

PORT OF COLUMBIA COUNTY

What is a Port (of Columbia County)?
 Legally, the Port is two things:
 1st: The district comprising all of Columbia County.
 2nd: The inhabitants of Columbia County are the members of a municipal corporation which has the same name as the district.
 A Port of Columbia County would be a municipal corporation to handle the entire County's problems regarding the development or utilization of its rivers, bays, harbors, and shipping matters generally. It would serve the interests of the whole County and not some one town. If it were organized as a port for some one city, for instance as the Port of Clatskanie, it would serve that one place only.

What is the object of creating a Port of Columbia County?
 To manage in a business like way the many problems that each community must now solve for itself. It means a combination of all communities of the County into one compact, workable organization with much greater prospect of success than single communities could hope to have.

Who manages the business of the Port?
 Five commissioners.

How are the commissioners chosen?
 Elected by the voters of the County at the general election in the same manner as county officials; the first term is through appointment by the Governor.

Are the commissioners paid a salary?
 No, the law forbids that; only their actual expenses paid.

How is money raised for the Port's business?
 A tax may be levied not to exceed one per cent.

How much would this increase my taxes?
 To illustrate: If you now pay on a valuation of \$100 for State and County taxes, it would add \$1 to your taxes, provided the full one per cent. was levied.

How is this tax assessed and collected?
 By the County's Assessor and Tax Collector; no extra official appointed for that purpose.

Is there any other method of raising money for Port business?
 The law provides a method whereby the people of the County can vote on the question of issuance of bonds not to exceed ten per cent; this is in the hands of the people.

Have other Ports been organized in this State?
 Yes, there at least a dozen Port organizations, some comprising entire counties. The Port of Astoria embraces all of Clatsop County.

Was there opposition to creation of such ports?
 Yes, it naturally caused some opposition because not all the people fully understood that benefits would come to them. It takes vision, and we have to anticipate the future.

How do these other counties feel about it now?
 They realize the benefit that resulted and would no more think of going back to the old condition than we would of closing up our good highways.

Are we taking advantage of our opportunities if we do not use our bays, rivers and harbors to their fullest extent?
 Our waterways are big assets. The County has at least a hundred miles of waterfront. There is a port organization on each side of us doing development work, and so far Columbia County has done nothing. Incoming industries will locate where there are ports to take care of them.

Would we be able to get additional appropriations from the United States Government if we organized as a Port?
 That is to be expected, as the County through this business organization would wield some influence. Our County organized for Port purposes could make demands on Congress that would receive some real consideration.

If Congress made appropriations would the Government itself do the development work?
 It could do that, or it could authorize the Port to do the work for it.

If we received appropriations from Congress might that not obviate necessity of taxing Columbia County for Port purposes?
 Yes, it might; at any rate, it would reduce the amount to be raised.

What might we expect in the way of Government appropriations?
 Right now Clatskanie has an appropriation of \$2,000 from the U. S. Government, which amount is inadequate; Rainier needs money for development; and St. Helens could keep the channel from the city to the main channel clear for about \$2,000 per year, according to estimates of Government engineers. Other towns should receive appropriations from Congress as needed; and the Port of Columbia County would be the organization to make the request and to keep after it.

Is there any cut and dried plan as to what the Port would do in Columbia County?
 No; that would be for the five Port commissioners to decide.

Would the Commissioners be chosen from various parts of the County?
 Yes, just as with the County Commissioners; all sections of the county would be represented.

Why not incorporate separate ports, say the Port of Clatskanie?
 If all communities combine into one big body much greater benefit can be expected for the County as a whole than by having separate Ports, serving a small part of the County. The whole County should progress and not some one town in it.

Are the outside timber interests behind this Port proposition?
 Not as a whole. One Portland timber man said he would pay \$500 to defeat it. Some non-resident timber companies merely desire to remove the timber, get out of the County quickly, and pay as little as possible for the support of Columbia County. As a matter of fact, the value of the timber will be increased and the increase of their taxes will offer opportunity for the development of the industries along our water front. This timber has got to go through a port because of Port facilities. The value of the timber actually increases by reason of the fact that large boats can get into the harbors.

Are the non-resident land-owners interested in the Port?
 Not generally; as they don't live here they have no particular pride in seeing Columbia County take a leading position with other important points.

Will the present increase in freight and passenger rates on the railroads have any effect on river traffic?
 Much traffic will certainly be driven to the rivers. The exercise of foresight now will find us prepared to handle the business that offers. All Ports will be sure to have an increase in their activities.

Is there a necessity for a Port at this time?
 Yes, a number of things could be done, for instance, commence to unwind the red tape to get appropriations from Congress. This takes several years, and if we expect to get it in two or three years we should start now. A Port organization is a combination of our resources, our energy, our citizens, to make a more important place for Columbia County in the State; to handle business to better advantage; and to have an organization in readiness to cope with the problems that are sure to arise in our inevitable growth.

