

St. Helens Mist

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S. L. MOORHEAD Editor and Manager

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COUNTY OFFICIAL PAPER.

PAVING, 67 CENTS A SQUARE YARD.

A total of 23,930 yards of paving put down at a total cost of \$15,933.68, or approximately 67 cents per square yard, or \$5,600 per mile for a 12-foot road bed, which price includes a royalty on the plant of 15 cents per square yard. If the 15 cent royalty were deducted and there were added a cost of four cents per square yard to pay for overhead expenses and depreciation of value on the plant the cost of paving would be brought down to about \$4500 per mile. Taking the difference between the nine-foot roadbed usually laid for macadam roads and the 14-foot roadbed laid for paving, the cost would be further reduced to approximately the same as for macadamized road.

The above figures show that the Marion county court has been able to lay paved roads at the same price as for macadamized roads. This is the record of the Marion county court in the paving business.

This year has seen the first venture of the county court of this county in the road-paving business and other county courts of the state have been watching developments of the procedure with considerable interest. Their interest is easily explained when it is shown that the 2.2 miles of pavement put down this year cost less than 67 cents per square yard for a pavement 2 1/2 inches thick, while the Warren Construction company is today laying pavement two inches thick for Multnomah county at a contract price of \$1.17 per square yard, 50 cents a yard more for one-half inch less of pavement, and this is the lowest contract price yet reported for the Warrenite paving, which is most like this pavement laid by the county court on the roads of this county this year.

The Warren Construction company has a patent on their pavement and this patent precludes all other companies or concerns using rocks larger than one-half inch in diameter in the paving mixture. The Marion county pavers had no desire to infringe on the patent rights of Warrenite, so they used rock smaller than one-half inch in diameter and from this size down to fine sand. All road men agree that the wearing qualities of both pavements are the same approximately, though the cost of laying the finer mixture is slightly greater, about two cents per square yard under most circumstances.

While the Marion county court is pleased with the showing made this year they are satisfied that it can be bettered in future years because they have a lot of material on hand now that need not be replaced, and the cost of all these materials and paving machinery is included in the cost of the paving this year. Again the hauls have been greater this year because the county court desired to try the paving on different kinds of roads.

The bookkeeping of the paving business of the county this year, follows: Total expenditures for paving including all materials, labor, royalty on plant, and all other items, \$16,177.76. Out of this the county is credited with 6000 gallons of oil used on the roads not for paving, or \$147.08 worth; 30 barrels of asphalt on hand, \$77; credits for small jobs laid off roads, \$224.08, leaving a total cost of all paving of \$15,933.68. From the state fair board was received \$2485.81; from the city of Salem, \$82.08; miscellaneous, \$40.55; court house drives, \$1004.96, making the total deductions \$3613.40, and leaving \$12,320.28 as the net cost of the paving to the county roads which was 11,000 lineal feet, or 2.2 miles of 14-foot paving, and at a cost of about \$5600 per mile.

The extra expense of starting, such as the testing plant, the 3x4 inch headers for the sides of the paved areas, and the long hauls and the small pieces of work have increased the expenses this year and with the elimination of the 15 cent royalty for the rent of the plant the county court considers that it has discovered a hard surface road at a small cost which gives every promise of standing the test of time as well as the paving with its pedigree registered in the U. S. patent office. The total cost this year was further increased by the fact that the paving on the court house drives was laid four inches thick as was about one-third the paving laid inside the fair grounds for the state.

That the paving has met with the approval of the residents of the road districts is indicated by the fact that the Gervais district No. 7 and No. 19 also wish to vote a special tax for next year to improve certain stretches of road with hard surface pavement. District No. 19 wishes to continue on the River Road where the county left off this year north of the county poor farm and to spread hard surface on the Keizer school house, a distance of about four miles. District No. 7 wishes to continue the paving on Pacific Highway from the work north of the fair grounds clear through the district.

It is not probable that the county will continue paving without purchasing the plant upon which a 15 cent royalty per yard was paid this year. The county court considers this royalty exorbitant, when the overhead charges for the entire season putting the materials for 10 miles of road would not amount to more than three or four cents per square yard.

KICKS FOR THE KICKER.

"Some men feast while others fast;
Some men toil while others shirk;
Some men smile while others moan;
Some men fish while others work;
Some men sign while others sing;
Some carouse while others pray;
Have you ever met a man
Who has made carousing pay?"

"Some men dig while others dream;
Some men boast while others knock;
Some men think the days are long;
Some men forget the clock;
Some men hope while others men
Go complaining day by day;
Have you ever met a man
Who has made complaining pay?"

—Kansas Farmer.

ENCOURAGE SHIPBUILDING.

The laws in California, Alabama and other seaboard states which exempt vessels constructed in the home state from taxation at their ports of registry, appear to us to be just the proper thing.

Ships are expensive things and in a state such as Oregon with abundance of ship-building material on hand, some inducement should be held out to have them constructed here.

There can be no doubt but what any company contemplating putting ships in the Oregon-Pacific coast service would place the order for their construction in Oregon if by building them in this state they could be entered at an Oregon port exempt from taxation.

