

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.

AS WE SEE IT.

Accepting an invitation from County Judge Clark to take a spin up to Scappoose one day this week on a short business errand, the Mist man jumped into the Ford and we were off.

This being our first daylight ride over the stretch of new county road at the edge of the city, we readily see why so many compliments are being passed on this piece of work. While the first cost of this road may seem heavy, yet that road is there to stay and in its proper place. Our best road builders advocate that principle. The Court had hoped to finish this stretch of road to the Milton creek bridge, if we understand it correctly, but owing to the fact that it cost more than planned, it is impossible to do so this year. However, they hope to have it all in first-class condition ere another year rolls around and at a cost of considerable less than the stretch already completed.

After having attended to his business at Scappoose, the Judge made a detour onto the new Frank L. Smith road, brand new, spick and span, the car being about the second vehicle to go over it. This two mile road is one of the best we have seen in the county. While the gravel has not yet settled, we skipped over it at a fifteen mile clip. This is Judge Clark's first contract after he took the bench, and he naturally feels very proud of it, in that it is not only a nice piece of work, but that it furnishes an outlet to the highway for a number of farmers who formerly were compelled to cross private property to get out.

Getting back on the highway and passing Warren, he crossed the railroad track and hit for Bachelor Flat, across that stretch of dirt that is the autoist's delight, to inspect the newly finished road connecting the Warren and Bachelor Flat communities.

All in all, this end of the county is enjoying pretty good roads. Could be better, of course, and they will be better. But it takes time to build roads. While spinning along on the little trip, Judge Clark made known some of his plans on county roads for the coming winter and spring. How a grade was to be put here, a fill there, to learn the wants of that community and fix that bridge, and so on. He has enough work already mapped out to keep three judges going.

We have not known Judge Clark as many years or months perhaps, as some of you readers have, during his twenty-six years of residence in the county, but we think we know a man when we see one, and after having associated for a while at least. And if there is a man in Columbia county endeavoring to please the people of the county as a whole more than the present judge, trying to do just what he thinks is right and just, trot him out. He admits his errors, and profits from them. He not only works at his desk, but he gets out over the county, inspects all the workings personally, meets the people and assists all he can to aid them, not only in road work but otherwise.

ROAD BUILDING IN EARNEST.

At last the American people in all the states are facing realities in the construction of permanent roads, and pushing the work with courageous common sense. They recognize the fact that a good road costs a good deal of money, and that it is useless to wait for plans to shift the outlay upon somebody else. They are also convinced that well-built highways are one of the best paying investments. Later on they will, with equal courage, look to the necessity of keeping up good roads after they are obtained. In the past the care of roads in this county has been a sort of comic opera performance for which taxpayers spent plenty of money, and in which they generally participated with a few days of rham labor each year. They took an easy view of "working the roads" because they knew it to be a fiction. When they figured on the first cost of a thoroughly made road they gave it up as something hardly to be hoped for before the millennium.

Nevertheless, in forty-eight states, and unprecedented activity prevails in road building, and many counties of small population and wealth are voting liberal amounts to improve roads that have been waiting for grading crews and stone crushers for a hundred years and more. Long continental lines, from east to west and north to south, are received with enthusiasm, and lateral branches to join them multiply on all sides. As has been frequently remarked, the Romans knew how to build roads that would last, and were not afraid of the work and expense, though money was scarce and hard to borrow 2000 years ago. A good road need not be an Applan Way, but in order to endure it must be constructed on sound principles, and not illustrate a penny wise and pound foolish policy. The idea must also be dismissed that somebody outside will relieve a community from paying its full share of the cost of permanent highways.

Road improvement in this country has ceased to be a travesty, a pinchbeck system of how not to do it. This change will usher in one of the best and steadiest dividend payers.—St. Louis Globe-Democrat.

A REMARKABLE CROP YEAR.

The latest estimate of the Department of Agriculture, dated August 1, encourages the hope of a wheat crop a little above a billion bushels. A percentage of this great yield must be held from the market for domestic use and for seeding. But it is not improbable that the hundreds of millions of bushels of wheat will return to the farmers \$1,000,000,000 in cash.

But wheat is only a part in this year of phenomenal harvests, of the harvest story of 1915. Not more than once in many years does there come to any land such all-around great crops in everything. To begin with, the story starts with a greatly increased acreage in practically all farm staples. The latest figures show that ten million acres more than last year were this year planted in rye, hay, rice, potatoes, both Irish and sweet. The department reports that all crops will show a greater yield than last year. The cash value of the corn crop alone is estimated to be \$2,500,000,000. The report estimates that there will be a 1,500,000,000 bushel crop of oats this year. The

heavy export demand of this grain will make it one of the best money makers of this year. Tobacco, flax and barley also show an astonishing record.

