

# Now is the Time to Begin Preparing Your Exhibit For the County Fair

# St. Helens Mist

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## HIGHWAY COMMISSION VISITS ST. HELENS

### MEET WITH CITIZENS

#### Route of Paved Highway Through City Investigated.

Messrs. Benson, Adams and Thompson, state highway commissioners, and Highway Engineer Nunn were in St. Helens Monday afternoon. They came to investigate the route of the paved highway through St. Helens. A number of citizens met with them in the county court room and expressed their views both as to the proposed new route and the route now used. Judge R. Hattan opened the argument in favor of the old road, and pointed out that the road from Scappoose to St. Helens and thence to McBride's crossing has been constructed at a great cost to the county, and that it was practically ready for hard-surfacing. He spoke of the cost to obtain the right of way for the proposed highway on the west side of the track and pointed out that several new bridges would have to be built, that all the grading work would be new work and that the cost of tearing up orchards, moving houses, etc., if the road followed the west side of the track would be considerable.

Glen R. Metaker, W. A. Harris, Edwin Ross, Sherman Miles, Martha White, L. R. Rutherford, Magnus Eaton, and others spoke in favor of locating the paved highway on the east side now used, and it was suggested to the commission if the elimination of grade crossings was the object of establishing the new route, that all crossings except the one at Scappoose could be eliminated by following the old road from Scappoose to Honeycreek and then come up on the east side of the track to Warren, instead of going on the west side, as the road now goes. Coming into St. Helens, the road would go out Winter street and with the construction of a mile of new road would intersect the present road as it enters Columbia City. Following the present road, the highway would go underneath the railroad track at McBride's fill, thus eliminating all crossings, except, as stated before, the Scappoose crossing, which is not considered a dangerous one.

Commissioners Thompson and Adams asked many questions which showed they had carefully studied the situation and would make a further investigation before rendering an opinion. Mr. Benson was plainly in favor of the west side route, and expressed himself. He said that it must be borne in mind that in building a state highway that the interests of all must be taken into consideration and that while the commission desired to accommodate as many as possible, the most feasible route would be selected, not in this instance, but through the state. Mr. Benson also said that it would be impossible to render a decision at the hearing, that the people of Multnomah county would pay a large portion of the cost of building the road and their wishes should have consideration. It was shown that Benson was in favor of the west side route, and his statements were not unexpected. He stated, however, to a Mist reporter, that the road from the Multnomah county line to Scappoose would be paved and that the worst places in the highway in Columbia county would be macadamized so the road would be passable at all times of the year. He also said the people of the county would rest assured that the other county would be greatly benefited by the work under contemplation and would receive its just proportion of the road money.

At a meeting of the highway commission in Portland Tuesday, Benson was in favor of designating the east side route, but Commissioners Thompson and Adams did not feel inclined, and let the matter rest for further investigation. Mr. Thompson claiming that the present road could do for some time to come, and Adams concurring with him.

The commission instructed Engineer Nunn to advertise for the grading and preparation for pavement on the Lower Columbia Highway from Astoria to the western Multnomah

## PAVING WORK PROGRESSING NICELY

### Laying of "Hot Stuff" on Columbia Street to Start Today.

Paving the county road from the depot to the intersection of Willamette and Oak streets has been completed and the machinery and crew are now working on Columbia street. The work of grading the street and placing it in condition for the laying of the pavement is about completed, and Superintendent Chipman of the Warren Construction Company expects to begin laying pavement Saturday morning. It is his plan to hard-surface the intersection of Columbia and St. Helens streets first, and while the work is in progress on Columbia street the traffic will be diverted via St. Helens street and the Strand. Mr. Chipman will make every effort to rush the work along, and he expects to have the paving work on Columbia street completed within the next week.

The next job will be the paving of a portion of Cowlitz street and the Strand from the Muckle corner to the mill company's property.

## LIST OF TRANSFERS

Reported by Columbia County Abstract Company.

July 6—Sophia Simons et ux. to Fred Simons; land in Sec. 11, T. 6 N., R. 3 W., \$1.

Samuel Janz et ux. to Columbia County; land in Sec. 29, T. 7 N., R. 2 W., \$1.

Albert Stehman et ux. to Columbia County; land in Sec. 29, T. 7 N., R. 2 W., \$1.

Clement Mercher et ux. to Columbia County; land in Sec. 29, T. 7 N., R. 2 W., \$1.

Wilbur H. Hylund et ux. to Columbia County; land in Sec. 14, T. 3 N., R. 2 W., \$135.

July 9—Walter Keller et ux. to Homer H. Keller; land in Sec. 11, T. 6 N., R. 3 W., \$10.

Elizabeth M. Watts to John Precochill; tract 8, Wathome Acres, \$735.

