

St. Helens Mist

FOUNDED 1881.

Issued Every Friday by
THE MIST PUBLISHING COMPANY.

Ernest G. Coan Editor and Manager

Entered as second-class matter, January 10th, 1912, at the Postoffice at St. Helens, Oregon, under the act of March 3rd, 1879.

SUBSCRIPTION RATES:

One Year \$1.50
Six Months75
Advertising rates made known on application.

COUNTY OFFICIAL PAPER.

DAIRYING IN COLUMBIA COUNTY.

Those who are best informed upon conditions throughout Columbia county and upon the practical workings of the creamery and cheese business, agree that nowhere else in the United States has nature more plainly indicated the establishment of creameries than here. It is the general verdict of such men that sooner or later, and the sooner the better for all concerned, dairying is bound to become one of the leading industries of the county.

Like many another industry of the present day, dairying has been evolved through an almost universal failure to a very great success. Like the poultry business, the photography, like a hundred other things that might be mentioned in illustration, dairying is a success in the hands of the man who does a number of seemingly insignificant things—just exactly right. It is a business of infinite and exacting detail.

The dairymen who would succeed must be liberal in application of hot water about cans, tables, machinery and premises.

And this extends in the broader sense, to the blood in his dairy cattle, pure strains of butter makers are the very corner stone of his success. Scrub cows cannot be expected to maintain a successful dairy. That has been tried again and again. The result has been invariable and disheartening. This single cause has scored more failures in the dairy business than any other one mistake. Pure blooded stock costs more to start with it is true, but it eliminates the largest element of doubt in the whole problem of dairying success.

Some of the greatest successes in dairying ever made in the country are located in Minnesota, Michigan, Iowa, Illinois and other states lying in zones that expensive stables must be built to shelter the stock and the cattle must be practically stall fed for half the year or more. In those states, also, the growing season is not more than half so long as it is here. But in our county, the climate is so mild the year around that no considerable percentage of feed must be wasted in maintaining the animal heat necessary to the comfort and health of the cattle. Moreover, with the long growing season and proper rotation of crops, it is possible to make the land yield not one but two to four crops a year.

No doubt here as elsewhere, the silo is destined to become a great factor in the dairymen's success. It may be justly questioned whether there is any section in the United States where richer variety of ensilage crops can be produced. Farmers in this section are beginning to awaken to the fact that by feeding their crops they can make them yield a triple profit.

It would appear from whatever angle it is viewed, that if ever nature specifically planned a dairying district, she had that line of business in her mind's eye when the lands of this district were being shaped. But if the farmers of our fertile county, as a whole, have not awakened to the situation, some of the business men of St. Helens have. The new Commercial Club is up and doing. The project of building a creamery in St. Helens has been given considerable publicity. Much has been said and written. Out of it all, one or two great facts appear to have been established.

One of these is the desirability, if not the absolute necessity of harmonious and coherent organization among the farmers themselves. Such a co-operative organization is neither visionary nor impossible. It has been effected and maintained in other places under more adverse conditions than here and there is no assignable reason it should not be here.

WHAT SAY YOU?

With Columbia county on the verge of the greatest development era of its history, is not the opportune time at hand when the various commercial organizations of Columbia county should merge, so to speak, into one great factor for the upbuilding of their county? We repeat the question, is not the time ripe for the clubs in every city and hamlet of the county to join hands, with every shoulder to the wheel, to push and pull together for a greater and better Columbia county?

Who could forecast the successful outcome of such a movement, one which without doubt would gain a momentum of greater prosperity. The citizens would be agreeably surprised at the patent results of intelligent team work, pulling together in the same direction.

Citizens of other counties have been drawn closer together by this movement. They have become better acquainted with each other and to become more closely associated is to find that our neighbor is not half as bad as we took him to be at long range. It is a get-together spirit—a spirit that will win anywhere. Why not Columbia county? And now is the time to act. Blending of organizations will reap the same harvests in our county as those in the cities.

