

# ST. JOHNS REVIEW

## Tells of the Trip Across

Mrs. W. J. Nolan has received the following interesting letter from her sister, Miss Maude L. Scott, following her arrival upon English soil:

July, 1918.—Dear folks all: Shall try writing a little each day and at the end of trip have ready to mail. To begin with can tell you that yesterday was a mighty busy and exciting day, one we shall not soon forget, in fact, this whole voyage, I imagine, will not pass from our memory quickly. Our orders to leave N. Y. came, as army orders always do, very suddenly. Went aboard our boat about 5 p. m. and were thankful to get located and actually on our way, for all of us were getting pretty tired of city life, tho' didn't begin to see all we wanted to of it. I, for one, didn't get to Coney. We're traveling on a fine, large and comfortable boat, ranks second in size and speed to any that cross the Atlantic. Tho' not provided with luxuries, (can't expect them in war times), have all we need to make us comfortable, and we are all very happy even when orders come to be off deck and windows closed tightly, lest light should shine out. It was very warm yesterday but since farther out at sea, some cooler. Last night we were at deck, spent the evening on deck and the lights from the cities and numerous boats passing up and down the river together with occasional flashes from sky-rockets, Roman candles etc., made a most beautiful sight; returned to our quarters rather reluctantly at 10 o'clock. Rested fairly well my first night on boat. This a. m. passed quietly and pleasantly on deck most of the time.

Life boat drill at 3 p. m. Everyone on board marched out on deck and took their respective places in case of accident. About 4 p. m. the gang plank was removed and we were really on our way. Near 5:30 entered the danger zone, (as you know the Subs. have been trying to get in their work on our Atlantic coast), and we were ordered to put on life preservers and wear them continually until further orders, and thus we went to our first dinner at sea, adorned in those unbecoming, tho' very necessary articles of wearing apparel. After dinner our unit was given a short lecture on the different bugle calls, and what they meant, most particular those calling us to quarters and to life boats, also given a demonstration how to put on our life saving suits which were furnished each of our unit by the Portland Elks. They are full rubber suits and life preserver inside which would keep us O. K. in the water for several hours. Am afraid if the Germans saw one of those things floating toward them they would run the other way; surely make some interesting picture with them on. 10 o'clock, time for lights out and to retire.

Saturday midnight. Didn't get chance to write early in the evening as had planned, for called on duty in the ship's hospital at 7 p. m. for six hours. The medical officers of Unit 48 have taken charge of the hospital during trip over and 46 nurses are doing their bit, four nurses on duty at a time and change shifts every 6 hrs, don't suppose will get more than one turn each. The hospital is fairly well equipped and the work not heavy at present, only 6 patients to-night and none seriously ill. I feel rather strange in my grey crepe uniform but shall soon get used to them. Have had a smooth sea thus far, frequent showers during the day and in the evening a light electrical storm. Awfully warm down in this part of the ship tonight, for windows must be closed here as well as elsewhere. Almost got sick when first came on duty, for besides being so close, could feel the motion of the boat much more plainly, but got busy and soon forgot my troubles. Am glad to be on duty, is a good change. Have a fairly good sized hospital room, can take care of 45 patients. Keep our life preservers within easy reach every moment, rather exciting, but feel we shall have a safe journey and have no fear to the contrary. Quite amusing last night, some of the nurses went to bed with their life saving suits on, imagine yourself on an extremely warm night with windows closed tightly, no air, except what's given through ventilators and corridors, going to bed with half your clothes on, as well as a complete rubber suit, (if you've never seen one you'll not appreciate the funny part of it), and expecting to sleep in that garb; some of them

## Taken Lease on Mill

F. J. McCaughey, of Seattle and Fortson, Wash., with several Portland men as associates, has signed a two-year lease on the plant of the Quality Mill Lumber Company, situated on the Willamette River just below Linnton, and will take possession September 1. McCaughey, who is well known on Puget Sound through his connection with the McCaughey Mill Company, Fortson, will come to Portland as manager of the new company.

The mill will be brought up to its maximum capacity by the installation of planing machinery and loading devices. The plant, which has been under lease to the Wentworth Lumber Company for the past year, now has a capacity of 75,000 feet per day. It has both rail and water connections, and is adapted to the sawing of ship timbers, for which there is a strong demand in Columbia River district because of the activity in wooden ship construction.

