

# St. Helens Mist

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LOUIS MUHR



(Photo by J. T. Scott)  
 He was with the 361st Ambulance Co., 316th Sanitary Train, in Camp Lewis and quiet sector of the front, he was company commander, but when at St. Mihiel, Argonne and Flanders, he had so many shaves himself, that he didn't have any one else in the company. With Harry Richardson as driver, he was busy for nine months in the Argonne bringing in wounded soldiers. Louie says he was in some wounded Germans, until the doughboys had been taken to the regimental dressing room. During the hot fighting in the Argonne, he was up and down the canyon many times, but in the way the German snipers overtook him, though numerous men were in the same line of work, he was wounded, were killed by snipers hidden on the banks. Louie has returned to St. Helens and taken his old place in the shop in which he is interested.

PETER HANSEN



(Photo by J. T. Scott)  
 He is a St. Helens boy and has been fishing on the river here for several years. He went over with the 91st Division, but was transferred to the 166th Artillery, Battery E, and took special delight in helping to load the big guns which sent tons of explosives and steel at the fleeing Germans. He admits, however, that the Fritzies kept a few batteries in action while the infantry was retreating, and that the gunner could guess pretty near where his battery was located, and even if they did miss it most of the time, it was mighty uncomfortable at times. Hansen has resumed his occupation of fishing and the Mist hopes he will be very successful, just as he was in the army.



Stewart McKie (left)—He enlisted in the Aviation corps, April, 1917. He went overseas in December, 1918. He was Master Signal Engineer and had charge of all mechanical work on the 25 planes which were in his squadron. This squadron had 27 planes (official) to its credit and 27 other German planes (unofficial) were downed.  
 Hamer McKie (center)—He enlisted in the navy soon after the outbreak of the war. He was on a sub chaser on the Atlantic coast. Recently he was transferred to Bremerton, Washington, and is on duty there.  
 Allen McKie (right)—He enlisted with the Oregon National Guard, the old 162nd Infantry. Was sent across seas December, 1918. Spent several months in France and was then transferred to Southampton, England, where he did guard duty at the docks, helped to take care of the hundreds of thousands of soldiers passing through camp and M. P. duty. He returned to St. Helens, May 21st.

BEN COPELAND



(Photo by J. T. Scott)  
 Ben is one of the St. Helens boys who volunteered soon after war was declared. He knew a lot about gasoline engines and liked to ride fast, so chose the aviation department. He received his training in Houston, Texas, and was then sent overseas. His officers found out that he was a skilled mechanic and they placed him in charge of several machines, and he also taught those who were to fly, the first rudiments of the flying game. The fact that he was promoted from private to sergeant, first class, indicates that he served well and faithfully. Since returning to St. Helens he has resumed his old position with the Independent Auto Company.

GEORGE WOLZ



(Photo by J. T. Scott)  
 He was cook in Company G, 361st Infantry. He went to Camp Lewis in the fall of 1917 along with many other Columbia county boys. With the 91st Division, he was sent to France early in 1918. He arrived in time to help out at St. Mihiel, Argonne and on the Flanders front. It was his duty (and he did it well) to furnish the boys in the front line trenches with the best eats obtainable. He could get and fix the eats, but oftentimes, it was hard to deliver them, for the Germans, according to George, took especial delight in turning their big guns on the kitchen outfit and "spilling the beans," by wrecking the rolling kitchen. George had many narrow escapes, but is entirely too modest to speak of them, except to say that at times it was almost like a description he has heard of a certain hot place where lots of Germans went. Burrell Graves and George were in the same company and both of them have returned to St. Helens.

CECIL ROSS



(Photo by J. T. Scott)  
 He enlisted in the Aviation corps at the outbreak of the war and after several months of training, was sent to France where he took care of planes that constantly harassed the Germans. He is a son of Mrs. Fannie Ross, of this city.

FRANK THOMPSON



(Photo by J. T. Scott)  
 He enlisted in the engineers and after some months of training, was sent to France. Oftentimes he was near the firing line and worked under great difficulties and dangers while building necessary military roads. He also helped in the construction of American saw mills over in France. Thompson recently returned to St. Helens.

GEORGE KLONIS



(Photo by J. T. Scott)  
 He was with Co. C, 162 Oregon Infantry, but was transferred to the 23rd Infantry. His first fight was at Verdun. At Bello Woods, his regiment relieved the Marines and he was in the trenches for 13 days. He was at Chateau Thierry and was in the fight three days before a piece of shrapnel got him and sent him to the hospital for three months. A few hours before he was wounded, his lieutenant ordered fixed bayonets and they charged the Germans. When they got through, there "were lots of dead Germans," George said, and he states he knows he killed three. Not much attention was paid to the "kamerad" cry he said. Nonas had lived in St. Helens for eight years before being inducted into the army. His wound still bothers him considerably.

