

ST. HELENS MIST

FOUNDED 1881

Issued Every Friday By
THE MIST PUBLISHING COMPANY
M. E. MILLER, Editor

Entered as second class matter, January 10th, 1912
at the Post Office at Saint Helens, Oregon, under the
Act of March 3rd, 1879

SUBSCRIPTION RATES

One Year \$1.50
Six Months75
Advertising rates made known on application
Legal notices 25 cents per line.

THE COUNTY OFFICIAL PAPER

MAJOR BOWLBY'S STATEMENT

Major Bowlby, State Highway Engineer, gives out a statement which was published in the Portland Journal last Sunday and for the benefit of our readers we reprint a portion of it which is really interesting:

The contract has been let in Columbia County from the Clatsop County line to Tide Creek, a distance of 33 miles. This brings the road to within eight miles of St. Helens, where the road being built will connect with the road now built. The contract for this 33 miles of road was let at \$280,000.

An achievement of which we are exceedingly proud is the laying out of this road from Portland to Astoria that in no place does the road cross the railroad tracks of the S. P. & S. Railway. When you remember they are going to put on their fast trains, running at the rate of 50 miles an hour in a few months, to connect with their big boats for San Francisco, you will realize what a constant menace to the lives of the traveling public would be the crossing of the railroad track.

There are over 6000 passenger automobiles owned in Portland. A large number of our auto owners will make this trip to the beach. Every automobile owner in Portland is vitally interested in eliminating the needless hazard involved in crossing the railroad tracks. As surveyed the Columbia River Highway runs on the south side of the S. P. & S. track through the outskirts of the city of St. Helens.

A strong effort is being made by interested parties to have the Columbia Highway cross the S. P. & S. tracks to pass through the business street of St. Helens. This would mean two crossings of the railroad tracks near the coast and danger of accidents from the fast trains; it means two miles more in distance; it means greater expense and it means a move backward in road building.

This statement coming from the Major is interesting from several angles. The contract has already been let for the building of 33 miles of the road through this county which starts at the Clatsop County line and ends at Tide Creek, eight miles below St. Helens. \$20,000 more money is to be used on this contract than the entire bond issue for the road from Multnomah to Clatsop, thereby, as he says, building a new road through that portion of the county and using the old road through District No. 1. Good business for the tax payers of District No. 1 when they pay one-third the taxes of the entire county, and get nothing in return except to build a road through the other districts, and then have the people of those other districts call us hogs, selfish, and unfair.

He also gives out the startling information that there are 6000 automobiles owned in Portland and that a great many of them will make the trip from Portland to Seaside and that every automobile owner in PORTLAND is vitally interested in eliminating railroad crossings etc. It was openly charged during the bond election campaign that the tax payers of this county were burdening themselves with a huge debt for the purpose of building a speedway for the Portland Autoists and from the statement of the State Highway Engineer it begins to look more that way than anything else. The people of Columbia County are to be ignored entirely, if the aforesaid Highway Engineer and State Commission have the absolute control of the location of the roads and undertake to spend our money in places where it will go only about one-fifth as far as it would if the road should be located where it will serve the most people who are paying for it.

The eminent Major argues that by adopting a new road through the county from Tide Creek to Multnomah County the dangerous grade crossings will be eliminated but his argument there is very weak for several reasons. One of them is that there will be no necessity for any grade crossings at all on the route demanded by the people of this section because the County Court has already made arrangements to secure two underground crossings, thus eliminating any possible danger to the Portland automobile pleasure riders. And really this is the only class of people who are in danger from the crossings in this county for it is an indisputable fact that if the road goes on the other side of the track there will of no necessity be five people cross the track where there would be one if put on this side; that is actual residents of the county.

Taking it all in all there is actually the appearance of something rotten when State Engineer and State Commission come down here and undertake to dictate to the people of this county just what and what not they shall do to uphold the reputation of the Engineer from an engineering stand point, and in their contention to use all our money and put us further in debt to secure a right of way for a new road that will parallel the one already built and which has cost us thousands and thousands of dollars. And that question of right of way is apparently lost sight of by the Highway Engineer, but his survey passes through store buildings, barns, residences valuable orchards and other property which would require more

than double the amount of money to purchase than it would take to finish the road already in use.