It is expected that the new company soon will be incorporated under the name of the Quality Mill & Manufacturing Company.

succeeded, others had to remove theirs. I opened mine up, undressed myself, got my clothes already to step into and went to bed, even then was so warm couldn't get to sleep for some time. It seems sensible to keep our life preservers on us continually night and day, but to expect to sleep in those suits was the next thing to ridiculous. Nearly time to change shifts and I must write my orders. A general has gone for our relief and will escort us back to our quarters. This is somewhat of a large boat and I've gotten turned around several times during the day, don't know what I'd do at night without a guide and with so little light.

Sunday evening 9 p. m. All ready for bed, I hear music from a stringed orchestra somewhere near, guess in the officers smoking room, sounds good. This day has been very uneventful, wearing our preservers as usual. Rather high winds all day, much cooler and frequent spells of rain. Goodnight again.

Friday, 5 p. m. When I commenced this letter my intentions were good to write every day but the greater part of Monday, Tuesday and Wednesday spent in my berth with a touch of sea sickness. Got up courage Wednesday night to attend an entertainment (musical) given by the talented members of the troops on board in their mess hall below, and it was good. A similar one was given the previous evening for the officers in their smoking room, but I wasn't able to go. Both entertainments were managed by the Y. M. C. A. workers and proceeds went toward the Seamen's Charties in Liverpool and N. Y. The Y. M. C. A. are surely doing wonderful work among the men.

Tuesday evening, we viewed a very beautiful sunset on the Atlantic. Monday night were in a dense fog and the whistle blew at least every 10 minutes the entire night, none slept. First thought it might mean trouble, but when continued with no further alarm, settled back in our bunks and decided it was nothing alarming.

Thursday p. m. we sighted land for the first time since leaving port and you'd think a new world had been discovered at the excitement it created, but by dark were out of sight of it again. Last night we packed and I got to bed at 12:30. Our watches have been set ahead from one-two hours every night the last few days, so the morning bugle comes mighty soon, am just dead for sleep. Went to a picture show yesterday p. m. in Officers smoking room and slept through two parts of the play simply couldn't keep awake. Up early this a. m. for baggage must be out of stations by 8 o'clock. Spent the morning on deck and wish I might tell you all about the interesting things. This trip across has been a wonderfully fine experience. Landing us at an censored, port this p. m. and I for one am very thankful. The band was waiting at the dock and while they played "Over there," the American flag was raised. Quite interesting as well as lengthy ordeal to see the many men march off the boat, we were the last to leave.

Let me know when this letter reaches you. Address full name, Maude L. Scott, U. S. Army Nurse Corps, Base Hospital Unit 46, A. P. O. 731, A. E. F., via N. Y.

## Locals Defeats Aberdeen

In 15 innings August 18th the Grant Smith-Porter team, of Aberdeen, lost to the Grant Smith-Porter team, of St. Johns, in the most sensational game staged this season at Vaughn street, 2 to 1. A miff of Yates' hard grounder by Captain Williams, of Aberdeen, forced the visitors to go home minus a victory. Peninsula beat the St. Johns team in the first game, beating them 7-0. The St. Johns boys came back in the second game and, with Wayne Barham pitching masterly ball, trounced Aberdeen.

Both Mickey Shader, of the visitors, and Wayne Barham, the local pride, pitched wonderful ball and had the breaks been with both pitchers, neither man would have allowed a score. Wayne Barham allowed only five scattered hits and struck out 14 men, while Mickey was chalked up for seven bingles and whiffed seven. During the first five and one-half innings neither side scored, but in the last of the fifth a hit by Hill, an error by Captain Williams, who failed to cover a perfect peg by the catcher, a hit by Hogan and an overthrow by the catcher set Hill across the pan.

Aberdeen tied the score the seventh, when French, the first batter to face Barham in that frame, tripped and scored on A. Dean's sacrifice fly. French would have been out by about time, but he had not the perfect return throw by Hargraves taken a bad bounce as it neared the catcher.

From that frame until the fatal 15th, neither side scored, sensational catches by French of the visitors and one by Hill of the victors preventing any scoring.

In the 15th Blanchard was safe on A. Dean's bad peg to first. He was sacrificed to second by Clynes, stole third and scored when Williams muffed Yates' hard grounder. The Aberdeen captain had rather bad day, getting two errors and not making a single hit. French, who was borrowed from Cornfoot, when Aberdeen's shortstop failed to show up in uniform, was easily the star of the game. The Cornfoot shortstop made some wonderful stops, and his throwing to first was easily the feature of the contest. It was his triple that tied the score for Aberdeen.

