

**THE ST. HELENS MIST**

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**FOR OUR COMMON GOOD**

St. Helens' schools begin this month. The school directors have elected an experienced man to superintend the schools. He is an experienced educator and comes well recommended. He proposes to do his best toward making a success of the St. Helens schools. In order to do this, he must have the co-operation of the patrons of the school and the Mist believes he will have such support.

It is just as much the duty of every public spirited man or woman to aid the school as it is the duty of the superintendent. With the co-operation of the public, the superintendent and teachers can do more towards making a success of the school. Without such co-operation, their efforts are handicapped.

The Mist believes that the people of St. Helens and community will stand squarely behind Superintendent Rutherford and his teachers and the St. Helens School Board and give them every assistance possible, realizing that when they help the superintendent, the teachers, or the board that they are helping themselves and aiding in making the St. Helens schools the high grade schools they should be.

**OUR ANNUAL FIRE LOSS**

The disquieting feature of the annual report of the National Board of Fire Underwriters is that the per capita property loss by fire in the United States enormously exceeds that of any other country in the world, including Russia, and that the loss is increasing steadily. Leaving out 1906, when the exceptional San Francisco earthquake and fire destroyed more than \$200,000,000 of material assets, and 1918, in which the figures were adventitiously swelled by destruction of numerous munition plants, the loss incurred in 1919 was the greatest, both total and per capita, in our history. It was \$325,000,000 or approximately \$900,000 for each day in the year.

In Great Britain in the same period the per capita loss was the equivalent of 61 cents. Leading countries on the continent in Europe have not reported as a whole, but local figures show no marked departure from the records of past years. For some of these countries the last yearly figures available are: Russia, \$1.16; France 55 cents; Austria, 37 cents; Germany, 25 cents.

The difference is partly due to differences in construction methods in the countries cited, but the fact that the situation is growing worse in the United States instead of better cannot be accounted for in this way, in the face of recent progress in fireproofing. The view of an underwriter of national reputation, that "by no means the least important cause has been the nervous temperament of our people," is worth considering, as a factor that can be eliminated in time. The spirit of haste is kin to that of carelessness, which may rise to the height of criminal neglect.

There is talk among fire underwriters of introducing the study of fire prevention in the public schools. Perhaps this would accomplish something. But it would seem that a well-thought-out method of fixing civil responsibility for preventable fires might offer a more effective solution. Or both methods might be tried. The fact stands out that the destruction of \$325,000,000 worth of property by fire, whether or not the loss is covered by insurance, represents 100 per cent waste.

**CONSUMER FOOTS THE BILL**

C. J. Lauck, economist of the interstate commerce commission, does not think that the railroad rate increases recently authorized should react appreciably on the prices of commodities. The increases, he thinks, should add about 5 cents to the retail price of a pair of shoes, 10 cents to the price of a suit of clothes, and so on. But he makes one important proviso. "There is no occasion for alarm in the prospect of an addition of \$1,500,000,000 to the annual transportation bill of the country," the statement reads, "provided this item is not multiplied four or five times before it is presented to the people for payment."

That brings us to the question: How are the people to be protected from quadruplication such as is referred to? Certainly not through any action of the present administration. The fiasco of A. Mitchell Palmer's crusade against the profiteers, the criminal negligence that permitted sugar to go to 30 cents a pound, the general helplessness of the federal authorities in the face of undue profit taking—these past performances do not promise well for the future.

That the people will pay the billion and a half bill just authorized is certain. No one short of the ultimate consumer has the slightest intention of absorbing any part of that amount. This annual tax of \$15 a head will come directly from the great body of toilers, the burdens increasing with the size of the family. Perhaps this heavy tax will be borne with patience, but the people have a right to demand that no extra profits be exacted with the higher freight rates as a pretext, and they should elect public officials who will promise them this protection.

**WAGE INCREASE GRANTED**

The railroad unions have been granted a wage increase of \$600,000,000 a year which is equal to 60 per cent of their demands. The award was made by the U. S. Labor Board after an exhaustive study of the situation.

Continued talk of a strike by some of the railroad unions is out of order and the next thing on the program is to raise the \$600,000,000. It cannot be raised out of thin air and the railroads in turn will have to present their arguments for increased revenue and the public must pay the bill. The roads will ask for a substantial portion of the added burden to be borne by passenger fares, multiple and commutation tickets, Pullman tickets and milk shipments. Part of the remaining increase would be placed on express rates and the balance on freight rates.

The portion of the increased expense to be absorbed by passenger traffic is expected to amount to about one-half cent a mile in the east and from three-quarters of a cent to a cent a mile in the west. The portion to be applied to freight would amount to 8 per cent. That an increase in rates would be granted was a foregone conclusion as no industry can stand a \$600,000,000 a year increase in its payroll without a corresponding increase in revenue. When public regulation of rates holds returns allowed transportation companies at a low figure it is impossible to meet such heavy increases in operating costs except by a proportionate increase in rates. It would be the same way with any other industry and under either private or government operation.

**DON'T TRUST TO LUCK**

The Non-Partisan league in the state of Washington has nominated a complete state ticket and as in other states will make an active campaign to extend its program of state ownership of industries. By combining with radical elements of various political groups the league hopes to secure sufficient votes to put its candidates in office.