There is no occasion for all this disturbance and trouble if the State Highway Commission would only consult the wishes and best interests of the people of this county who are paying for the road and would use a little of the judgment they are presumed to possess when they are selected to occupy the position they do. The idea of using the taxes of this county to secure a right of way for a new road to accommodate the automobile pleasure seekers of Portland, when the same money could be used in completing a road that would be of equal service to those outsiders and the people of this county, is ridiculous and should not be tolerated for a minute. The people of this portion of the county are standing silently for the heavy burden of taxation and bonds and are making no disturbance when the great bulk of their money is used in another portion of the county, and have no word of complaint to say when the road makes a detour of several miles in order to reach the more populous districts down the river, but when it comes to saying that our money shall be used for securing a right of way for a Portland road and we be compelled to use the same road we have for years with out any improvement after burdening ourselves with the large debt, it is a little more than we can stand. And let it be said here and now, not necessarily in the nature of a threat, but in a matter of fact determination to stand for justice and right, that the people of this end of the county are going to have something to say or there will be more serious trouble in getting any of the road at all than there is now for our small portion of it.

IT PAYS TO ADVERTISE

It is a common remark by some of the business men of this and every other community, that advertising in the local paper does not pay, except to encourage and assist a local paper to live. Such assertions of course never come from a real live business man, but only from those who have never given real advertising a trial and who could not see any benefit unless every customer who entered the store or other place of business made the direct statement that their visit at that particular time was the result of reading an ad in the local paper. Advertising always pays if the advertising advertises something worth advertising. There is not a business in this city now that can afford to be without advertising. If there is a prosperous firm or man in the city doing business with the public and depending on the public for support he is doing some kind of advertising. If he is not advertising he is not very prosperous if all the real facts are known. The Mist is conceded to be to least an average country paper. We are devoting considerable time to making it a readable paper, containing all the local news and filled with advertisements of a portion of our business men. We are spending all the profits of the paper in building up a modern printing plant so that we may be able to keep up with the times and furnish to our patrons the very best of service. We have a subscription list in the county that reaches a large majority of the homes in the county. We are sending out several hundred papers each week to other parts of Oregon and to twenty other states outside of Oregon. Several thousand people read the Mist each and every week. If you, Mr. business man think that you can do the same amount of business in this little city without using the columns of the Mist to let the people know you are alive and would appreciate some of their trade and that you have the goods wanted by them, then you are laboring under a delusion and a dream from which you will arouse some of these fine days only to find your advertising competitor doing the business that rightfully belongs to you. So confident of the values of the Mist as an advertising medium have we become that we decided the price being charged for space is not sufficient for the returns and that we are not getting value received for our space, so after the first of next month every inch of advertising space in the paper will be increased in price. We need the business of the business men and we are going to get the business of the more wide-awake of them too because they are business men seeking business and know the value of advertising and realize that the Mist is the best advertising medium in St. Helens and the southern portion of Columbia County. Those people who think that all the good they receive from an ad in the Mist is an act of charity to keep up a local paper, we will say that you are mistaken. The Mist is not a charitable institution and does not depend on charity. It is an up-to-date local paper doing sufficient business to meet its obligations and whenever any person pays a dollar for advertising space in it that person is getting full value for his dollar. We want you all to feel that way. We know that if you will agree with us. Fully realizing the you will give the matter fair consideration

truth of the statements herein contained we are going to start an advertising campaign in this city and will try to secure an ad from every business man in the city. It will pay the business man; it will pay the Mist; it will pay the community.

BRIEF NEWS OF OREGON

Snow, sufficiently heavy to cause suspension of work for several hours is reported as having fallen at the Simpson Logging company's camp, about 20 miles from Dallas, last week.

Masons from all Oregon will meet in Portland June 10-12, inclusive, at the sixty-fourth annual communication of the Grand Lodge A. F. and A. M. of Oregon.

On the grounds of fraudulent misrepresentation at the time of entry the United States supreme court invalidated title to four tracts of coal lands held by the Washington Securities Co. of Oregon.

The Aurora postoffice was burglarized last week. The safe was carried down the railroad track, and nitroglycerine was used to blow it open. Stamps amounting to more than \$1000 and money order blanks were taken, as well as private papers belonging to the postmaster.

Vergil Chenoweth, a 19-year-old farmer living 10 miles east of Oakland, is the largest turkey grower in Douglas county. This year he has a herd of 800. Mr. Chenoweth has also started a skunk farm, and now has 24. To these he plans to feed the turkeys that might die.

Arrangements are being made to again commence operations in what is known as the Dallas oil field. Two wells drilled near Dallas more than a year ago showed unmistakable signs of oil and one of these is to be reopened and drilled deeper and then shot, with a hope of developing a producer.