Such an exemption law would be a powerful stimulus to the ship-building industry in Oregon, which, by rights, ought to be one of the leading industries of the state.

"The City of Portland," for instance, the McCormick auxiliary steamer now being constructed at St. Helens, will utilize one million and a quarter feet of timber, to say nothing of the countless other accessories. It also gives employment to many highly salaried men for six or eight months. Imagine, then, the results that would obtain from a law making it profitable for all of the ship-operating companies in Oregon to build their vessels in Oregon.

This is an excellent proposition for our legislators to get busy on and the representative of the port-containing counties should see that it gets a hearing at the next legislature. The money the state receives in taxes from vessels registered in this state is a negative quantity compared with what the ship building industry would bring the state if it had the impetus a tax exemption law would give it.—Astorian.

The performances of the big steamships Great Northern and Northern Pacific in maintaining the tri-weekly schedules equalling the time of the limited trains between Portland and San Francisco is shown in a report from the traffic headquarters of the company. This is an averaged record for a period of time of 30 hours 21 minutes of rail and steamer time from Portland to San Francisco. The report has been made during varying conditions of tide and weather. The large volume of tourist-travelers that was routed through the Pacific Northwest and down the Columbia River route by the North Bank system and thence to the Golden Gate by the ocean has fulfilled the anticipations of the Great Northern Pacific Steamship company. The high-class service provided passengers on this route has been the cause of much favorable comment, even former President Taft complimenting the Pacific Coast people upon the enterprise in establishing the new route. The Ex-President was a passenger from Portland to San Francisco recently and, upon being urged by fellow-passengers to contribute to the fund of entertainment en route, good-naturedly responded by relating some anecdotes and said the luxury of travel from the Pacific Northwest down the coast, as evidenced by the Palaces of the Pacific was in the nature of a revelation to him.

For the first time in the history of the automobile it has been demonstrated that a car can be started from a distance by means of the wireless telegraph. This was proved at the Indiana State Fair, where the motor of a Model 83 Overland was started every five minutes by a wireless spark from the Overland headquarters in Indianapolis five miles away. What we want is a wireless or telephone that will start the kitchen fire in the morning.

It is whispered around that Col. Hofer will be a candidate for governor two years hence. We heard Col. Hofer make the statement in Eugene that his ambition was to be the most talked of man in Oregon. He had made pretty good headway thus far. The trouble is with the Colonel he won't permit any of the others to talk.

The editor has a gash on his left thumb, about three inches long and it looks about an inch wide, as a result of splitting wood on Sunday.—Warrenton News.

That's what you get for working on Sunday. We read in history some place a man was stoned to death for picking up chips on Sunday. You got off easy.

Rev. Arthur Blackstone, pastor of the Baptist church of Ashland, has been adopted by Mrs. Aurelia Ferguson, a wealthy widow, reported to be worth \$100,000. If there is a wealthy widow hereabout desiring to adopt a man, we can be found in the office most any day of the week.

In Covington, Kentucky, ankle watches on co-eds has been forbidden. The ban no doubt was issued for modest reasons, but we learn through our private wireless that many of Covington's citizens were becoming cross-eyed in their endeavor to learn the time of day.

The latest miracle of agricultural science is the production of butter from "whey" in cheese factories.—Kalama Bulletin.

Next thing we know, they will be making gingerbread out of the hole in doughnuts.

PROCEEDINGS OF COUNTY COURT

Tuesday, Sept. 21, 1915. Fifth Judicial Day.

Court came pursuant to adjournment. Officers all present. Due proclamation being made, the following proceedings were had:

Matter of Petition of Lowell M. Smith, for remission of tax.
On this 21st day of September, 1915, Lowell M. Smith presents to the Court his duly verified petition for remission of Fire Patrol Tax for 1914 on N 1/2 of SW 1/4 and S 1/2 or NW 1/4 of Sec. 5, in T. 5, N. of R. 6 W, in the sum of \$8.00.

And it appearing to the Court that during the period of time for which said Fire Patrol Tax was levied, said Lowell M. Smith resided continuously upon said land and therefore was not liable for said tax, it is ordered by the Court that said petition be and the same is hereby allowed, and the Sheriff and tax collector is hereby instructed to cancel the same on said 1914 tax rolls.

Matter of Petition of Charles L. Lovell, for remission of tax.

On this day it appearing to the Court from the duly verified petition of Charles L. Lovell, on file herein, that the personal property against which tax in the sum of \$6.00, is assessed against said Charles L. Lovell, "account of J. I. Eggman," was the property of said Eggman and that said Lovell did not own any personal property in CoColumbia County on March 1st, 1914.

That said property should have been assessed to said Eggman, who has since removed from Columbia County, and that said tax is not now collectible.

It is therefore ordered by the Court that the Sheriff and tax collector be, and he is hereby instructed to cancel said tax against said personal property, together with all accrued penalty and interest thereon.

Matter of Petition of H. E. LaBare for remission and rebate of tax.