July 10—Asa D. Holaday et ux. to Edward F. I. Helmuller; tracts 47, 48, 49, 50, of A. Holaday Orchard Tracts, \$1000.

July 11—John W. Saxton et ux. to Earl W. Saxton; land in Sec. 7, T. 4 N., R. 1 W., \$1.

H. McArthur et ux. to Scandinavian American Realty Co.; land in Secs. 19 and 29, T. 5 N., R. 7 W., \$6,000.

## WORKING FREIGHT CAR ON SUNDAY

One "war measure" that has been suggested as a means of relieving freight congestion provides for the loading and unloading of freight on Sundays as well as holidays. Southern Pacific agents who are now engaged in a great car loading contest are appealing to shippers and receivers to help out the country generally by utilizing Sunday and holidays to free freight cars on their sidings. It is pointed out that a genuine emergency exists—one that threatens the national welfare—and that emergency measures should be undertaken. It is pointed out that one-seventh of a freight car's time is entirely lost by the practice of refraining from loading or unloading it on Sundays.

county line. Estimates were submitted by Engineer Nunn, and bids will be asked for. The estimates total \$435,337, and are based on standard 24-foot highways. The estimates are 1 1/2 miles on the John Day section in Clatsop county, grading \$19,000. A life bridge of wood, \$17,000 and three bridges \$6,000. The Goble section 1.8 miles grading, \$61,040. This item is for taking out several of the rock bluffs, eliminating curves and repairing the present rough piece of road between Goble and Little Jack Falls. Rainier hill, grading and widening to 24 feet, \$15,450. Beaver creek concrete bridges \$46,000, and wooden bridges \$26,000.

From these estimates it is apparent that the commission intends spending many thousands of dollars in the county, and no matter what route the highway follows through St. Helens, the county at large is going to be benefited by the road work which will begin immediately.

## COUNTY COURT SETTLES CLAIM

### \$3,000.00 IS AWARDED

#### Settlement With James Canfield Is Effected.

At its meeting on July 5 the county court ordered a warrant drawn for \$3,000 in settlement of the claim of James Canfield to reimburse him for losses sustained on account of personal injuries received April 22, 1915, while in the discharge of his duties as an employe of Columbia county. At the date mentioned, Canfield was employed as powder man on road construction under the supervision of Leo Titus, roadmaster, and J. W. Akin, supervisor, and the premature explosion of powder resulted in his injury. He sued the county for \$25,590, the complaint alleging that he had received his injuries through the negligence of the men in charge of the work, as he was handling a very dangerous powder and it was "flour like" and spread on the ground, thus when he was tamping the powder hole the explosion occurred. The district attorney entered a demurrer to the complaint on August 15, setting forth, first, that the court had no jurisdiction in the matter, and second, that the plaintiff did not state facts sufficient to constitute a cause for action. On October 21 Judge Eakin sustained the demurrer and allowed the plaintiff ninety days to amend his complaint.

In February Representative Mueller introduced a bill in the legislature which authorized the county court of Columbia county to pay Canfield \$20 per month, and empowered them "to continue such payments or to settle compound and pay the same or any claim presented by him for such injuries in accordance with and measured by the expectancy and mortality tables promulgated by the secretary of the state of Oregon." Canfield is 54 years of age and his expectancy is 70 years, so therefore he would receive the \$20 per month for fourteen years, or \$3,360, should he live to be 70 years old. The court, after having considered this, evidently thought it best to save the \$360, so they settled for \$3,000 with the understanding that Canfield has no further claim on the county. It is understood that Canfield will soon leave to make his home with his brother in Colorado.

The settlement of the claim has brought up the interesting question as to whether the county court, by their action, did not pave the way for future claims of a similar nature, and the Deer Island tunnel explosion which resulted in the death of six men who were working for the county is cited as one of the possible claims.

## OFFICERS INSTALLED IN REBEKAH LODGE

The St. Helens Rebekah lodge, No. 217, installed its newly elected officers Thursday evening, July 5. Deputy District President Emma Lapsing acting as the installing officer. The new officers are:

- N. G.—Nora McKie.
- V. G.—Florence Snelling.
- Secretary—Ella Allen.
- Treasurer—Minnie Doloshal.
- R. S. N. G.—Emma Lensing.
- L. S. N. G.—Mary A. Hazen.
- R. S. V. G.—Emma V. Harrison.
- L. S. V. G.—May Disney.
- I. G.—Ira Saurer.
- O. G.—Jesse Lansing.
- Chaplin—Anna Saurer.
- Warden—Mary E. Christie.

After the installation a social session was held. A nice lunch was served and speeches of congratulations and promises of services were made by the officers installed and the members of the lodge.

