

# St. Helens Mist

OFFICIAL PAPER OF COLUMBIA COUNTY

PIONEER PAPER OF COLUMBIA COUNTY

OLUME XXXVIII.

ST. HELENS, OREGON, FRIDAY, AUGUST 22, 1919

NO. 36

## TITLE GREETINGS EASTERN EDITORS

Hospitality and Seattle Spirit...  
...Middle Western States—They  
...Royally Entertained.

Last week's issue of the Mist  
...you, something as to the trip  
...Editorial association to Crater  
...In another column of the  
...will find a description of  
...lake and also some interest-  
...information as to Medford and  
...The editorial party arrived  
...Wednesday morning  
...immediately left for Tacoma  
...editors and their party visited  
...Rainier Thursday and then  
...settled in the near future.

Business Session on Friday  
...the rooms of the Seattle Press  
...the business session was opened  
...morning at 9:30 o'clock. The  
...paper men of the four dailies in  
...combined to make the edit-  
...and the entire party comfort-  
...Governor Hart, Henry Sux-  
...of the University of Washing-  
...Stephen T. Mather, direc-  
...of the National park service and  
...Ole Hanson were the princ-  
...speakers of the day. All of the  
...were instructive and enjoyed  
...the scribes.

Friday evening the entire party  
...entertained at a banquet in the  
...Hotel Temple with plates laid for  
...John Kendrick Bangs, dis-  
...tributed author, traveler and lec-  
...delivered the big address of the  
...ing. Mr. Bangs recently re-  
...from France and Germany  
...made an appeal for the awak-  
...of America to the necessity of  
...suffering France. He made  
...illiant effort and his word pic-  
...of the conditions in Europe, es-  
...specially France and Belgium, aroused  
...editors to their full duty in this

The Editor is Launched  
...Thursday was devoted to viewing  
...harbor of Seattle and the launch-  
...of the "Editor," a 10,000 ton  
...ship at the yards of Skinner &  
...Another name had been de-  
...for this vessel, but upon the  
...set of W. J. Petrain of the Seat-  
...P. I." and other members of  
...Seattle Press club the U. S. ship-  
...board consented to name the  
..."Editor" in honor of the  
...paper fraternity. Mrs. Guy  
...wife of the president of the  
...A. A. was sponsor for the  
...tor," and she received a hand-  
...diamond brooch from the  
...of the vessel for her part  
...successful launching.

Harbor is Viewed  
...for the launching, several hun-  
...of the editors and their wives  
...taken for a trip around the  
...harbor and on Lake Wash-  
...Others chose to go on the  
...the Spirit," a 8800 ton vessel  
...by the J. S. Duthie company for  
...S. government. The trial trip  
...for six hours and the editor  
...Mist was one of the fortunate  
...that took the trip. The "Seattle  
..." is the 26th vessel built by  
...Duthie company and is under  
...command of Captain A. P. Spaulding  
...every member of the crew is a  
...born Seattle man. The vessel  
...sailed 13 knots on the trial trip,  
...not more than the government  
...ed for.

Thursday night the ladies of the  
...were entertained at a banquet  
...the Washington hotel and the men  
...the guests of the Seattle Press  
...at a stag social at the club  
...The party went to Bremer-  
...Sunday to inspect the U. S. navy  
...and on Sunday night left for  
...aria where the closing business  
...was held.

Oregon Man Honored  
...Victoria the annual election  
...held. E. A. Albright of Ten-  
...was elected president. Wil-  
...Wilke of Minnesota, vice pres-  
...and E. E. Brodie of Oregon City  
...member of the executive  
...committee. Mr. Brodie is now in



WASHINGTON MUCKLE

## NO WATER POWER THIS WEEK SO THE MIST COMES OUT LATE

News Matter Was Taken to Rainier and Set on the Review's Machine

For the first time in several years  
the Mist is late in reaching its sub-  
scribers. The reason for the delay is  
that something went wrong with the  
city's water main and there was not  
sufficient pressure to make the  
water motor pull the linotype and  
the press. Superintendent Charles  
Lepe has been working night and  
day to locate the trouble and Sur-  
veyor VanOrshoven is giving his as-  
sistance, so it is hoped the trouble  
will be remedied.