Such a movement, if it would conceive its duties and mission aright, would act as a clearing house, the melting pot and refiner of vexed problems, if you please, the blender of interests and peoples; the bringer and provider of trade, commerce and manufactures; the extendor of opportunities for labor; the sponsor for capital. It could not only represent the individual interests of any one section but work in perfect harmony for all the county. There is great room for such an organization to branch out. Industrial committees would be very essential. Their functions should be to make careful industrial surveys of the county; to investigate the needs of concerns already here and to render them every possible encouragement and support. To invite manufacturers to visit the county and to place them in touch with the business men; to maintain files of information covering every possible inquiry as to industries and the county's resources; to publish and circulate literature containing absolute facts and figures concerning the county

with respect to transportation, rates, facilities, proximity to raw materials, prices of fuel, power and light, local demand for products, banking facilities, present outputs and such information. An industrial atmosphere should be established. No greater field was ever offered for commercial organizations to work together for one common good. For each and everyone who has an interest in the development of his investment or the growth of his pocketbook. It would take some money to place such a campaign, but this information and publicity is absolutely essential in placing new smoke stacks, new farmers and investors.

FAIR AND FINAL

The final adjustment of the differences existing between the contracting company and the county arising out of construction work on Columbia Highway in this county, is a matter for congratulation for all parties concerned. Viewed from every angle, the easiest way out of the difficulty was the best way out of it. Litigation has been avoided, liability has been forestalled, the contractors have been paid no more than was probably justly due them and the county has no doubt received in dollars and cents all that it paid for.

This long drawn out controversy probably would never have come about had it not been for the official profligacy of the State Highway Engineer, Mr. Bowly. His deficiencies in preparing the final report and showing on services performed by the contractors in this county are fittingly shown here as they were in every part of the state. For these reasons Mr. Bowly's removal was requested. Incompetency characterized all his official acts and complications of the most difficult nature had to be overcome wherever his official duties called him into service.

The important feature of the final adjustment is the fact that the county has been relieved of any financial responsibility which otherwise might have come about through the litigation pending in the Federal court against the contracting company and the county jointly as instituted by the Spokane, Portland & Seattle Railway company for damages sustained to its roadbed and tracks through slides of earth and rock and by other means arising out of faulty construction. This was a point which was most carefully guarded throughout the negotiations.

Another feature of the situation arising out of the settlement is the fact that it seems now that all obstacles are removed and that construction may proceed uninterruptedly, at least, as far as funds are available for the work. In this connection it is unfortunate that the allotted amount for this purpose is limited to \$85,000, only about two-thirds of which can be used this year for general highway construction purposes. But this is a stubborn fact, a condition over which no one seemed to have any control and a situation which is being met squarely by the authorities. This fund will be expended to the limit this year, when, it being within the province of the contract and the court to discontinue operations and the contract if deemed advisable. The remainder of the fund, about \$25,000, has been set aside for bridge construction and rocking, also to be utilized this year.

The attitude of the court has been fair throughout all the negotiations leading up to this settlement, the foremost object, however, being at all times to safeguard the public interest, and that for the present, difficulties have been surmounted and obstacles removed is matter for general congratulation.

NOT BLUFFING.

It is unfortunate that our German friends are entertaining the delusion that the American government is bluffing in its protest concerning the Lusitania outrage, and seeks to quibble over the situation by inaugurating long drawn out diplomatic proceedings. Ignoring all the salient features of the American note, Germany indulges in some platitudes and seeks to justify her actions through the fact that the actions complained of were committed by Germany, which acknowledges no obligation save that of German necessity.

It is unfortunate that the German government has adopted this policy instead of meeting the issue with frankness and candor. Public sentiment in the United States is inflamed to such a degree that the situation is involved in extreme gravity. There can be no recession from the American position, for it is predicated upon the principles of right and justice, and while there is a general desire that extreme eventualities may be avoided, there is going to be no shirking of the responsibility on the part of the United States, no matter what Germany's answer may be. Germany must not only promise the guarantee demanded by President Wilson, but give them or she will face another crisis.

It may be the German government believes that country is so hemmed in by her adversaries that she cannot be reached by the United States in the execution of reparation for the outrages that have been committed upon the American people and American interests, but those who are familiar with the situation, say there are several methods by which Germany could be reached and reparation exacted.

ADIOS, SENOR BRYAN.