It is a mistake to belittle the power and influence of this organization. While the chances for its success in various western states where it is operating seem small, still there is an undercurrent of unrest throughout the nation which is hard to define and which no man can control. Various causes might unite this restless element to support a radical program and over night give the league control of a state as was the case in North Dakota.

A good general does not trust to luck and from a political standpoint this is no time for the people of this nation to trust to luck in the way of political experiments such as the Non-Partisan league advocates. In the next few years we must meet the competition of the world and we cannot do it successfully if our industries are disrupted by socialistic experiments which the league would put into effect if it had the power.

**AN AMERICAN'S DUTY**

In his speech of acceptance for the democratic nomination for president Governor Cox said "We are in a time which calls for straight thinking, straight talking and straight acting. It is no time for wobbling." This is not the utterance of a politician—a democrat or a republican. It is, or should be, the utterance of every true American, and should be his thought. The world is passing through a critical stage. Right thinking and right acting are necessary and if not, calamity follows. We agree with Cox in this idea because it is American and patriotic.

The city dock pays and will continue to pay. The amount of actual money revenue may not be so large as one who builds and operates a private enterprise might expect, but in point of advertisement to the town and convenience, the dock pays.

Captain Brown of the U. S. dredge tender said to the Mist man Monday morning: "The people of St. Helens did a wise thing and a much needed one when they built a public dock. Our boats often tie up there for over Sunday and we find it a great convenience and appreciate what the St. Helens people have done in this respect which makes it more convenient for river shipping." St. Helens made a good investment in the city dock.

The more realty transfers for lots and houses in St. Helens is a good indication of the faith the people have in the future of St. Helens. The more homebuilders and home owners we have, the more substantial town we will have. Each home owner is a partner in the municipal corporation and takes more pride in the town and its progress.

Mr. Burleson says the operations of the aerial mail service these last two years has been marked by phenomenal success. The country would be much more pleased if this eulogy could be pronounced over the record of the regular railway mail service.

Vice-president Marshal describes his seven years of presiding over the U. S. Senate as years "of sitting at the entrance to the cave listening to the Aeolian strains." A polite and poetic way of saying that the senate has Holland cheated for windmills. —Astoria Budget.

That's good news about the work being started on the St. Helens-Pittsburg road. Good news travels fast and we hope the work on the road will likewise travel along at a good gait.

The secretary of labor says the country will have three years of plenty. If he means three years of what we have been having, we already have a plenty.

For the first time in many years a vessel flying the Swedish flag put in at the Portland harbor a few days ago. She was the steamer Indus, which is to load a full cargo of wheat for the United Kingdom.

**BABE-RUTHING IT!!**



**O High O.**

The republican nominee for president lives in Marion, Ohio. The democratic lives in Dayton, O. The chairman of the democratic national committee is at home at Marietta, O. The secretary of war and Justice Clark of the supreme court live in Cleveland, O. Justice Day, former secretary of state, lives in Canton, O. The ambassador to Belgium lives in Toledo, O. If we care to think back a few years, Cincinnati recalls Taft, Canton, McKinley, Mentor, Garfield, Fremont, Hayes, Mansfield, John Sherman. But the present is enough.

**A PHOTO FIRST-CLASS**

Is most appreciated when some of our loved ones are called away. It can only be obtained while we are feeling our best. Life is uncertain and tomorrow may be too late. Do it now—today.

**Scott's Studio**  
St. Helens, Oregon.



**You'll Pick A Winner**

If you make this your favorite place for the purchase of butter. For you cannot lose no matter what you buy, or how much or how little. Your plan of doing business is to make every buyer perfectly satisfied. The only way we know how to do this is to furnish qualities that cannot be surpassed at prices which cannot be matched.

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Because we have given you every reason to have confidence that when you pay our price you are getting meat at the lowest price at which it can be sold and leave us a fair and legitimate profit.  
Because we have given you every reason to have confidence that whether you come yourself, or send your hubby, or send a child, you will get just as good a piece of meat as if you came yourself.  
Because you can always find here a complete line of everything you expect to find in a meat market, such as the regular meats, lunch meats, fish and other delicacies in season, smoked meats, salt meats, pickled dainties, etc.  
Because you always find plenty of help to give you prompt service and because that service is always courteous.  
Because you always find us ready and anxious to correct any error and to make right anything in connection with a purchase about which you may be dissatisfied.

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**EVERYTHING FOR BABY HERE...**  
It's not only a question of what you get for the baby. But where you get it is also an important matter. The manner in which goods are kept has a great deal to do with the condition in which they reach you. We employ extraordinarily careful methods in handling all goods for babies' uses. And we have everything you are likely to need, such as baby foods—nursing bottles—nipples—pacifiers—talcum powders—ointments and all standard internal remedies.  
**A. J. DEMING**  
DRUGGIST  
ST. HELENS, OREGON



**A Community's Interests Center at the Bank**  
You'll find all lines of development leading directly to some banking institution where encouragement and support have been given.  
Here in the vicinity of St. Helens the Columbia County Bank has played its part as 'financial headquarters' to little and big depositors alike—helping bear their burdens as well as share their benefits.  
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President Cashier



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