This issue of the Mist is hastily  
thrown together and is not up to our  
usual standard, but it is the best we  
could do under the circumstances.  
Mr. A. C. Nutt of the Rainier Re-  
view came to our assistance and al-  
lowed us to use his linotype machine,  
so all of the news copy and 200  
pounds of metal were taken to Rain-  
ier Friday night and by working all  
night, our foreman, Mr. C. D. Mor-  
gan, set up enough to fill the paper,  
and the type was brought back to St.  
Helens Saturday morning and the  
paper run.

The Mist is usually on time, but  
in this case the lateness could not  
be helped and every one on the Mist  
force did the best that could be done  
under the circumstances.

## ST. HELENS SOLDIER IS GIVEN CITATION

Mr. and Mrs. J. H. McKie have in  
their possession a bit of parchment  
which they highly prize. It is a cita-  
tion given Master Signal Engineer  
Stewart McKie and is signed by  
General Pershing. The citation ar-  
rives from Washington a few days  
ago and Stewart sent it to his par-  
ents for safe keep. The citation  
reads as follows:

M. S. E. William S. McKie, 13th  
Aero Squadron, for exceptionally  
meritorious and conspicuous services,  
Headquarters 13th Aero Squadron,  
France, American Expeditionary  
Forces, in testimony thereof, and as  
an expression of appreciation of  
these services, I award him this  
citation.

Awarded on 19th April, 1919.  
JOHN J. PERSHING,  
Commander in Chief.

line for the presidency or vice pres-  
idency of the association at the next  
meeting, which will be held in Bos-  
ton, Massachusetts. His friends will  
present his name for one of these  
positions. Oregon and Washington  
royally entertained the editors and  
it is certain that the great north-  
west will receive millions of lines of  
front page newspaper publicity and  
that the visit of the eastern scribes  
will be of great benefit to the coun-  
try that they knew so little about and  
which they found to be the great-  
est and best piece of country that  
Uncle Sam owns.

## FOOTPRINTS OF PIONEER DAYS

Washington Muckle Tells of Days of 1874 When He Came to St. Helens—No Roads and Few Houses—Were Here Then.

In the spring of 1874 Washington  
Muckle landed in St. Helens. His  
brothers, James and Charles had  
preceded him by several years and  
their accounts of the great and grow-  
ing northwest influenced Mr. Muckle  
to leave his home in Ontario, Canada,  
and come to St. Helens. "Wash" as  
he is familiarly known in Columbia  
county, persuaded his brothers to  
hang on to the mill they had bought  
in St. Helens instead of selling it at  
a profit, consequently the Muckle  
mill was operated for a number of  
years and was the big industry in  
St. Helens. Some twenty-five men  
were employed, Mr. Muckle said, and  
eight of them lived in St. Helens. The  
others were transients and sent down  
from Portland, which at that time  
was a city of 5,000 people.

Few Roads—No Bridges  
The good roads which the people  
of Columbia county now travel,  
were unknown in those early days.  
There was no road to Portland, but  
a trail along the bank of Willamette  
though was passable in the summer-  
time. In the wintertime it was im-  
passable. There was a road leading  
to Warren and Scappoose, Mr. Muckle  
said, but no one traveled the road  
or trail. They were forced to ford  
Milton, McNulty and Scappoose  
creeks. Few farmers were located  
on the road, to be exact, there were  
just seven farm houses between St.  
Helens and Scappoose.