If a Port were organized would it mean that taxes would be immediately assessed?
 No. Much time and attention will have to be given to study of Port problems and it will necessarily be a matter of gradual growth, and if we organize now we will forestall necessity of any hasty action.

Why could not Port developments be undertaken by private enterprise?
 Mr. David F. Morrison, an authority on Ports, who has given close study to such problems all over the United States says: "One of the chief reasons is that port activities most efficiently conducted these days are public activities. It will be necessary to anticipate the future in port development, and in such undertaking private enterprise is reluctant to engage. If a bet has to be made on developments to meet future port requirements the municipality or the state has to make that bet as a rule. The history of state and municipal ports has shown almost invariably that it is a safe bet." He further says: "Port development is for the community benefit and the community ought in consequence to control and direct it."

Did the voters from all over the County sign the petition asking for an election to be called for Port purposes?
 Yes, nearly every community in the County was represented on the petition.

Information furnished by St. Helens Chamber of Commerce.

INDUSTRIAL REVIEW

Moster apple crop reduced this year to 50,000 boxes.

Tillamook county cheese production totals \$260 per capita.

Industrial Accident Commission has accumulated \$4,702,457 surplus.

State Labor Federation demands shorter day and no overtime.

Hillsboro—331 acres site bought here for radio station.

Corvallis—O. A. C. to have airplane unit of war department.

Ontario—Lamberson reservoir to water \$6,000 acres to cost \$350,000.

Reedsport lets contract for four additional rooms to high school.

Hood River moving for new courthouse and community house.

Gold Hill—Body of rich gold found in diggings of old sylvanite mines.

Albany—100,000 acres of land to be redeemed by the Central Oregon Irrigation Co.

Granite road extending from Granite to Baker county line completed.

St. Helens—\$13,000 Catholic church to be constructed.

Echo—New dam for Hermiston Light and Power company completed.

Cottage Grove—½ acre Kentucky beans harvested bring one ton.

Corvallis—New concrete stadium under construction, seating capacity of 4,000.

Cottage Grove—New mill being built with 20,000 capacity.

Oregon's population, 783,285, an increase of 16.4 per cent.

Bank deposits average about \$225 for every man, woman, and child in Coos county.

Klamath Falls—Census report shows population of 4,801, an increase of 74 per cent.

Toledo—Toledo Messenger purchased from Geo. Dew by F. H. Thorne.

Benton county state bank to be enlarged.

Statement of the Ownership, Management, Circulation, Etc., Required by the Act of Congress of August 24, 1912, of Mist Publishing Company, published weekly at St. Helens, Oregon, for October 1st, 1920.

State of Oregon, County of Columbia, ss.

Before me, a Notary Public in and for the State and county aforesaid, personally appeared S. C. Morton, who, having been duly sworn according to law, deposes and says that he is the Managing Editor of the St. Helens Mist, and that the following is, to the best of his knowledge and belief, a true statement of the ownership, management, etc., of the aforesaid publication for the date shown in the above caption, required by the Act of August 24, 1912.

1. That the names and addresses of the publisher, editor, managing editor, and business managers are: Publisher, Mist Publishing Co.; Editor and Managing Editor, S. C. Morton; Business Manager, S. C. Morton.

2. That the owners are: T. H. Morton, St. Helens, Oregon, O. D. Heilborn, St. Helens, Oregon, S. C. Morton, St. Helens, Oregon, W. A. Harris, St. Helens, Oregon.

3. That the known bondholders, mortgagees, and other security holders owning or holding 1 per cent or more of the total amount of bonds, mortgages, or other securities are: None.

S. C. MORTON,
 Sworn to and subscribed before me this 6th day of October, 1920.
 E. E. QUICK, Notary Public.
 My commission expires April 13, 1923

REAL ROAD HOG IS HE WHO PARKS ON HIGHWAY

"Next time you see a man changing a tire, or doing anything to his car while he is on the road it is up to you to stop and call him down and get him off the road," says George Chambers, assistant secretary of the Oregon State Automobile association.

"The thing that has caused more accidents than any other in the whole category of motoring troubles is stopping dead in the center of the road and starting to tinker. Sometimes the driver pulls over to one side, but not far enough.

"The careless man usually decides to do his tinkering on the motor, or has to change a tire at night and he never pulls out of the road, and nine times out of ten he has the tail light out and no one without cat eyes can see him before running on to him.

"The first rule of the motorist in trouble should be to get as far off the road as he can. Of course, it is nice to be able to place the jack under the wheel with a hard surface to bear it, but the sides of most of our roads are plenty hard enough to bear the weight of the car on the jack with out making the jack sink into the dirt.