If prosperity is not with the American people, the farmer and providence cannot be charged with the same.

THE RIGHT SPIRIT.

The following expression is from one of the leading citizens of Columbia county, in a letter to the Mist the past week: "Everybody is looking forward eagerly to the coming County Fair. What we feel toward the fair is considerably warmer than the weather in the way of affection; and we feel something akin to the Mist for she has had more or less influence in raking the past fairs a success. We think she is about it, and when we read the Mist and find each week something about the county, it pleases us mightily. Columbia county, man, woman and child, should turn out personally and do everything that could possibly be done to make the fair of 1915 a great success; nothing should be left undone. We know what Columbia county has done, what can she do? Let us show the outside world that when they have confidence in Columbia county they can't be mistaken. It is an asset worth more than we can gather from any other source, and it is a condition that should be cultivated and reciprocated by every citizen."

COST OF EUROPEAN WAR.

According to a review of the European war, issued by the City National Bank of New York, the daily cost to the belligerents involved is about \$50,000,000, and the debt of Europe has already been increased in the sum of \$15,500,000,000 by the prevailing hostilities.

The review says, "the war expenditures have equalled the most extravagant predictions, the fighting has been continuous, the casualties appalling, but the results signify practically nothing as to when the conflict will end. There are no signs that either side are running out of men or money, or that the people of any of the warring countries are weakening in resolution or confidence."

Oregon women, we have observed, are usually noted for their modesty, but there are exceptions to all rules. When one of these read of the receipt of \$10,000 by the conscience fund of the United States treasury a few days ago, she hurriedly wrote the secretary of the treasury and asked for \$1000 of the amount, with the information she needed the money to buy her a cow, a Ford car and a set of false teeth.

Every day sees strangers and visitors within the gates of St. Helens. It is the duty of every citizen to lend their aid in keeping the city spick and span. Have you done your part by seeing that the weeds on your premises are cut? It's the first impression that counts and if St. Helens wishes to make a hit with the continual line of visitors that pour in and out, she must be at her best.

Prominent Oregon cattlemen are expressing the opinion there is going to be no haste displayed in the marketing of Oregon cattle this fall and winter. This assertion is predicated upon the fact that range conditions are so favorable and so much feed has been raised throughout the country that the stock interests are in fine shape to hold all their stuff back for an era of higher prices.

If General Funston will toss a few shells of large dimensions among the warring factions across the border of New Mexico, the result will be the same as drenching two fighting curs with cold water. We know them. A firm and unyielding American policy is about the only thing that is necessary to avoid trouble.

More interest is being manifested daily over the coming great Columbia County Fair, which is to be held September 22, 23 and 24. All signs indicate that it is to be the greatest event of its kind since the day was inaugurated. But each and every one can lend more or less assistance by a little individual work.

It is claimed that 1500 aeroplanes can be built for the price of one battleship, but the aeroplane has not yet reached the point where so many are equal to one battleship. About the only use the machine appears capable of is for scouting purposes to give information as to the movements of the enemy.

A Portland girl was badly frightened a few days ago when a horse standing by the curb attempted to eat the green stockings showing under the hem of her very short skirt. Of course, it was an audacious act on the part of the horse, but he did not know that all is not grass that looks green.

All government money and securities will hereafter be handled by mail instead of by express, and that fact will no doubt serve to detract the attention of train robbers from the express car to the mail car ahead.

There is one gratifying fact that stands out in connection with the pending pacification of Mexico, and that is the next president of the republic is not going to be a bunch of whiskers.

The dairy cow will bring prosperity to every section of this county in which she is given an opportunity. The farmers of this section have been quick to recognize the truth of this fact.

The Newberg Creamery Company is spending about \$6000 a month right here and that is a whole lot more money than the Portland ice cream makers spend in Newberg.—Newberg Enterprise.

William Jennings Bryan solemnly asseverates that at this time he has no political aspirations, but that is a Bryan declaration that will be viewed with practically unanimous suspicion.

Oregon reports that there will be women candidates for congress in all the districts next year. The Oregon men would as well learn to cook, sew, mend, nurse and take in washing.

Creameries established in different parts of the state on the co-operative plan, are proving profitable not alone to the farmers, but to the towns in which they are located as well.

If you see a hat in the street, kick it. If it has a brick under it, kick it again. Then you will know that the kicker hurts himself, most of all.

STATE AND COUNTY

Salem—The old Fair Grounds road is to be paved—unless some one remonstrates.

Bend—Brooks-Scanlon Lumber Co. of Minneapolis, will erect a sawmill on the DesChutes river near here, to employ 300 men.

Gaston—A \$10,000 school contract was let to J. W. Loynes, Forest Grove. Oregon City is considering paving six more streets.

Portland Port Commission may purchase Swan Island for coal station and dump ground.

Clackamas county abandons macadam roads and will build hard-surface hereafter.

