hereby given that in pursuance to an order of the Honorable George Tazewell, Judge of the above named Court, heretofore made and entered in the matter of the estate of Gladys L. Elliott and Dean L. Elliott, minors, which said order is on file with the Clerk of this Court, the undersigned guardian of the person and estate of each of said minors will sell at private sale to the highest bidder and subject to confirmation by the above named Court, commencing on Saturday, the first day of December, 1917, at the office of John S. McKinney, 215 North Jersey street, St. Johns, now in the City of Portland, Oregon, and will continue to receive offers thereon until the best offer obtainable can be had, all the right, title and interest of the said Gladys L. Elliott and Dean L. Elliott, minors, have in all that certain lot, parcel and tract of land lying and being in the County of Multnomah, State of Oregon, more particularly described as follows, to wit:

Lot Three (3), Block Fifteen (15), James John's Addition to the town of St. Johns, now in the City of Portland. Terms and conditions of said sale will be for cash, if obtainable, with at least one-fourth down, or if the same cannot be sold for cash to the best advantage said estate may be sold on contract for payments in installments on such terms and conditions to be approved by the above named Court, to be approved, if sold on contract prior to the execution thereof.

MARY E. SIMMONS,
Guardian of the person and estate of Gladys L. and Dean L. Elliott, Minors.

Date of first publication Nov. 2, 1917; last publication Nov. 30, 1917.

Howard O. Rogers, Lawyer, Notary Public. Over Peninsula National Bank; 7 to 9 P. M.

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CAMP GREENE

The Home of The Western Troops

Approximately 10,000 acres of land lying within a radius of ten miles of Charlotte and the greater part of it within half that distance of the city, are being translated into a cantonment for the accommodation of the troops from the Western States and an increment of regular army officers and aviation corps. The main camp is located on a tract embracing 2,500 acres lying three miles west of the city, an area of open fields and wooded sections, cotton and corn plantations and apple and peach orchards.

A present force of workmen, numbering more than 4,000 men are rapidly shaping up this vast acreage for all of the requirements of the camp. Streets are being laid out, hills are being rolled into the valleys that have been lying at their feet, street car tracks are being placed and railroad facilities being provided; ditches are being dug for the laying of sewerage and water mains, and many miles of telephone and telegraph lines are being strung. It is to be a veritable city to come from the metamorphosis now taking place as if by magic.

Train loads of materials are arriving almost hourly to provide some of the necessary equipment going into the work of construction. The camp site is accessible already to the city by means of improved highways of macadam construction, two of which run directly through the camp area. The street car line's terminus is only a mile from the site and the railroad facilities are within about two miles of the center of the camp.

A water line of 12-inch pipes is being run from the main source of the city's supply itself a 16-inch main running to the Catawba river, 12 miles distant. A daily capacity of 12,000,000 gallons in addition to a reserve quantity many times that number of gallons is provided.

Charlotte's Water and Climate.

Charlotte's water comes from the Catawba river, a distance of 12 miles, the plant having been built five years ago at a cost of approximately one million dollars. It has a daily capacity of 12,000,000 gallons and a reserve capacity of 60,000,000 gallons. Two million gallons daily run into the cantonment according to present estimates.

The physical aspects of Charlotte tend peculiarly favor to the city. It boasts of a climate of exceptional gentleness. The city is situated equidistant from the Blue Ridge mountains on the west and the Atlantic ocean on the east, Wilmington being the nearest seaport town and Asheville, in "The Land of the Sky," its most favorite mountain resort. Charlotte is practically 175 miles from each of these two cities. Its location gives the city its delightful climate. It has been pointed out by an authority that with a single exception, this is the healthiest city in the United States, according to the mortality records. It is noted for its freedom from sudden temperature changes, high winds and destructive storms. The average annual temperature of the city is 69 degrees, having January as its coldest month with an average of 49 degrees and July as its hottest with 79 degrees. The average number of freezing days during the winter is 45. The climate of the city which impressed the war department officials as to the advisability of putting one of the 18 army cantonments here.

The fact that it is situated 200 miles inland precludes the possibility of a superfluity of humidity which is so deadly in the summer months in

other parts of the South, and the further fact that the Blue Ridge mountains stand at the city's back door prevents the winds of the winter which take their toll of human life.

Charlotte is one of the most favored cities in the Carolinas in the matter of transportation. It is on the main line of the Southern Railway from Washington to Atlanta and about equidistant between them. The Southern is double tracked to Washington from this city. It is also on the Seaboard Air Line, the Norfolk Southern, the Norfolk & Western and is headquarters of the Piedmont Northern, an electrically driven road that traverses the Carolinas. More than 60 passenger trains arrive and leave Charlotte every day.

Charlotte Assets in Skeleton.

Charlotte is the electric center of the South, headquarters of the Southern Power Company, with plants generating electricity from water plants aggregating at present 225,000 horsepower. More than 100 towns and cities in the two Carolinas are lighted by the current from the high-powered transmission lines of the company which run for a distance of over 200 miles serving municipalities and industrial plants. A great number of textile manufacturing plants of the two States are operated by its electric energy. The company has plants in process of construction that will add more than 100,000 more horsepower to its aggregate production now. The city has five national banks, two State banks and two trust companies with combined deposits of more than \$12,000,000. It has 67 miles of concrete streets, over 100 miles of cement sidewalks and 72 miles of sewerage lines. It has seven modern hotels, new Y. M. C. A. and Y. W. C. A. buildings, a



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CITY HALL, CHARLOTTE, N. C.

Masonic Temple, the only one of its kind in the South, built at a cost of \$250,000; 66 white and 31 colored churches and a federal building being completed now at a cost of \$300,000. It is the home of the Southern Manufacturers Club, regarded as the most palatial social institution south of Washington, with a membership of more than 500 of the more prominent of the constructive Carolinians. The county of which Charlotte is the seat was the pioneer good roads propagandist among all the counties of the two States and boasts an aggregate of more than 300 miles of macadam highways built at an average cost of \$4,000 a mile. Charlotte is under the commission form of government with a mayor, a commissioner of public safety.

Historical Significance of Camp's Name.

The Charlotte cantonment has been named "Camp Greene." In honor of the celebrated Gen. Nathaniel Greene of revolutionary fame who commanded the American armies in the South and made his name a household word through this section. It is of especial significance that this notable New Englander took command of the armies of North and South Carolina and Virginia in Charlotte on December 4, 1780, immediately after the disastrous defeat of the patriot army under the command of General Gates at Camden, South Carolina. It is a matter of history that when General Greene took command of the army of the revolutionists, their fortunes began to improve, the end of the war being accelerated by this brilliant Rhode Islander through the victory achieved at the battle of Guilford Court House. General Greene assumed the leadership of the patriot forces in Charlotte on what is now East avenue.

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St. Johns Camp No. 7546

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G. W. Muhm, Consul.

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