

Visitors Agree That St. Helens is the Livest Little City in the Whole Northwest

St. Helens District

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ST. HELENS CREAMERY A REALITY

STOCK COMPANY BEING ORGANIZED FOR \$5000—SUPPORT OF FOUR HUNDRED COWS PROMISED.

ST. HELENS CREAMERY COMPANY

Will Be Located at St. Helens and Be in Operation in Six Weeks—Big Banquet.

If there ever was a question that St. Helens was up and coming ever since she did not accomplish what she went after, it was forever settled by the fine showing Monday night made at the Oreadia hotel when this section of the county was represented by Yankton, Warren, Deelan, and St. Helens citizens, sixty persons being seated at the banquet tables, the spread being served in an elaborate style. After the dinner, the body was called to order by President Miller of the Commercial club and the next three hours devoted to business.

The committee, who were elected at the Warren meeting August 3rd reported that they had secured four hundred cows from Warren, Yankton and Deer Island, to support a creamery, and forty for a cheese factory. That the owners of the four hundred cows would take stock in a cooperative creamery organization at the rate of \$5 per cow, making a total of \$2000 already promised.

After several good talks by K. F. Larson, A. H. Tarbell, P. C. Jacobson, B. Kappler, Fred Adams, B. J. Deelan, Bert Adams, Dr. Edwin Ross and others, in which they unambiguously pledged themselves to support the movement if launched and at their respective sections were in favor of a creamery rather than a cheese factory.

One of the prevailing features of the evening, as has been shown throughout the progress of the enterprise, was the working hand in hand of the farmers and the business men. Everything was for the betterment of this section.

After agreeing that it was time to get down to actual business, a committee composed of A. H. Tarbell, John Farr, Fred Adams, Than Brown and P. C. Jacobson were chosen to act as directors and secure subscriptions and have full charge of organizing and launching the movement.

Tentative by-laws were adopted for the use of this committee to work on. The capital stock of the company should be \$5000, and to be known as the St. Helens Co-operative Creamery company, and to be located in the city of St. Helens. That only farmers having cows would be admitted to subscribe for stock, and that the creamery would be managed exclusively by the farmers. The company to employ an expert butter maker and a manager to have full charge of the business. That a meeting should be held once a month by the directors at which time every stockholder should be invited to be present, the manager to make a full report of the month's business. The farmers making stock agreed to sign a contract to support the creamery for a period of five years.

The merchants of St. Helens agreed to handle the output of the creamery exclusively, the product being of good quality, which at the present date averages about 1400 pounds per week.

The Commercial club appointed a committee to prepare contracts to be entered into between the merchants and the creamery.

The secretary of the club was instructed to write to the dairy department of the O. A. C. and get in touch with an expert butter maker.

A. S. Harrison, Reese Hall and S. R. Sonneland were appointed as a committee to secure a suitable building and location for the creamery. It is hoped by the committee to be able

to get the building now occupied by the Independent Auto company, which seems to be one of the most desirable locations.

Those in charge state that if suitable quarters can be secured the creamery will be in operation within six weeks.

DOUGLAS FIR IN ENGLAND

The Timber Trades Journal of London, in an editorial on the effect of the war on the lumber trade of England, made the following statement:

"There have been three factors which have brought Oregon pine to the fore as a staple wood. First, the excellent quality, manufacture, and nature of the wood. Secondly, the opening of the Panama canal. In the past, efforts to import this wood to London and Liverpool have only met with a fair measure of success, largely owing to the great length of time it took for shipments to arrive, and other economic conditions, but happily these difficulties have today been overcome by the opening of the Panama canal. Lumber manufacturers and exporters viewed the completion of the canal as a great boon, and it was generally conceded that great development of business on the Pacific coast would follow, with the influx of emigrants and the enormous quantities of freight that would find its way through the new waterway, leading to the building up of coast towns and cities. The development of the United Kingdom and Continental export trade would naturally follow, and prosperity would be within the reach of all. The stage was all set, everything was ready, large steamship companies had decided to enter into trade from both United Kingdom and Continental ports, when without warning we found Europe in the throes of war. From the North Pacific lumber manufacturers' point of view there was a silver lining to the war cloud, for the British government became a purchaser, and only required the very best of Oregon pine. Timber importers who carried stocks of Oregon sold all they had, and immediately commenced replenishing their holdings. Those who had not previously carried stocks of Oregon made contracts, and in the course of a few short months Oregon pine came into its own as a staple wood. Even the railways made large purchases of sleepers. All was not plain sailing, however; difficulties of transportation arose, owing to the scarcity of tonnage, but if this had been forthcoming, it would be a safe statement to make that for every standard of Oregon imported there would have been ten times the quantity. A year ago it no doubt would have been of interest to your readers to have given a description of the many virtues of Oregon; today its good qualities are well known to the trade; and after the conclusion of the war and business settles down to its normal conditions, the development of the North Pacific coast will commence, which will bring into those waters tonnage which will find cargoes of timber for the return journey. The wood having become established, shippers should endeavor to induce steamship companies to enter the Puget Sound trade, so that a steady shipment of Oregon can be maintained, otherwise the advantages secured in a few months will be lost, and the development of Oregon will resolve itself into an evolution, and not as it might now be described—a revolution."