Pleasant Home—A new Baptist church was dedicated here.

Portland—T. B. Wilcox will spend between \$100,000 and \$150,000 on a country home.

Tillamook—A new city hall will be built of Oregon faced pressed brick.

Lexington is taking bids on two-story \$14,000 brick schoolhouse.

Albany—The S. P. Co. paid out \$17,500 in wages here for July.

Corvallis grants franchise for the extension of West Side electric inter-urban.

Powers—Schoolhouse contract let to J. M. Wright for \$9724.

Marshfield—Pine street war ended by council ordering improvement.

Ontario wants a state highway via Canyon City to The Dalles.

Toledo will replank Fourth street.

Baker—A 30-ton stamp mill has been ordered for Greenhorn mine.

Harrisburg-Oregon Electric Co. will build 3-pen standard stockyard here.

On top of its railroad bond issue Roseburg talks of a big bond issue for water and electric lights.

The Scholl's Telephone Co. has been given a franchise at Hillsboro.

Amity—Rea and Cronk will build a new brick postoffice.

Construction of the Willamette Valley and Siletz railroad is being pushed.

Condon—L. E. Fry of Arlington, will erect a modern garage.

North Powder—Thirty-five teams and 70 men are to be employed on a large ice plant here.

Oregon City—The Hawley Pulp & Paper mill, spending \$30,000 on towel and tissue paper plant.

Portland—Cornerstone of \$20,000 Emanuel Hospital building laid.

Marshfield—The S. P. Co. will erect a new roundhouse here.

J. L. White, manager of the Oregon Power Company, Albany, Oregon, has been elected vice president of the Albany Merchants Association.

Beaverton—Plans are ready for the \$18,000 school building.

Hermiston—Peach industry has roached carload shipments.

Redmond—First gold mill installed on DesChutes river.

Salem—Machinery has been received for the electric broom factory.

Coquille—Hearing on for consolidating telephone systems or raising rates.

Eugene—Lower bridge across the Mokawh to be rebuilt.

Bend Light & Power Co. will install million gallon filter.

Eugene—Allen & Lewis have bought site to erect grocery warehouse.

Oswego will pave two blocks.

TWENTY YEARS AGO

August 23, 1895.

Mrs. J. G. Muckle went to Skamokawa last Friday to visit her sister Mrs. Price.

Mr. and Mrs. E. E. Quick and children spent last Sunday in the country, visiting Mr. and Mrs. C. Salsar.

As we go to press we are informed that Captain F. A. Lemont is very low and hopes of his rallying again are despaired of.

Philip Neer of Gilton, who has been suffering for several months with rheumatism, was in St. Helens Friday. His condition is greatly improved.

James Muckle was over on the Coweeman, in Washington, last week, looking after property interests there and to see if the forest fires were intruding on his premises.

Clatskanie Items: R. S. Hattan has bought a horse, expecting to ride to and from his school at Marshland.

Professor T. J. Cleeton's absence from the institute was very much regretted, as he was expected as an examiner and the program committee expected to secure him for an evening's address.

W. B. Dillard, who left here about a month ago, after visiting San Francisco and other points in California, went to Alaska, where he spent some time in Juneau and surrounding country. Mr. Dillard arrived home Monday night well pleased with his trip. He brought home with him several Indian relics, which are very interesting.

JUST A SIGHT!



of our fresh Bread, Rolls and Biscuit is tempting enough to make one want it, and that is the reason why our bakery has grown so popular. We use only the best Flour and other ingredients and know that our products contain pure wholesome nutriment. It is cheaper to buy here than to bake at home, and you will enjoy our Bread as well as home made.

ST. HELENS BAKERY

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 107-5.

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

MT. HOOD ICE CREAM

High grade CONFECTIONERY CIGARS AND TOBACCO

Lunch at all hours.

Str. IRALDA

Rates between St. Helens and Portland, 50 cents one way, 75 cents for the round trip.

Tickets good until used.

Bond leaves St. Helens 7:55 a. m. Returning leaves Portland 2:30 p. m. Arrive at St. Helens 4:45 p. m.

C. I. HOOGHKIRK

PROFESSIONAL CARDS

E. A. ROSS
FUNERAL DIRECTOR
LICENSED EMBALMER
Bank Building St. Helens, Ore.
Business Phone 23 Residence 11

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
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 437 A 1232, Box 6-437
1112 to 1117 Bellinger Building Portland, Ore.

DR. IRA W. BLACK
DR. NANA H. BLACK
No Drugs CHIROPRACTORS
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.

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. AMERIC
Leaves Portland daily - 2:30 p. m. (Sunday 1:30 p. m.)
Arrives St. Helens - 6:04 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 Alder street. Phones: Main 11 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.

S. E. LYNCH
St. Helens, Oregon