## Improve Transportation

Prospects of improved transportation facilities for shippers and the industries on the waterfront between Hawthorne bridge and St. Johns loomed up Tuesday when a party of shipbuilders and railroad men made a preliminary survey of the situation. Industries now employing between 10,000 and 15,000 men would be affected by proposed changes. A special train, night and morning, to take care of the thousands of workers who live in Portland and surrounding towns was the immediate object of the conference, it is known. The proposed train would run on the O. W. R. & N. tracks along the waterfront to St. Johns. In the party who made the survey were J. P. O'Brien, Federal manager of the O. W. R. & N. railway; Commissioner Mann, Eric Hauser, of the Grant Smith-Porter company; F. C. Knapp, of Peninsula Shipbuilding Company, and Frank W. Robinson, traffic manager of the O. W. R. & N. system.

Industries which would be served by the proposed train include Grant Smith-Porter company; Peninsula Shipbuilding Company, Albina Engine Machine Works, Peninsula Iron Works, St. Johns Iron Works and St. Johns Woolen Mills. Routing of the train through the Albina terminals presents problems that will be taken up by the conferees. Speed would be an essential of such a train, it is declared. More than 2400 of the 5400 workers of the Grant Smith-Porter ship company come to work every morning from the East or West Side or from Oregon City, Beaverton and neighboring towns, according to company officials.—Oregonian.

For Sale—Five room modern house and plot of ground 137x150 feet, street improved and paid for, an abundance of berries and fruit trees, lots highly cultivated and crop in splendid condition; a most delightful home, with the greater portion of the living obtainable from big garden. Price \$3200; \$2000 cash, balance on terms. Call 215 West Tyler street.

## Haste is Important

So important is haste in registering all men who will be affected by the new draft law soon to be passed by Congress, which probably will extend the draft provisions to include men from 18 to 20, and from 32 to 45, inclusive, that local boards are completing all preparations now to conduct the registration. The date of the new Registration Day for these men cannot be foretold definitely until Congress actually enacts the law. But it will in all probability be before September 15. Consequently, for their own protection, all men within the ages mentioned should keep very carefully posted through the newspapers in regard to the date of the Registration Day. This is necessary because there will be no time to give long notice beforehand. Registration Day probably will follow very closely the passage of the bill, because of the urgent need for more men to keep filled the ranks of Class I. No excuses will be accepted for failure to register. Even ignorance of the date of Registration Day will not be accepted. As the penalty for failure to register will be very severe, it is doubly imperative on every man affected to protect himself by learning the date as soon as it is announced. Registration will be conducted by local draft boards. These boards are now imperative in need of volunteer registrars to assist them in the work of registration. This registration will be the most difficult feat of its kind ever attempted by any Nation, for it is estimated that the number of men who will register in one day will be close to 13,000,000. In the meantime, this Registration Day for men of 18 to 20, and 32 to 45 years, inclusive, should not be confused with the Registration Day to be held Saturday, August 24, for the registration of men who have become 21 years old since last June 5.

## A Night of Hate

Last night I sat up pretty late indulging in a lot of hate. I hated all our Teuton foes, their hearts, their whiskers and their toes; I hate Hindenburg and Bill and Ludendorff, with right good will. From 10 o'clock till half past one I hated every beastly Hun, and hoped his name might yet be mud; I ground my teeth and sweated blood. And so today I'm feeling punk; there's lassitude throughout my trunk; my head aches in a horrid way, I have no appetite for hay; a shooting pain is in my lung, and I have moss upon my tongue, the gripes disturb my ample waist, my mouth is full of dark green taste. I don't suppose a Teuton knew that I was hating, long hours through. And so I realized today that all my hate was thrown away; alas, to waste a hundred weight of all-wood and a yard-wide hate! The Teutons have for many years soaked in hatred to their ears; they lapped up hatred from their birth; it fattened them, increased their girth; their kultur has it for a base, it thrives in every Prussian place. So they can hate the hours away, and not be crumpled up next day. But hatred here seems coarse and rude, for kindness was our infirm food; it makes us bilious, sick and sore, and life becomes the dreary bore.—Walt Mason.

Teaching French soldiers how to pay baseball is one of the tasks of American Y. M. C. A. war work secretaries in France and it sometimes leads to surprising incidents. A Y. M. C. A. secretary was umpiring and coaching two teams of poilus playing playground ball. The batter took a healthy swing with his small bat and smote the soft ball in a screaming liner straight for the pitcher. The latter protected his face with his hands and sphere struck him sozgly in the chest. The pitcher's expressive features registered surprise and reproach over this so unexpected assault. As for the batter, did he reach first? He did not. He ran straight for the pitcher, embraced him and apologized for hitting him.

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. Abner, Manager; 402 North Jersey street.