The Canby postoffice was robbed last week, the robbers leaving no clew except the tools with which they had forced the doors. The office has no safe, as the postmaster keeps his supplies in the bank vault, and as near as can be ascertained the loot taken consists of \$10 in money and part of a book of money orders containing 14 black orders.

Through the successful and vigorous work of Claude C. Cate, county agriculturalist, blight ravages to apple and pear trees in the Grande Ronde valley have been greatly arrested if not wholly overcome. Some orchards were so badly infected with the disease that they had to be destroyed entirely and other orchards have undergone a scientific process of pruning under his direction.

Members of the Japanese colony in The Dalles will help celebrate Independence Day in that city, July 3 and 4. The Japanese have raised \$150 and through M. Shimomura, have secured a like amount from the executive committee, which is arranging for the celebration. The entire amount has been turned back to the Japanese, and they will have full charge of the fireworks, for which the money is to be used.

Preparations are under way by the farmers and livestock breeders of south Polk county to make a big exhibit of products at the Panama-Pacific exposition in 1915. The breeders of goats, sheep, horses, cattle and hogs expect to have their stock well represented. Growers of hops, prunes and grain say they will collect samples and send them to San Francisco in a gigantic lot from Polk county.

Three quarters of a million dollars is saved annually to the shippers of the state through the work being done by the state railroad commission, according to a statement made by the commission in response to an inquiry from the commercial club traffic bureau of Salt Lake City. This saving is made by reductions on intrastate shipments of freight and is declared to be easily proved by court records and the files of the commission.

Instead of entering a Rogue River Valley general display at the Panama exposition, Jackson county will have a specific exhibit embracing agriculture and horticulture, lumbering and mining. Work has begun in a horticultural way, especially in the line of processed fruits. This specialty is under the supervision of H. O. Frohbach, of Ashland, the county court having appropriated a sum for the purpose. Strawberries and cherries are being handled in this manner, and other fruits will be handled in season.

The Southern Pacific company must tear up its tracks and abandon its Natron extension towards Klamath Falls for a distance of 15 miles, or it must build Lane County a wagon road as good as the one it appropriated in the narrow Middle Fork of the Willamette valley between Natron and Oakridge. The railroad has built a substitute wagon road over the hills above the river, but this is not as good a road as it agreed to build, according to Judge L. T. Harris, who has filed a decree in the \$100,000 damage case and injunction suit against the Oregon & Eastern and the Southern Pacific railroads.

Get your Exhibits
Ready for the County
Fair Sept 23-24-25.

GO TO
CENTRAL MARKET
FOR



BEST FRESH AND CURED MEATS
FISH and POULTRY ST. HELENS

All Work Guaranteed. Estimates Furnished.

R. CONSTANTIN

Plumbing and Heating
Sheet Metal Work

St. Helens

Oregon

Columbia County Abstract
Company.....

Abstracts, Real Estate, Insurance.

Loans, Conveyancing

St. Helens,

Oregon

WINES LIQUORS CIGARS

You Always Get the Best at

DUKE'S
PLACE

BLAKESLEY BLDG.

ST. HELENS, ORE.

EUROPEAN PLAN

AMERICAN PLAN

EVERYTHING MODERN AT THE

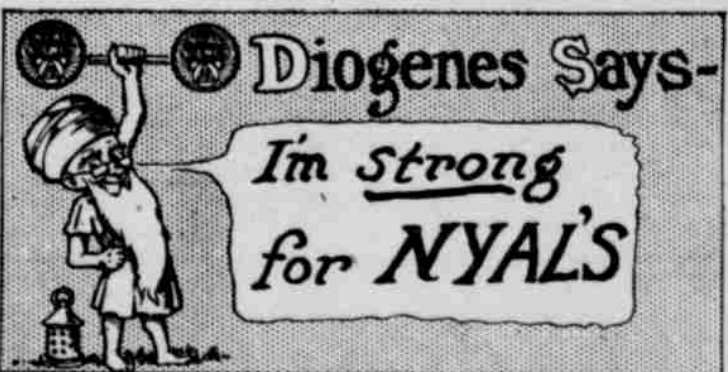
ST. HELENS HOTEL

J. GEORGE, Proprietor

ALL BUSES CALL AT HOTEL

RATES \$1.00 AND UP

SPECIAL RATES TO REGULAR BOARDERS



HOT SPRING BLOOD REMEDY

Sold in St. Helens at—

DEMING'S DRUG STORE

UNDERTAKING

EMBALMING

E. A. ROSS

COMPLETE HOUSE FURNISHINGS

Bank Building

St. Helens, Oregon

Patronize the Mist Advertisers