And the road to Yankton; there  
wasn't any road, so Mr. Muckle said.  
It took a whole day to get a light  
load of freight to the Herb Howard  
place. The timber was thick from  
the present site of the railroad depot  
all the way to the Howard place, and  
the logging camp of the Muckle  
Brothers ran to capacity at Milton  
Creek and their daily output was al-  
most 30,000 feet. To take the logs to  
the mill, a splash dam was built, and  
hundreds of thousands of feet of fine  
timber were driven down Milton  
creek to the slough.

Few People in St. Helens  
There were only a few families  
living in St. Helens when Mr. Muckle  
came to the city. The Darts, Meek-  
ers, Miles, Moores, Muckles and  
Deekers and two families who lived  
in the houses now occupied by Jack  
McKie and A. J. Denning constituted  
the majority of the city's population.  
The Masonic building, now occupied  
by J. E. Ramsey was the prominent  
building on Columbia street and the  
courthouse at the west end of the  
Plaza block gave further life to the  
thoroughfare. Where the St. Helens  
hotel now stands there was a black-  
smith shop and on the Muckle corner  
there was a small lodging house.  
Gaitner and Moore conducted the  
postoffice and a general store where  
now is located the Morgus building.  
According to Mr. Muckle, there were  
no buildings on the east side of the  
Strand, but the mill company had a  
dock and warehouse and a steamer  
which made tri-weekly trips from  
Portland, called at this dock.

Strand street and Columbia street  
were the main thoroughfares and the  
streets were paved with slabwood. If  
a teamster got off the 10-foot slab-  
wood pavement, he was in bad luck,  
Mr. Muckle said. Church and school  
facilities were not as they are at  
the present time. On the hill near the  
L. E. Rutherford residence, was a  
community church, which, when not  
used for religious purposes, was a  
school house and many of the old  
time residents of St. Helens received  
a portion of their education in that  
building.

The logging business was not as  
it is at the present time, Mr. Muckle  
stated. Timber could be bought for a  
few cents per thousand feet and top  
wages was \$50 per month and  
"found." Logs brought \$3.50 to \$4  
delivered at the mill. The output of  
the mill, which was about 25,000  
feet per day, was shipped to Call-

## CONTRACT IS LET FOR STREET WORK

Council Awards Contract to Tobey—Price is \$9900—Work to Start in the Near Future—Other Important Business Transacted by Council

At their session Monday night, the  
city council awarded a contract to  
G. W. Tobey for the improvement of  
portions of Cowlitz, Casenau, Oak  
and Tualatin streets. The engineers  
estimate on the job was \$9980 and  
Mr. Tobey's bid was slightly in ex-  
cess of \$9900. It is expected that  
work will begin immediately and be  
rushed to completion.

There were no bids submitted for  
paving Strand, McCormick and  
Columbia streets. A representative of  
the Warren Construction company was  
present and stated that if his  
company submitted a bid, the price  
would be based on the haul from  
their paying plant at Deer Island.  
The company, he stated, expected to  
get paving contracts on the highway  
and would move their plant nearer to  
St. Helens. In this event the paving  
work for the city could be done  
much cheaper. The State Highway  
commission will let contracts for the  
paving work early in September and  
if the Warren Construction company  
are the successful bidders, they could  
do both the paving for the state and  
the city of St. Helens at the same  
time. The council thought the idea  
a good one and will readvertise for  
bids.

There was a general discussion of  
street and sewer work and the street  
committee will report on the various  
projects at the next meeting of the  
council. Many matters of importance  
were transacted before the council  
adjourned.

## CHARLES C. MASTEN ANSWERS LAST CALL

Charles C. Masten, a former resi-  
dent of St. Helens and a pioneer  
lumberman of Oregon, aged 56, died  
at one o'clock Wednesday after a  
lingering illness. The funeral was  
held Thursday afternoon from the  
Holman chapel and the body was  
taken to the Portland crematorium.  
Mr. Masten was born in 1865 in  
Washington county and entered the  
lumber business 35 years ago. He  
retired a few years ago when he sold  
his holdings in the Yankton district  
to the St. Helens Lumber company.  
He was associated with Everfing &  
Parrel in the project at the time of  
the sale and for a number of years  
remained as manager of the logging  
enterprise.