## 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 Poff, R. P. Galloway, Chas. E. Garlick, Murne Donaldson, Glenn Haskell, Ray Clark, Benajah T. Swan, Hubert Martin, Leon Sorber, Donald Strickland, Lowell Anderson, John Laville, 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 Semalling, John Foggis, Ernest Johnson, Hiram EATINGER, Kenneth Simmons, Thornton Toole, Eugene Hiatt, Dowe Walker, August Jensen, Ray Meyer, Walter Pearson, Elmer Maples, Roy Gazon, Lester D. and Basil B. Smith, Bryant Kilkenny, Paul Rude, Emory Gilmore, Lewis Wirth, Harold Meredith, Ray Hawkins, Hugh Ward, Kindie 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. Edwards, G. and Ingolf Willikson, F. Edward Isbell, Graham Moxon, G. Lincoln Fassett, Harley Manning, Grover Carroll, Clyde Miller, Adolph Ascher, John Boney, 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, Glenn Weiser, Louis St. Johns, John F. Brownley, Ross Gatten, 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 Wrinkle, Eneas Small, Raymond Sprouts, Robert and Roy Andrews, Leonard H. Gagen, Frank Carlson, John B. White, Donald M. Flynn, Raymond Smith, Tony Halicki, Fred Marlett, Albert V. Marey, John Balke, Edward Crosson, Anton Piekkip, F. E. Wright, Vernon C. Scott, Emil Bronsart, Lester E. Ellis, Fred De Vitte, Elmer Sneed, 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. Hegginger, Harry W. 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, Olafy Crosson.

## The Need is Still Great

We heard a fellow in a barber shop remark the other night that he didn't see why the ship workers would have to work so hard, now that the Americans were driving the Germans back. If that poor, misguided individual wasn't a pro-German at heart, at least he was in thickheadedness. His tonsorial logic is at variance with that of such shipping experts as Edward Hurley and Charles M. Schwab, who have said repeatedly that there never was a time when the need for ships and more ships was so vital. The enormous tonnage sunk by the U-boats in the first years of the war and since that time have not yet been compensated for, despite our rapidity of production. The nearer the Huns retreat toward Berlin the farther are the Allies forced to march and the greater becomes the demand for supplies. Add to this the hundreds of thousands of men who are swelling the ranks of the Allies monthly and some estimate of the enormous demands for provisions and equipment may be formed. From a few thousand American soldiers our army in France has grown with amazing strides to well over a million, and under the new draft age extension it will soon be swelled to over three million men. Consider the requirements of each soldier at the front and we can realize how vital is the demand for our ships. A population of over a hundred million permits the government to furnish the necessary man power for service, but for the support and maintenance of the boys in khaki Uncle Sam must depend upon the patriotic loyalty, the unceasing devotion to duty of our shipbuilders. Don't permit some one near and dear to you to make the supreme sacrifice because of lack of equipment from ships we might have built.—Going Some.

## Multnomah Attractions

Saturday, August 24th—**BIG BILL HART** in "The Dawn-maker." Sunday, August 25th—**CHAS. RAY** in "His Own Home Town," Paramount. Wednesday, August 28th—**DOROTHY DALTON** in "Matting of Marcella," Paramount. Thursday and Friday, August 29-30—**JACK PICKFORD** in "Mile-a-Minute Kendall," Paramount. Saturday, August 31st—**THEA BARA** in "Cleopatra," Fox, PRODUCTION EXTRAORDINARY. Sunday, September 1st—**BIG BILL HART** in "The Captive God." Wednesday, September 4th—**DOUG FAIRBANKS** in "Flirting With Fate." Thursday, September 5th—**ENID BENNETT** in "Keys of the Righteous," Paramount. Friday, September 6th—**SERGEANT EMPER** in "Over the Top," It cost 50¢ to see this picture in Portland. Saturday, September 7th—**FANNIE WARD** in "On the Level," Paramount. Sunday, September 8th—**ANN PENNINGTON** in "Antics of Ann," Paramount. Wednesday, September 11th—**ELSIE FERGUSON** in "Barbery Sheep," Paramount. Thursday and Friday, Sept. 12 and 13—**MARY PICKFORD** in "M. Liss," Artcraft. Saturday, September 14th—**BIG BILL HART** in "The Patriot." Sunday, September 15th—**SESSUE HAYAKAWA** in "Call of the East," Paramount. This program subject to unavoidable changes.

For Sale, Terms—4 room modern cottage, full cement basement, woodlft, all windows nicely screened, paved street and sewer connections; 37x100 foot lot. Ten minutes walk to St. Johns car, 2 1/2 blocks to Stockyard cars. Price \$1700. See S. W. Rogers, 202 N. Jersey Street.

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