Mr. Bryan has once more retired to private life, and may now address his thousand dollar Chautauque audiences without fear of criticism from those people who want value received when they pay a man for his services. He may now write his scathing editorials in the Commoner or he may travel over the country feathering his nest in any way he sees fit.

Mr. Bryan has been credited with having dominated the Wilson administration at times. Possibly his influence was felt and perhaps he had a voice in the councils of his party chiefs, but the act of June eight shows without any doubt that Woodrow Wilson is president. Wilson has shown himself so far in every crisis to be cool and deliberate; calm and careful in determining his policy. President Wilson is now free of the greatest load his administration has had to carry.

Germany says she is torpedoing British merchant vessels for a principle, but at this distance it looks much like spite.

The Texas court of appeals declares the automobile a carriage, but that fact does not prevent many of them being jitneys.

It begins to look like as if the United States will go into Mexico with bread in one hand and a sword in the other.

COURT PROCEEDINGS

THE COUNTY ROADMASTER PRESENTS PLANS AND SPECIFICATIONS FOR ROAD WORK.

Many Important Orders Made and a Long List of Claims Ordered Paid.

(Continued from last week's publication.)

Road District No. 3.
G. W. Cooper, \$35.00; Earl Cooper, \$19.00; L. Archibald, \$12.00; Jay P. Archibald, \$25.00; C. Link, \$20.00; J. W. Ranes, \$8.00; Wm. Bush, \$12.00; Ed. Keelan, \$45.00; Julian Wassser, \$13.00; Chas. Wassser, \$5.00; M. W. Brown, \$3.00.

Road District No. 4.
James Lowe, \$46.25; J. C. Girt, \$38.00; C. L. Girt, \$35.00; K. Zimmerman, \$14.00; W. D. Lovelace, \$35.00; W. R. McKee, \$47.50; W. Lentz, \$14.00; S. L. Flannigan, \$10.00; Nela Nelson, \$17.50; Chas. Cole, \$35.00; C. A. Bryson, \$22.00; Harry McCarthy, \$13.75; R. J. Dolan, \$19.75; Henry Lempeke, \$11.50; J. C. Swager, \$12.00; Alex. Tuff, \$4.00; W. L. Marshall, \$15.00; J. A. Timoney, \$5.00; T. C. Timoney, \$33.00; E. C. Bagley, \$15.00; S. Vanzelofden, \$42.00; Frank Fox, \$39.75; J. Roesser, \$15.00; L. L. Crisman, \$24.00; E. Graunitz, \$6.00; W. C. Parker, \$5.00; R. Heath, \$5.50; Wm. Scholtes, \$6.00; B. P. Morton, \$7.50; Jas. Hudson, \$1.00; C. A. Girt, \$1.75; N. Terran, \$2.25; A. Hirtzel, \$3.75; A. Melde, \$1.75; H. H. Cain, \$3.75; Geo. Carrigan, \$2.00; B. C. Witham, \$8.00; Floyd Burnham, \$2.00; Sam. Yanz, \$1.00; Wm. Lehman, \$4.00; H. W. B. Hankins, \$7.00; E. Crisman, \$1.00; J. E. Johnson, \$24.67; Coast Culvert & Flume Co., \$28.05; Deany-Renton Clay Co., \$19.20; Fred Trow, \$2.90; R. Buddee, \$3.40; R. Yount, \$37.80; Nutbrown & Sons, \$6.40; M. Ellis & Co., \$7.35; Lowman Lbr. Co., \$14.00; Col. River Door Co., 90c; Col. River Powder Co., \$33.88.

Road District No. 5.
H. S. Glenn, \$2.00; A. L. Glenn, \$2.00; W. N. Van, \$13.75; W. N. Van, \$4.50; W. B. Harding, \$3.00; F. Fogel, \$1.50; Oregon Lbr. Co., \$34.37; J. E. Van, \$2.40.

Road District No. 6.
Martin Van, \$38.75; Percy Mellis, \$20.00; Lee Osbourne, \$8.00; Geo. Adamson, \$9.00; L. B. Eastman, \$2.50; Edlin Peterson, \$6.25; C. Burt, \$7.50; W. A. Bryce, \$1.00; A. Wallace, \$30.00; S. Kauppl, \$34.50; A. Birkenfield, \$6.80; Libel, McCauley & Co., \$6.95; Col. River Powder Co., \$120.40.