CARL O. MUHR



(Photo by J. T. Scott)  
 He was in the 316th Sanitary Train and in the field hospital. It was his duty to take care of the wounded as they were brought into the hospital. Ordinarily such hospitals were from one-half to one mile back of the fighting line, but the German planes and the big guns didn't respect even a field hospital. He was in the same train as his brother Louis, but not in the same company. He was in the St. Mihiel, Argonne and Flanders drives and saw a lot of fighting.

BURRELL GRAVES



(Photo by J. T. Scott)  
 Company mechanic in Co. G, 361 Infantry, 91st Division. He saw hard fighting at St. Mihiel. Was in the big Argonne drive and for nine days was in the thick of the fight. After being withdrawn from the front, his regiment was sent back to relieve another regiment and for several days they were the targets for snipers and machine gun nests. The doughboys suffered great losses in this fight and many of the men of Graves' company were among the lost. For 24 hours he was in a little trench, or hole in the ground, 6 feet long, 3 feet wide and 3 feet deep. Soldiers in the adjoining "holes," one on each side, were killed. After being withdrawn from the Argonne, his regiment was sent to Belgium and took part in the Flanders drive. He was there when the armistice was signed.

HARRY RICHARDSON



He was a member of the 361 Ambulance company and 316 Sanitary train, 91st Division. Went overseas July 12, 1918. Enlisted June 9th, 1917.

First drive of any importance in which he took part was St. Mihiel and was in that drive four days. The next drive was the Argonne and the Sanitary train went in on September 26, and was constantly at work along the wounded for 9 days. Richardson and Louis Muhr worked together and brought in many wounded American soldiers. At one time, when the 361st and 362nd regiments were pushing the Germans back of the Gesnes canyon, the Sanitary train brought in 250 wounded doughboys in one day.

Harry saw the body of John Anderson, the Rainier soldier, soon after a high explosive shell had killed Anderson and four companions. Thinking the man might be wounded, he rolled the body over and saw the identification tag and realized that the war had come pretty close to home when it took for toll a soldier who lived only a few miles distant.

On October 5, Harry's detachment was relieved and entrained for Belgium and on October 30th started in on the Flanders drive. They were in this drive for five days before being relieved. The fighting was fierce, but not like the fighting in the Argonne. They were sent to a rest camp on November 5, and again sent to the front on November 10, and the next day the armistice was signed.

HUGH ADAMS



He is 21 years of age and was in the navy for two years. He was on the transport President Lincoln when a Hun torpedo sent that big vessel to the bottom. He made numerous trips across the Atlantic and came out of the service as "ship's cook, 2nd class." He entered the service as an ordinary seaman. Hugh is in St. Helens and will go to work for Roy & Fredericksen.

Both Scappoose and St. Helens claim Hugh, as he has lived in each place. However, he gave Scappoose as his residence.

ROBERT HARRISON



(Photo by J. T. Scott)  
 He is a son of A. S. Harrison of St. Helens and another of the town that volunteered for service in the aviation department of the army. He was in the same squadron with other St. Helens boys. During the big fights at Nancy and St. Mihiel their squadron was close to the front and Bob kept his plane in excellent shape that his pilot was an ace, accounted for numerous German planes. Bob returned from the front a sergeant.

CARL AAMAND



(Photo by J. T. Scott)  
 He was inducted into the army in the fall of 1917. Was sent overseas in January, 1918. He was in the battles of Chateau-Thierry, Vesle, Marne, St. Mihiel and Argonne. He was a wagoner and his duty was to take the fighting doughboys in front line trenches were supplied with ammunition and supplies. On the tenth day of the Argonne fighting Carl Aamand was slightly wounded. A high explosive shell dropped near his team he was driving, killing one of the mules, and in trying to get the other one disentangled, he was kicked by the mule and his arm broken,

so he did not see any more of the Argonne fight. He returned to St. Helens in April, 1919.

OUR TRIBUTE

The Mist, in recognition of the heroic deeds of those who are pictured on this page of the paper, takes pleasure in presenting short stories about the boys—stories they have told to the Mist reporter and which we know are true. There are many other soldier boys that we will mention in a subsequent edition of the Mist. We have their little stories, or as much of them as they will tell, but in some instances we did not have the photographs to go with the stories and then it is not our intention to give all war stories in one issue, so from time to time, we will give other stories as told us by soldiers from this county, and soldiers who did their duty at any and all times.

This paper would much appreciate a visit from any of the returning soldiers, for the purpose of getting little details and happenings which occurred "over there," or over here, for no matter whether at home or abroad the American soldier lived up to the traditions of his country's history. Relatives and friends at home want to hear about it.

SERGT. J. T. TABER



He enlisted in the Engineer Department (train service) and was sent across seas in September, 1918. After the armistice was signed, he was on duty in the railroad information department in Paris.

Sergeant Taber thinks Paris was all right, but St. Helens is far better. He arrived home a few weeks ago.