"Then next, keep the passengers out of the road. In most cases the man who is doing the work has an interested group around him, most of them standing anywhere they can in the road and in the path of oncoming vehicles.

"It is simple to pull off to the side of the road and then start tinkering. If you think the car needs tinkering and most of them don't.

"On a trip that an experienced motorist made this year a real road hog was discovered, one of those men who stay in the middle of the road and stop now and then to fill the radiator and line up about ten cars behind them.

"This man had an old car, loaded to the guards with every kind of amping material. The load stuck out a foot on each running board, and the tongue was loaded until the fenders just missed the tires.

"First he stopped to take photographs while five cars waited his pleasure. He stopped at least ten times to fill his radiator. He would stop right in the middle of the road and no one could pass him.

Catarrahal Deafness Cannot Be Cured
 by local applications as they cannot reach the diseased portion of the ear. There is only one way to cure Catarrahal Deafness, and that is by a constitutional remedy. HALL'S CATARRH MEDICINE acts through the blood on the mucous surfaces of the System. Catarrahal Deafness is caused by an inflamed condition of the mucous lining of the Eustachian Tube. When this tube is inflamed you have a rumbling sound or imperfect hearing, and when it is entirely closed, Deafness is the result. Unless the inflammation can be removed and this tube restored to its normal condition, hearing may be destroyed forever. Many cases of Deafness are caused by Catarrh, which is an inflamed condition of the mucous surfaces.

ONE HUNDRED DOLLARS for any case of Catarrahal Deafness that cannot be cured by HALL'S CATARRH MEDICINE.

All Druggists Sell. Circulars free. F. J. Cheney & Co., Toledo, Ohio.

Ground Gripper Shoes

Can be ordered by mail for the whole family. The best cut and best shoe made today.

A Real Corrective Shoe.

GROUND GRIPPER SHOE

2814 Wash. Street, Portland, Oregon
 756 St. Helens Ave., Tacoma, Washington

"Just Between You and Me" says the Good Judge



Here's genuine chewing satisfaction for you, hooked up with real economy. A small chew of this class of tobacco lasts much longer than a big chew of the ordinary kind—that's because the full, rich, real tobacco taste lasts so long. Any man who uses the Real Tobacco Chew will tell you that.

Put up in two styles

W-B CUT is a long fine-cut tobacco
 RIGHT CUT is a short-cut tobacco

Sturdy BUSINESS SUITS



of the most extreme in style for the young fellow, coupled with that serviceable wearing quality make us clothes leaders among men who care. Guaranteed satisfactory or your money back. Drop in and look over our fall selections over.

E. M. HELON
 The Store of Quality

No Change in Auto Prices

We have received the following telegram from the Chevrolet Motor Company.

"WE HAVE NO INTENTION OF CHANGING THE LIST PRICES ESTABLISHED FOR THE SEASON OF NINETEEN TWENTY ONE BUT IN THE EVENT OF ANY UNEXPECTED REDUCTION IN LABOR AND MATERIAL AFFECTING THE COST AND JUSTIFYING A LOWERING OF THE LIST PRICES OF CHEVROLET CARS PRIOR TO MAY FIRST NINETEEN HUNDRED TWENTY ONE WE WILL REFUND TO EVERY PURCHASER DURING THAT PERIOD THE AMOUNT OF SUCH REDUCTION."

We have received similar telegrams from the Oakland Company and the Dort Company.

You are fully protected in buying these cars, as to a price decline and you are protected as to service. Place your order now.

Copeland Auto Co.
 Authorized Willard Battery Service—Vulcanizing and Tire Retreading—Accessories and Oils—Expert Repair Work.

WHAT you lose thru baking failure must be added to baking costs—it has to be paid for.

Calumet Baking Powder will save you all of that. Because when you use it—there are no failures—no losses. Every baking is sweet and palatable—and stays moist, tender and delicious to the last tasty bite.

That's a big saving—but that isn't all. You save when you buy Calumet and you save when you use it.



Pure in the can - Pure in the baking

CALUMET BAKING POWDER
 "BEST BY TEST"

It is reasonable in cost and possesses more than the ordinary leavening strength. You pay less and use less. You get the most in purity, dependability and wholesomeness.

In every way — it is the best way to keep down baking costs. That's what has made it the world's biggest selling baking powder — has kept it the favorite of millions of housewives for more than thirty years.

Found can of Calumet contains full 16 oz. Some baking powders come in 12 oz. instead of 16 oz. cans. Be sure you get a pound when you want it.

Wilson's 2nd-Hand Store
 HOULTON, ORE.

We buy, sell and exchange all kinds of second hand goods. We will buy anything and pay the highest market price. See us.

PHONE 52-J