which makes me proud of Oregon at the exposition. Personally, I think the state's showing is not only unique, extensive, and thoroughly adequate, but surpasses any reasonable expectation. As for the Oregon building itself, it is a beauty, inside and out."

Henry Reed, secretary of the Lewis & Clark exposition, attended the meetings of the National Tax association, is another enthusiast over the Oregon building and the crowds that throng the building. He is satisfied that Oregon is getting her full share and even more of the publicity possible at the exposition.

W. P. and J. C. Olds, prominent department store people of Portland, spent much time about the Oregon building last week and left no doubt of their intense satisfaction with all that they saw. And they found the O. A. C. domestic science luncheon so palatable that they ate at the demonstration dining room each day they were on the grounds, regardless of how far they had to travel to get there.

Dr. W. J. Kerr, president of the Oregon Agricultural college, is in the exposition city until the 20th. He thinks Oregon's showing is fully up to standard, attractive, and doing very much to bring Oregon to the forefront. He is especially pleased at the extraordinary success of the domestic science demonstration, and after seeing the long line always in waiting for places at the tables he could more easily realize just how much of a hit this college effort, has made on the exposition grounds. The women serve but 80 at the noon luncheons and charge 75c for it, but the line invariably contains from 150 to 200 anxious to be served. The remarkable thing is that the register at the dining room contains comparatively few names of Oregonians outside of Portland, and a tremendous number of names of people well known from coast to coast. The proof of their pleasure and satisfaction with the service comes in the fact that very many of them are repeat customers three, four and even five times. And the expressions are too many and enthusiastic to tabulate.

SCAPPOOSE HAS DAMAGING FIRE

Sweeps Town—No Protection—St. Helens Fire Company Responds to Call for Help.

A defective flue in the lodging house over a restaurant owned by Mrs. Lily Shell, is considered to be the cause of a fire that destroyed twelve buildings at Scappoose Thursday evening last.

The fire started in the lodging house at 8:30 o'clock and due to the high wind that prevailed, spread quickly, and within two hours twelve buildings had been laid to waste by the flames. There being no water supply with which to combat the fire, all efforts towards checking it proved futile. A large force of volunteers from St. Helens, who responded quickly to a call for help, confined their efforts to saving goods and household effects. Several buildings were torn down

FRESH PRODUCTS NEEDED AT EXPOSITION--OPPORTUNITY FOR COUNTY

To Show World What Can Be Done In This Section—Commercial Clubs Should Act Together.

"If Oregon is to keep up the favorable reputation enjoyed thus far at the exposition, much new grains, grasses, fruits and vegetables must be forthcoming during the next three months," is the message that comes from the Golden Gate city. Now is an opportunity for Columbia county to do some good advertising. She has the goods, why hide them under a bushel?

The Oregon commission will pay the freight or expressage on all shipments sent to the commission for display purposes. In the case of fruit, a two box shipment at two different times is preferred. Anyone with any sort of fruit, grain or vegetable fit for display purposes, may send it there in the certainty that it

will be shown in the best place possible and with the sender's name and address conspicuously displayed thereon. If the fruit is nicely packed and would be a credit in competition with fruit from other sections, it will be entered for judgment by the jury of awards and then placed on display.

All shipments of fruit, grains, grasses, vegetables, etc., should be well packed and marked "Oregon Commission, Oregon Building, Panama-Pacific Exposition, San Francisco."