On this 21st day of March, 1915, it appearing to the Court from the records and from the duly verified petition of H. E. LaBare, on file herein, that a double assessment was made for the year 1914 on the SE 1/4 of SE 1/4 of Sec. 29, T. 5, wherein said property was assessed to H. E. and A. L. LaBare and also assessed to one John Monner, and tax in the sum of \$5.02 was carried out against said property in each of said assessments; That on the 1st day of March, 1915, said H. E. LaBare, as owner of said property under sheriff's deed on foreclosure of mortgage, paid the first half of all said taxes so charged.

It is therefore ordered by the Court that the Sheriff and tax collector is hereby instructed to cancel said tax as charged to said John Monner, as appears in Vol. 3, page 49, line 19, Tax Rolls of 1914.

It is further ordered by the Court that the Clerk be, and he is hereby instructed to issue a General Fund Warrant in the sum of \$2.51, in favor of said H. E. LaBare, being the amount of said first half tax so paid on double assessment in the name of John Monner.

Matter of Petition for remission of Tax on Sec. 36, T. 4 N., R. 3 W.

On this day comes on for hearing the petition of John Pearson, et al., for remission of tax on Section 36, T. 4 N., R. 3 W., representing that said Section is held in trust by the Pisgah Home Colony Association, being an association organized for religious and benevolent purposes, and therefore not subject to taxation.

And it appearing to the Court that said section is assessed to Nehalem Timber and Logging Co.; that said company has paid all taxes thereon excepting that portion described as the NW 1/4 of SW 1/4 thereof; that there is nothing of record evidencing any interest held by said association therein, and the matters brought to the attention of the Court being to the effect that such interest, if any exists, must have been acquired subsequent to the first day of March, 1914, it is therefore ordered by the Court that said petition be, and the same is hereby denied.

Matter of Petition of N. J. Dupont, for remission of penalty and interest on 1909 tax.

On this day N. J. Dupont petitions the Court for remission of penalty and interest in the sum of \$13.10 on Delinquent taxes for the year 1909, as charged against 1-4 acre in Broyles D. L. C., and as assessed for said year in the name of S. J. Boyd, former owner thereof, for the reason that said petitioner was under the impression that said tax had been paid, and had received no notice thereof.

And the Court being advised in the matter, it is ordered by the Court that said petition be, and the same is hereby denied.

Matter of Petition of John Farr, Administrator, for payment by County to balance claims against estate of W. D. Case.

On this 21st day of September, 1915, John Farr, administrator of the estate of W. D. Case, files his petition herein, representing to the Court that claims filed and expense of administration of said estate amount to the sum of \$719.43; that cash received from all sources amounts to the sum of \$257.66, leaving unpaid claims in the sum of \$461.77.

And it appearing to the Court that the claims against said estate are for supplies, labor and money for labor that all went for the improvement of the Poor Farm of the County, except the funeral expenses, the last sickness and the costs of administration, and that the County has received full value for such expenses;

It is therefore ordered by the Court that the Clerk be, and he is hereby instructed to issue a General Fund Warrant in the sum of \$461.77, in favor of said John Farr, administrator, as aforesaid, to be used by him in settling said claims in full.

Matter of Claims of J. T. Woodward and N. C. Woodward, for injury to horses;

J. T. Woodward and N. C. Woodward having heretofore filed their respective claims against the County for damages for injury to horses sustained by reason of defective bridge across McBride Canyon, and the Court having heretofore rejected said claims, now, on this 21st day of

September, 1915, the Court being more fully advised in the matter, it is ordered by the Court that said claims be re-considered, and agreement being had with the parties hereto, it is ordered by the Court that the Clerk be instructed to issue a General Fund Warrant in the sum of \$85.00, in favor of J. T. Woodward, and a like warrant in the sum of \$50.00, in favor of N. C. Woodward, in full settlement of all damages claimed on account thereof.

Matter of Cash Account of Leo G. Titus, Roadmaster;

On this day Leo G. Titus, County Roadmaster, presents to the Court his itemized statement and accounting of the sum of \$100.00 heretofore appropriated as an emergency fund, accompanied by proper vouchers, showing expenditures in the sum of \$94.78, as well as a duplicate receipt of the County Treasurer in the sum of \$5.22.

And the Court being advised in the matter, it is ordered by the Court that said account be, and the same is hereby approved.

In the matter of Deeds for Change in Portland-St. Helens County Road:

On this day it appearing to the Court that certain changes have been made in the location of the Portland-

(Continued on page 5).

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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.
Boat 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

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E. A. ROSS
FUNERAL DIRECTOR
LICENSED EMPLOYER
Bank Building St. Helens
Business Phone 23

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

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

Hours: 9 to 12; 1 to 5
Sundays and Holidays by Appointment
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DENTIST
ST. HELENS, OREGON
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St. Helens, Oregon.

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

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

ST. HELENS ROUTE
via Willamette Slough
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STR. AMERIC
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(Sunday 1:30 p. m.)
Arrives St. Helens - 6:40 p. m.
(Sunday 3:30 p. m.)
Leaves St. Helens - 8:15 a. m.
Arrives Portland - 10:15 a. m.
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