Road District No. 7.
Garfield Smith, \$32.50; Ben Smith, \$20.00; Edwin Smith, \$3.00; R. Christensen, \$8.00; J. P. Sheeley, \$17.50; Omar Sheeley, \$8.00; Glen Sheeley, \$8.00; N. J. Parker, \$17.00; G. W. Parker, \$23.75; S. Wilkerson, \$4.00; W. W. Allen, \$0c; F. Faltinat, \$6.00; O. Nickerson, \$4.00; R. Tracy, \$2.00; E. A. Gessell, \$15.00; A. B. Counts, \$25.00; T. B. Mills, \$10.00; W. McDaniel, \$5.00; O. Dollman, \$5.00; O. Donelson, \$25.00; Andrew Parker, \$10.00; F. E. Malmsten, \$10.00; C. C. Kenney, \$1.50; John Watson, \$3.00; A. L. Parker, \$2.00; Wm. Wood, \$7.00; A. L. Parker, \$43.65.

Road District No. 7, Special.
E. A. Gessell, \$12.25; N. J. Parker, \$11.50; J. Emmons, \$9.50; O. Donelson, \$6.00; O. Nickerson, \$10.00; S. V. Malmsten, \$22.50; O. Dallman, \$22.50; W. McDaniel, \$28.75; Andrew Parker, \$13.75; G. W. Parker, \$26.25; W. T. Brown, \$16.25; E. Sesseman, \$7.00; Frank Malmsten, \$5.00; O. E. Dent, \$6.00; H. L. Munsell, \$6.50; E. E. Malmsten, \$16.25; E. A. Gessell, \$24.50; Otto Boeck, \$19.00; Edwin Smith, \$15.00; A. Schillpiet, \$15.00; J. Adams, \$14.00; W. C. Eichman, \$17.50; A. Kearns, \$15.00; Roy Tucker, \$29.38; Ross Duncan, \$34.38; E. A. Gessell, \$27.00; John Edens, \$17.00; Garfield Smith, \$20.00; F. Faltinat, \$1.00; W. L. Hall, \$319.55; Turner Merc. Co., \$227.55; N. J. Parker, \$60.00; C. Walls, \$1.00.

Columbia Highway—Bond Fund.
C. A. Thompson, \$9.60; Barthold-Barg Co., \$3.71.

Pittsburg Bond Fund.
Cowhitz Bridge Co., \$10.20; J. K. Gill Co., 25c.

Nehalem Bond Fund.
Barthold-Barg Co., \$5.51; J. K. Gill Co., \$5.53; Ambrose-Burdal Co., \$3, 988.99; W. Benham, \$81.96; D. Hedlund, \$1.25; Ambrose-Burdal Co., \$1934.62.

(Old) R. D. No. 5—Special.
G. W. Jordan, \$62.50; D. Asher, \$22.00; Neil Jones, \$29.78.

Friday, June 4, 1915. 9th Judicial Day.
On this 4th day of June, 1915, it is ordered by the Court that no claims against the County will be considered by the Court at any session of Court unless said claim be filed with the Clerk on or before the first day of the month in which such session will be held.

On this day it is ordered by the Court that the sum of \$500.00 be, and the same is hereby appropriated and offered as a reward for the arrest and conviction of the murderer of one Gore, presumed to have occurred on or about the 5th day of November, 1904.

On this day the Clerk presents to the Court a certified list of all county warrants issued more than seven years prior to the first day of July, 1915, which have not been presented for payment and have not been paid, showing the number and amount of each warrant, to whom issued and date of issuance, whereupon it is ordered by the Court that said list be published in the Clatskanie Chief, together with notice that if said warrants are not presented for payment within sixty days from July 1, 1915, said warrants will be cancelled and payment thereof will then be refused. Based upon the written petition of St. Helens Lumber Company, supported by the affidavit of H. F. McCormick, on file hereto, praying for the remission of the tax charged against the timber on the N¹/₂ of the S¹/₂ of Sec. 21, T. 5 N., R. 2 W., on (Continued on page 4).