The steamer Willamette arrived in Saturday morning and sailed Sunday night laden with 875,000 feet of lumber destined for San Pedro. Chief Engineer Kannaday reports a rough trip up the coast. A strong northerly was encountered which made a nasty sea. Carl Neiman, for many years a purser on the large passenger steamers sailing out of New York, is now in charge of the passenger department of the Willamette.

## INSANE MAN CAPTURED AT HOME

### SATISFIED TO RETURN

#### Will Be Returned to State Insane Asylum at Salem.

R. C. Felber, who escaped from the state insane asylum July 4, as mentioned in the last issue of the Mist, was taken into custody by Deputy Sheriff Payne at Felber's home near Goble Wednesday. Felber, who appears to be rational, stated that he got tired of hanging around the insane asylum and since he was a trusty and had a certain amount of liberty, concluded to go home and see how everything was getting along. He therefore took French leave from the asylum. According to Felber, it took him just eight days to walk from Salem to Goble. He did not hurry much during the day time, as he knew "they would be looking for him," and he did not stop at any farmer's house for eatables because he feared some officers from the asylum would be there. Therefore, he lived on wild strawberries, wild vegetables and tobacco while he made the trip. Arriving at his home, he found Deputy Payne waiting for him, and after he gathered up his personal belongings, said he was perfectly satisfied to return to Salem. The authorities in the capital city were notified, and Felber will be returned to the state's institution today.

Judge Hattan stated that if the unfortunate man had a guardian to look after him that he would be inclined to give him his liberty, since he appears to be rational most of the time, and under ordinary circumstances would be harmless.

## ENLISTMENT FOR FOREST REGIMENT BEGUN

### An Opportunity for Columbia County Woodsmen and Millmen.

District Forester George H. Cecil of the Portland forestry office announces that the enlisting of woodsmen and mill workers for the Tenth Reserve Engineers (Forest) began Monday, July 9. Enlistment in this regiment will be for the period of the war. Men wishing to join the regiment should apply to the district forester, Beck building, Portland. The physical examination is the same as that required for other military service, and recruits must be white, between the ages of 18 and 40 years, and must be citizens of the United States, or have declared their intention to become such. Men subject to conscription will discharge their obligation by enlisting in this regiment. All applicants should understand that this regiment is a military organization and that they must undergo the customary drill and discipline of the United States soldiers and that they might be called upon to work within the danger zone.

The regiment will be composed of picked woodsmen who will be given an opportunity to take part in the war for which their life and training have fitted them. The district forester announces that there are places open for millwrights, sawyers, engineers, and those experienced in the lumbering business, such as axmen, skidders, teamsters and blacksmiths. After enlisting, the men will be fed at government expense and will be furnished uniforms and regular military equipment, and in addition will be paid according to a fixed scale, the lower scale to apply while in training in this country and the higher scale after they reach France. The rate of pay has been fixed as follows:

Grade.	Mo. Pay	Mo. Pay U. S.	Service Pay	Service Pay
First Sergeants	\$51.00	\$60.00		
Sergeants, first class	51.00	60.00		
Supply Sergeants	44.00	51.20		
Mess Sergeants	44.00	51.20		
Color Sergeants	44.00	51.20		
Cooks	38.00	44.00		
Corporals	36.00	40.80		
Wagoners	36.00	40.20		
Privates, first class	33.00	36.60		
Privates, second class	30.00	33.00		

The duty of the regiment will be to get out timber needed by the armies, railroad ties, trench timbers, mine props, bridge timbers, lumber and cordwood. The work will be performed behind the battle line in France.

## WANTS ST. HELENS BOYS FOR MILITIA

### Enlistment Required for Term of War—Officer Visits City.

Lieut. Harold C. Jones, acting commanding officer of the Oregon Naval Militia, was in St. Helens Thursday in the interest of the militia. The naval militias of Oregon and Washington will mobilize about August 1 at the new training station being built upon the campus of the University of Washington at Seattle. The navy department is spending in the neighborhood of \$50,000 in the construction of this camp, and the city of Seattle will disburse some \$10,000 in the building of a wharf out into the lake. The locks connecting Lake Washington with Puget Sound are now completed and boats from the navy yard will be able to lay alongside the new wharf. The camp is being built upon a high piece of ground sloping toward the lake and the sailor boys will have ample opportunity to learn the navy way of handling boats under oars and sail. Excellent swimming facilities will interest the bluejackets. The militiamen will be given at least three months' training at this rendezvous before being assigned to sea service. It will be possible for boys of St. Helens and vicinity to enlist in the Oregon Naval Militia at Portland and then return to their homes until the mobilization call is issued next month.

Lieutenant Jones wants to issue an invitation to the young men of St. Helens to call at the naval recruiting office at Fourth and Washington streets and obtain information as to the camp, the service expected and the opportunities offered. Men connected with the navy department are always on duty at this recruiting station and will be glad to give information. It is probable that Lieutenant Jones will again visit St. Helens in the near future, with the idea of securing recruits for this branch of the government's service. Any young man desiring information may obtain same by addressing the lieutenant, care of the adjutant general's office, Morgan building, Portland, Oregon.

