

THE ST. JOHNS REVIEW
A. W. Markle, Editor
Published Friday of Each Week
ADVERTISING RATES—Legal and all display, 25c per inch per week. Local 2 cents per word per week; minimum 25c.
Subscription price \$1.50 per year.
THE REVIEW is entered at post office in Portland, Oregon, as mail matter of the second class under the Act of Congress of March 3, 1879.

With a full cargo of steel, paper, lumber and general merchandise, the steel freighter **Wawalona**, fourth of the Pacific Steamship company's vessels to leave this port in direct service between the Columbia river and the Far East, left down river shortly before noon Tuesday.
Captain D. O. Killman will be master of the vessel for the trip and a number of boys are members of the crew. Stops will be made at Yokohama, Hongkong, Kobe, Manila and other Far Eastern ports. Loading cargo on the Wawalona was completed at 5:30 o'clock Sunday night and the vessel went from the municipal dock at St. Johns to the Union Oil company dock Sunday night.
The Coaxet, next vessel in the Portland-Oriental service, went to Albina dock Monday morning for some machinery installation and will start loading immediately. A portion of the Coaxet cargo space will be taken by 3000 bales of Oklahoma and Texas raw cotton, the first of this material to be shipped through Portland. The foreign trade bureau of the Pacific Steamship company reports that there is an abundance of cargo in sight both in Portland and the Oriental ports of call for future sailings.

The industrial heart of Greater Portland will lie in the Peninsula district, declare far seeing realty dealers. Deep water on the lower Willamette river, North Portland harbor and Columbia slough affords unparalleled opportunities for the development of manufacturing industries. Thousands of acres of high level land easily accessible to the industrial centers offer splendid sites for residence districts. Besides unexcelled shipping facilities already established, the lines of the O. W. R. N. company furnish the best of rail service and acreage tracts along the railroad are offered as factory sites at prices far below the average price placed on such property in other cities.

The development of this district already is under way and progressing at rapid pace. Three distinct industrial centers are established at St. Johns, Kenton and North Portland and another large group of manufacturers have chosen location along the Sullivan's gulch line of the O. W. R. & N. road. The pay roll from these industries is one of the chief assets of the city and the increasing demand for their products insures steady expansion and increased growth in the population Portland.

The municipal terminal at St. Johns with the municipal grain elevator, flour mills, lumber mills, Portland Woolen mills and a score of other flourishing manufacturing industries, form the nucleus of a commercial center that gives fair hope for the fulfillment of the dreams of a former generation of realty dealers. At Kenton the Portland Stone works is enlarging its plant and will give employment to an additional force of skilled mechanics. The Nicolai Door company, Coast Culvert & Flame company, National Tank & Pipe company, and a number of other concerns are working at capacity to fill an increasing volume of orders for their products.

The Union Meat company's plant and Union Stockyards at North Portland give employment to hundreds of operatives and the rapid expansion of this industry is made essential by the great influx of settlers in Oregon and Washington from the Eastern and Middle Western states. A site has been secured on North Portland harbor for a new lumber mill and the Aladdin company of Bay City, Mich., has also selected a site for a factory in this district.

The dredging of Columbia slough to point just east of Union avenue, with a connecting channel to the Columbia river, will furnish additional harbor facilities and engineers in charge of the project are confident that the deepened channel will offer a suitable outlet for trunk sewers serving the whole of the Peninsula district.
Another important project now under development is the reclaiming of 8000 acres of land along Columbia slough by Multnomah County Drainage District No. 1. The project involves the construction of approximately 15 miles of diking along the Columbia river and will bring under cultivation a vast area of rich bottom land now subject to annual overflow. The reclaiming of this land will not only give employment to hundreds of families, will also insure an abundant supply of vegetables and garden truck at the very door of the city.—Sunday's Journal.



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NOTICE TO CREDITORS
In the Circuit Court of the State of Oregon for the County of Multnomah.
Notice is hereby given that the undersigned has been appointed administrator of the estate of Helen J. Holmes, deceased, by the Circuit Court of the State of Oregon for Multnomah County and has qualified. All persons having claims against said estate are hereby notified to present the same to me at 404 Gerlinger building, Second and Alder streets, Portland, Oregon, with proper vouchers and duly verified within six months from the date hereof.
Dated and first published November 15, 1919.
EDWIN C. HOLMES, Solicitor General, Administrator, 404 Gerlinger bldg., Attorney.

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