Deceased is survived by his widow,  
Mrs. Mollie Masten, his parents, Mr.  
and Mrs. John Masten of Houlton, his  
son Harold W., of Portland and a  
daughter, Mrs. J. H. Beaver of this  
city and a sister, Mrs. Benjamin Per-  
kins of Kerry, Oregon. Four brothers,  
John of LaPine, Oregon; Roland and  
Clarence of Houlton and Delmer of  
Skamakawa, survive the deceased.

Charlie Masten, as he was fami-  
liarly known in St. Helens, was well  
and favorably known here and his  
death caused much sadness among  
his numerous friends. He was a  
member of the local Masonic lodge and  
a number of the members of the  
order went to Portland Thursday to  
pay their last respects.

California, small sailing vessels coming  
to take it. The local trade did not  
amount to very much, therefore, the  
Muckle Brothers relied upon the  
California market.

Looking backward 45 years, many  
changes are noted by Mr. Muckle and  
he thinks the present generation  
have all the comforts of life as com-  
pared to what was obtainable in the  
days of '74. Washington Muckle has  
done his part in the development of  
the county and though he has lived  
in the county for many years, has  
never lost faith in the wonderful  
resources of the county. He proudly  
states that he has been a taxpayer  
since 1877 and considers his invest-  
ments here as some of the best he  
has made.



CONGRESSMAN M. CLYDE KELLY of Pennsylvania, to whom credit is due for the timely passage of the parcel post emergency surplus food bill.

## CAPTAIN REINER IS BACK FROM U. S. NAVAL SERVICE

Returned to St. Helens this Week as "Skipper" of the Klamath

Captain Charles Reiner, recently  
Lieutenant Commander in the U. S.  
navy, having received his honorable  
discharge, is again piloting one of  
the McCormick steamers up and down  
the Pacific coast. He is now master  
of the steamer Klamath, relieving  
Captain Jamison, who is taking a  
vacation.

Captain Reiner left the service of  
the McCormick company to join the  
forces of Uncle Sam's men and was  
given command of the steamer Point  
Lobos, a 8000-ton steamer built in  
Portland. For some months, the  
vessel was on the San Francisco-  
Honolulu run. Later she was sent to  
New York with a general cargo and  
then loaded with ammunition and  
high explosive shells for delivery at  
a French port.

The armistice was signed before  
the vessel cleared from New York,  
but the cargo was sent over anyhow,  
and Captain Reiner cleared the ves-  
sel November 14th and left Sandy  
Hook the same day. Fourteen days  
later he arrived in Brest. The Point  
Lobos brought back a return cargo  
of unused war supplies and arrived  
in New York January 3rd.

H. W. Lewis, district supervisor  
of the U. S. shipping board at Phil-  
adelphia, in recommending Captain  
Reiner for a discharge said "After  
a thorough inspection of your ship  
and personnel, upon your arrival in  
port, it affords me great pleasure to  
say that my report on same was more  
than favorable. For your own in-  
formation, I wish to state that your  
ship was above the average in every  
way."

Captain Reiner prizes the high  
recommendation given after months  
of faithful service in the U. S. navy  
and gave a portion of the credit to  
his officers, who, as he says, did  
equally meritorious service.

## PIONEER ANSWERS FINAL SUMMONS

Mrs. James L. Maxwell, a pioneer  
resident of Columbia county, died at  
her residence in Columbia City on  
Wednesday, August 20th. Deceased  
was 84 years of age and was born  
in Ohio in 1835. With her parents  
she crossed the plains in 1844 and  
in 1848 settled at Columbia City and  
resided there the greater part of her  
life. She is survived by two sons,  
Lawrence V. and C. B. Maxwell. The  
funeral services were held Thursday  
afternoon and the interment was in  
the Masonic cemetery on Liberty  
hill.