One important feature which should not be overlooked is that the navy requires an enlistment of four years, and the Oregon Naval Militia enlists the recruit for the term of the war only.

## SEEKS HELP FOR SPORTSMAN'S WIDOW

Dr. Earl C. McFarland, president of the Oregon Sportsmen's League, has sent out an appeal to the sportsmen of Oregon to help the widow of the late Owen N. Denny, who was the first man who shipped the Chinese game birds to America in November, 1882. Dr. McFarland states that the widow is now living in Portland, that her home is heavily mortgaged and that funds are needed to save the home. At an expense of \$3,000 which he paid out of his personal funds, Mr. Denny introduced the Chinese pheasant into Oregon, thus giving the sportsmen of Oregon a splendid game bird. Now that his widow is in dire need it is hoped that the sportsmen of Oregon will contribute enough to pay the mortgage on her home. The subscription list is being circulated by Virgil Stevens, and he expects to raise a tidy little sum for the purpose mentioned.

## DRAFT CALLS ONLY 93 FROM OREGON

Based on official figures, the quota of men supplied by Oregon at the first war draft will be only 93. Orders received by Adjutant General White give the state an additional credit of 1974 men who have enlisted in the regular army. This is added to the credit for 4,683 men who have enlisted in the various units of the Oregon National Guard, giving Oregon credits for 6,657 men.

Among those who went to Portland Saturday for the grand Music Festival were Miss Gertrude Phillips, Miss Marie Paulson, Miss Bessie Hattan, Miss Alice Quick, Miss Anna Quick, Mr. and Mrs. Geo. H. Shinn and A. L. Stone. A number of other St. Helens people were in attendance but they left early and got back late, so we couldn't obtain their names.

## CAMPING GROUNDS AT THE CITY PARK

### INSTALL CONVENIENCES

#### City Council Invites Travelers to Visit City.

Councilman E. I. Ballagh, who has charge of the improvement at Godfrey park, went to Portland Monday for the purpose of buying swings, see-saws, and other amusement features which will be placed in the park. The park has been cleaned up, the tables repaired and a large camping ground cooking stove will be installed, so that the automobilist or traveler may stop overnight or during the day and have advantages and conveniences that will make St. Helens an attractive place in which to stop. Signs stating that "free camping grounds" may be had have been placed in conspicuous places, and according to Councilman Ballagh the tourist may go right in without knocking. While these conveniences have been installed for the traveling public, the amusement features for the home kiddies have not been overlooked, and Mr. Ballagh will soon have an assortment of park fixtures that will afford amusement to the grown-ups and the younger generation. Rest rooms will be finished during the next few days, so that the mother with her children may take a few hours off and rest in the city's own park.

The cost of the installation of the park fixtures and the cleaning up of the grounds is being taken from the amount of fines collected during the past few months, so that not a cent of the city's regular income is being used for work at the park.

Mr. Ballagh is enthusiastic about the work, and promises the citizens of the town a real restful, attractive public park when he gets the job completed.

## COLUMBIA COUNTY SOLDIER WRITES

### Somewhere in Washington. July 6, 1917.

To the Editor of the Mist: Just a few lines from one of Columbia county's young soldiers. I've noticed letters in the Mist at different times from some of the St. Helens boys. We used to be rivals in sports, etc., but now we are all united for one great cause. You are perhaps surprised at the address given above, but all the Seattle newspapers give that as our address. As a matter of fact most of our friends and relatives know where we are.

Our work is somewhat important, that of guarding bridges and tunnels on the Great Northern railroad through the Cascade mountains. It was certainly hard on all the boys when we came up here, there being about eight feet of snow and the weather hovering around zero all the time. However, the weather is getting a little bit milder now. It's about like April weather down in old Columbia county. Word has reached us that we are going to go to Palo Alto, Cal., in about a month. Hope it is true at least.

We certainly appreciate the work the Red Cross is doing. They keep us well supplied with books, magazines, writing material, etc.

One thing is certain, we are not afraid of that little old trip across old briny soon. The big day of them all is coming—that big \$30 pay day.

Must close for this time. Wishing all my Columbia county friends the best of luck in the world.

Respectfully yours,  
BERT E. SEFFERT.

The Kratz shingle mill, with a daily output of 250,000 shingles, has resumed operations after being shut down because of the high water. This mill works a day and a night shift and additions are about to be made to the force.

Snider & Sons' shingle mill will also start up this week and they are already building the foundation for another mill. The two plants will put out about 300,000 daily. The Brock Bros.' sawmill will soon be completed and Tichenor Bros. are already running a day and a night shift.