This is an opportunity for the Commercial clubs of the county to join together and make a great showing for this section.

and one dynamited to check the conflagration.

The loss of Mrs. Shell, who operated the restaurant, is said to be \$1000, while the loss of Mrs. Smith, on restaurant property, was \$600, and on her residence, \$900. The loss to M. Murry, who conducted a grocery store, was \$4000.

The building in which the grocery was located was owned by Wm. Anderson, and was valued at \$4500.

A loss of \$800 was sustained by Henry Lambertson, his blacksmith shop and tools being destroyed. His father lost a residence valued at about \$1000.

The blacksmith shop was the building dynamited to check the progress of the fire and the small postoffice building was torn down, the loss on the latter being about \$400. No mail or contents lost.

Byron Milloy, confectioner, sustained a loss of \$500, and Harry West lost two small dwellings and a barn, his loss being \$1500, with \$800 insurance. The garage of E. Stevens was lost, supplies for two automobiles being saved. Loss, \$300.

With the aid of a small gasoline pump and a private well, Watts & Price, by untiring efforts, were able to save their large store building from the flames.

The loss is considered at \$12,000, with very little insurance. Several of the parties lost practically all they had in the fire and will not be able to rebuild.

RAILROAD PROSPERITY.

To settle for all time the exact status of railroad capitalization in this country the government is now undertaking a comprehensive work of determining the physical valuation of all the properties. It is estimated this will take five years, says the Timberman.

The railroads are owned by the plain people of the United States. There are about one and a half million individual holders of railroad stocks and bonds, with an overwhelming proportion of them our own countrymen. One million more own stock in corporations depending on the railroads. For the most part they are folks in ordinary circumstances. Many in fact are widows, orphans and other dependents who rely on dividends for support. The average income, based on the records of one railroad, is about \$600.00 a year—not a very extravagant living for a family. The security holders also include insurance companies, savings banks and other institutions representing as trustees the reserve funds of upwards of fifteen million people.

There are nearly two million employed by the railroads. About one million more work for industries directly dependent upon the railroads for business.

Since the average family consists of five persons, some fifteen million people look to the railroads for their daily bread. Railroad prosperity then virtually affects one out of every seven of the country's total population.

Selling transportation is like any other business. Success requires a fair profit. When outgo exceeds income the railroad wipes out its profit

and runs at a loss. To prevent this, rigid economies must be enforced. That is the situation today. Cutting down expenses means laying off men and curtailing the supplies, which in turn compels laying off of men employed by the supply firms.

Vast improvements are needed. Extensions should be added to develop important sections rich in their resources. Steady increase in traffic requires more locomotives, rolling stock, trackage, terminal facilities and other equipment. All of this requires a large outlay in additional capital.

When the railroads, the largest individual purchasers of material in America, are denied the privilege of earning sufficient money to buy material with which to keep pace with absolute maintenance requirements, to say nothing of carrying forward contemplated and much needed improvements, a condition anything but healthy is created.

EXPORTS LAST YEAR.

One of the striking facts connected with the export trade of the United States during the fiscal year ending June 30, as shown in official figures just issued at Washington, is the increase in our exports to the Netherlands, Norway and Sweden and Italy. The report says:

"The total shipments of domestic merchandise to these four countries for the year figured up \$445,000,000, as against \$210,000,000 for the preceding year, a gain of \$235,000,000, or largely more than 100 per cent, thus to a very considerable extent offsetting the decline in direct shipments to Germany.

"More than one-third of our export trade for the year was to the United Kingdom. If Canada be included the aggregate for the United Kingdom and Canada equaled 44 per cent of our exports, the total for the two being \$1,112,000,000. Next to the United Kingdom came France, with \$369,397,000, a gain of \$210,000,000 compared with the preceding year, while the gain to the United Kingdom and France exceeded \$130,000,000 the net gain in our total exports.

"Among the countries which showed a large decrease were Austria-Hungary with a decline of \$21,500,000; Belgium more than \$40,000,000; Germany, \$316,000,000; Canada, \$4,000,000; Argentina, \$12,500,000; Brazil, \$4,000,000; China, \$8,000,000; Japan, \$9,700,000, and Australia, \$2,000,000.