The U. S. Shipping Board steamer  
Umacilla finished taking on a cargo  
of 1,300,000 feet of railroad ties last  
night and is scheduled to sail early  
this morning. The destination of the  
steamer is England and the ties are  
for railroad work in that country.

The steamer E. H. Meyer sailed on  
Saturday night, laden with a mixed  
cargo of lumber and piling which is  
to be delivered at San Pedro.

## STRIKE IS ON AT LOGGING CAMPS

Loggers at Milton Creek Company and Columbia Timber Company go Out to Enforce Demands—May be Settled in the Near Future.

Approximately 300 men, employes  
at the logging camps of the Milton  
Creek Logging company and the Col-  
umbia Timber company, are out on  
a strike, both camps are tied up. At  
the former the cause of the strike  
was brought about, so it is stated, by  
the superintendent of the camp, Mr.  
Sam Weist, engaging in an alterca-  
tion with one of the workmen. One  
of the employes of the camp told the  
Mist reporter that a demand for the  
scale of wages as prepared by the  
Timber Workers union was to have  
been presented the next day, but  
after the row, the men went out. Of-  
ficials of the company say they are  
willing to meet the demand of the  
men, and one official of the union,  
said the men were willing to go  
back to work provided they could  
"go back as they came out." Few  
men are at work at the camp.

## Columbia Timber Men Out

From the best information ob-  
tainable there are 150 men out at the  
Columbia Timber company's camp.  
It seems that the Timberworkers'  
Union appointed a committee to pre-  
sent the new wage scale and that  
two of the committee were promptly  
discharged by the foreman of the  
camp, whereupon the whole crew  
walked out. At Goble it was learned  
that the company was willing to pay  
the wage scale, but as yet the of-  
ficials of the company and officials  
of the union had not been able to  
effect a satisfactory arrangement as  
to the reinstatement of the dis-  
charged men. It is thought, how-  
ever, that matters will be adjusted  
to the satisfaction of all concerned  
and that work will be resumed at the  
camp.

## OREGON EDITORS ARE GENEROUS

In their issue of Saturday, August  
16th, the Seattle Post Intelligencer  
had the following news item:  
"United we'll ride in high-priced  
cars, divided we will have to ride in  
filibers. There is nothing penurious  
about Oregon, we would have paid it  
had the amount been twice what it is,  
yes, even three times."

"So declared the members of the  
executive committee of the Oregon  
State Editorial association, as they  
drew a bank draft to satisfy the 6-  
cent verdict obtained by Henry Ford  
to the Chicago Tribune yesterday."

"We realize the dangers of news-  
paper publication as well as any one  
in the world can," said C. E. Ingalls,  
president of the editorial association.  
"With the necessity of producing  
reading matter for people who think  
that the war for independence was  
fought in 1812 and think that the  
history we write is bunk, we have  
enough on our minds without expect-  
ing some of these intellectuals to  
fall on us for anything from 6 cents  
up to a million dollars."  
"We may be up here in Seattle  
for a good time, as our wives sug-  
gested when we left the protection  
of our Oregon homes, but nothing  
will make up for the duties we  
owe our fellow publishers."

"Other Oregonians who helped  
raise the 'pot' for the Tribune were  
Lloyd Riches, secretary of the Ore-  
gon state editorial association; S. C.  
Merton, president of the Oregon  
Newspaper conference and John E.  
Gratke and E. E. Brodie, members  
of the conference executive com-  
mittee."

The "P. I." also had a photograph  
of the draft and other comments on  
the generosity of the Oregon editors.

The steamer Klamath, Captain  
Reiner, departed Tuesday night for  
San Pedro, via San Francisco. The  
vessel carried 60 passengers and 1-  
011,000 feet of lumber.

A Panoramic View of Seattle's Wonderful Waterfront and Magnificent Skyline—Courtesy "Pacific Shipping Illustrated"