AN UP-TO-DATE
Jewelry Store
COMPLETE STOCK OF
Watches
AND
Clocks
EXPERT WATCH REPAIRING.
VON A. GRAY
Jeweler. ST. HELENS

PURE MILK AND CREAM
Furnished Daily by
LONE FIR DAIRY
Cade Bros., Proprietors
ST. HELENS, OREGON.
Phone 107-6.
Our facilities and equipment for handling dairy products enables us to supply the best grade of milk and cream, which is strictly sanitary.
We are anxious to secure more customers and promise good service.
Satisfaction guaranteed in every respect.

LUNCH AT MASON'S
RUTHERFORD BUILDING, St. Helens, Oregon.
Headquarters for Frank's Quality MEAT TREATS
MR. HOOD ICE CREAM
High grade CONFECTIONERY CIGARS AND TOBACCO
Lunch at all hours.

New Restaurant
RE-OPENING OF
Grand Cafe
ST. HELENS, ORE.

EVERYTHING THE MARKET AFFORDS PREPARED IN CLEAN, EATABLE STYLE HOME COOKING
REGULAR DINNER AND SHORT ORDERS
MEALS AT ALL HOURS
W. C. Campbell, Prop.

Str. IRALDA
Rates between St. Helens and Portland, 50 cents one way, 75 cents for the round trip.
Tickets good until used.
Boat leaves St. Helens 7:55 a. m. Returning leaves Portland 2:30 p. m. Arrive at St. Helens 4:45 p. m.
C. L. HOOGHKIRK

PROFESSIONAL CARDS

E. A. ROSS
FUNERAL DIRECTOR
LICENSED EMBALMER
Bank Building St. Helens, Ore.
Business Phone 23 Residence R. 25

DR. C. E. WADE
PHYSICIAN AND SURGEON
PHONE 99
Muckle Bldg. ST. HELENS, ORE.

DR. W. R. DINHAM
DENTIST
Office in Bank Building
St. Helens - Oregon

Hours: 9 to 12; 1 to 5 Sunday and Evenings by Appointment only
DR. A. C. TUCKER
DENTIST
ST. HELENS, OREGON
MUCKLE BLDG.

DR. L. GILBERT ROSS
PHYSICIAN & SURGEON
Office Bank Bldg. St. Helens

DR. EDWIN ROSS
PHYSICIAN & SURGEON
OFFICE IN BANK BUILDING
St. Helens - Oregon

T. S. WHITE
FUNERAL DIRECTOR
LICENSED EMBALMER
Houlton - Oregon

DR. ALFRED J. PEEL
PHYSICIAN & SURGEON
Bank Building St. Helens

DR. H. R. CLIFF
PHYSICIAN & SURGEON
Phone Main 433 A 1233; Res. E. 602
1112 to 1117 Building Portland, Or.

DR. IRA W. BLACK
DR. NANA H. BLACK
No Drugs CHIROPRACTORS No Kiltie
Office Hours: 9 a. m. to 11 a. m. 2 p. m. to 4 p. m., 7:30 to 8:30 p. m.
St. Helens, Oregon.

GEORGE H. SHINN
ATTORNEY-AT-LAW
St. Helens - Oregon

HERBERT W. WHITE
ATTORNEY-AT-LAW
St. Helens - Oregon

M. E. MILLER
ATTORNEY-AT-LAW
St. Helens - Oregon

ST. HELENS ROUTE
via Willamette Slough
THE PEOPLES BOAT
STR. AMERICA
Leaves Portland daily - 2:30 p. m. (Sunday 1:30 p. m.)
Arrives St. Helens - 6:00 p. m. (Sunday 3:30 p. m.)
Leaves St. Helens - 6:15 a. m. Arrives Portland - 10:15 a. m.
H. HOLMAN, Agent
Makes all way landings Wharf foot Alder street. Phones: Main 8311, A-4204.
FRANK WILKINS, St. Helens Agent.

A FRESH SHAVE
Adds tone to any man. That's why we are so busy and there are so many tony people in this town.
15 Cents a Tone.
LYNCH & HALSTEAD.
St. Helens, Oregon