"While there was a decrease to South America and Asiatic countries, as well as to Austria-Hungary, Belgium and Germany, there were, as stated, notable increases, including \$110,000,000 to Italy, \$31,000,000 to the Netherlands, \$30,000,000 to Norway, and \$63,600,000 to Sweden, while Russia in Europe showed a gain of \$7,000,000. The increase to Italy, the Netherlands, Norway and Sweden were so heavy as to indicate that much of the stuff they bought from us found an outlet through them to Germany. Norway, for instance, jumped its imports from the United States from \$9,000,000 to \$39,000,000, Sweden from \$14,600,000 to \$78,200,000 and Italy from \$78,000,000 to \$184,000,000.

"With a decrease in imports during the fiscal year ending June 30, of \$219,000,000, as compared with the preceding year, there was a net increase of \$387,000,000 in exports of domestic merchandise. Of the increase in exports there was a gain of \$529,000,000 in foodstuffs."

ORDINANCE PASSED BY THE COUNCIL

At the regular meeting of the City Council Monday night an ordinance was passed regulating the construction, erection and alteration of buildings within certain prescribed limits of the city and to provide against fire and providing a penalty for any violation.

Mr. Broughton was granted permission to drive piles at or near the foot of St. Helens street to tie up scows.

It was ordered that the telephone poles on Cowlitz street be removed.

The committee reported on the brush fire, which got beyond the control of Mike Pleters Sunday. A warrant was ordered for his arrest.

SCHOOL OPENS IN ST. HELENS

ON MONDAY WITH FULL CORPS OF INSTRUCTORS—FOUR HUNDRED AND TWENTY-FIVE PUPILS.

ANOTHER NEW INSTRUCTOR

Promise of the Best Term in Its History—Special Features in Manual Training and Domestic Science.

Monday will see the lads and lasses of today, the men and women of tomorrow, filling in and out of the school room and entering upon what now indicates one of the most successful terms of school ever held in this district. The High School promises to be well filled and the directors estimate that there will be four hundred and twenty-five pupils in the two schools of the district.

Prof. L. L. Baker will be the superintendent of the High School, with Miss Dunn and C. E. Ostrander as his assistants. The following corps of teachers will have charge of the grades: Seventh and eighth, Miss Lily Leich; sixth grade, Joseph McCoy, who will also have charge of the manual training department, which will be specialized this term more fully than heretofore; fifth grade, Mrs. Geo. Wilson; fourth grade, Miss Margaret Rankin; third grade Mrs. A. B. Lake; second grade, Mrs. Ida Saurer; first grade, Miss Beth Perry; Domestic Science, Miss Arline M. Botsford. In the Houlton school, Prof. James Brehaut, assisted by C. E. Lake and Miss Ethel Mathews.

The board hopes to make the department of domestic science one of the leading features of the course this year.

It is expected that there will be between eighty and one hundred students enrolled in the High School within a few weeks. Many scholars from outside districts have made known their intentions of coming this year.

Owing to the fact that at the eleventh hour B. E. Ralston, whom the directors employed as instructor of the seventh and eighth grades last week, wired to the board that he could not fill the contract, they had to act in a hurry to secure one to fill the vacancy. Miss Lily Leich was chosen. She is well prepared and capable, having taught in the Clatskanie and Rainier schools, and comes well recommended.

OLD RESIDENT PASSES AWAY

W. M. Perry, who has made his home in Rainier for the past twenty-seven years, died at his home in that city Monday evening at 6 o'clock, death being due to a stroke of apoplexy last Friday. Up to within a short time of his death he talked cheerfully with members of his family.

Mr. Perry was born April 3, 1848, at Moira, N. Y., and married Victoria A. Parrott, May 25, 1876. The same year they moved from Wisconsin to Minnesota.

In former years he has taken a very active part in the progress and settlement of Columbia county, served as postmaster of Rainier and was a teacher in the public schools several years.

He leaves a wife, three daughters, Mrs. Rupert Dibblee, Mrs. Fred Trow, Miss Lois Perry, a son, Lute Perry, all of Rainier; and two brothers, Prof. Millard Perry of Boston and Wilna Perry of Alberta, Canada.

Funeral services were held Wednesday afternoon and interment at the Rainier cemetery.

At an old burying ground of the Indians near Ridgefield, Wash., E. G. Hawkins, while out hunting Wednesday found what is supposed to be a petrified heart along the shore of Lake River.