

# OREGON MIST.

ISSUED EVERY FRIDAY MORNING  
—BY—  
BEEGLE & DAVIS.

OFFICIAL COUNTY PAPER.

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COLUMBIA COUNTY DIRECTORY.

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Society Notices.

MASONIC.—St. Helens Lodge, No. 32—Regular communications first and third Saturday in each month at 7:30 p. m. at Masonic hall. Visiting members in good standing invited to attend.

MASONIC.—Rainier Lodge, No. 34—Stated meetings Saturday on or before each full moon at 7:30 p. m. at Masonic hall, over Blanchard's store. Visiting members in good standing invited to attend.

ODD FELLOWS.—St. Helens Lodge No. 117—Meets every Saturday night at 7:30. Transient brethren in good standing cordially invited to attend.

KNIGHTS OF PYTHIAS.—Ayon Lodge No. 62, meets every Tuesday evening at 8 o'clock, in Odd Fellows hall, St. Helens, Oregon. Transient brethren invited to attend.

KNIGHTS OF PYTHIAS.—Rainier Lodge No. 38, meets every Saturday evening at 7:30 o'clock, in their hall, over their store. Transient brethren cordially invited to attend.

ST. HELENS, OREGON, SEPT. 7.

WHEN the devil is in a man it will, sooner or later, come to the surface, and when it does appear eye-glasses are not required to make the discovery.

"ONE of the lessons of the new tariff bill is that the democratic party is sadly in need of a statesman who knows something about punctation."

—Globe Democrat. The democratic party will be sufficiently punctuated in the fall elections, brother.

WITHIN the United States there are 177,000 miles of railroad now in operation, aggregating a valuation of from nine to twelve billions of dollars. Of this entire mileage probably not more than 5 per cent. was aided in construction by subsidies in the shape of land grants. Will somebody please tell us how a free government is to acquire control of these roads when it has not available funds to meet its current expenses?

The new treaty between the United States and China seems eminently fair to each nation. The gist of the whole thing is that there can be no immigration to America for ten years and that those already here will be protected if they register. To make the obligations equal Americans must register in China, and each nation must permit the other's tourists to pass through the land. China wants her people to stay at home.

The people along the line of the proposed railroad between St. Helens and the Nehalem valley should consider well the advantages such an outlet would be to them, never losing sight of the fact that without such a road they can never reap the just reward of their labor. Their products can reach market in no other way. If the road is not built, the vast amount of timber which would yield a good sum must, in clearing the land for cultivation, be destroyed instead of finding a cash market and turning hundreds of dollars into the settlers' pockets. These facts should not be lost sight of by progressive people.

The action of the farmers of Deer Island in starting a movement on foot to establish a creamery at that place is commendable, and should by all means succeed. As the years roll by our farmers are becoming more and more metropolitan in their ideas of wealth-gaining. A few years ago it was not thought possible for anybody to engage in the manufacture of any article except a great corporation with a large capital. But the scene is changed, and now by a little co-operation (laying selfishness aside always) it is possible to succeed in the most important enterprises without a great amount of capital. The only thing required is unanimity of sentiment and honesty of purpose. Any movement will succeed under such conditions.

It is quite fit that John P. Jones, one of the senators from the exhausted silver lode of that desert solitude which stands on the map merely as a geometrical figure labeled "Nevada," should announce his adhesion to the populist party. The condition of Nevada typifies populism perfectly. It symbolizes inaction, poverty and decay. There is no business in Nevada, never will be any. Nevada, consequently, is the proper home for populism. Jones, however, who has a good deal of sense, never would profess populism anywhere else than in Nevada. He knows that if he is to keep his seat in the senate he must get into harmony with his environment, and he can put off the announcement no longer without risk. Nevada is by far the fittest place for the permanent seat of populism in the United States—Oregonian.

ABOUT the first thing to be done in the Nehalem road matter should be to make a preliminary survey for the purpose of a basis upon which to make estimates. In this connection the ground should be looked over along the several small streams and divides, that the lowest possible grade may be had consistent with distance, to reach the desired point. We believe the question as to whether the people want to go around by Buxton to Oregon City or across the low mountain pass to St. Helens, has been definitely settled in favor of the latter; in fact, from the start, very few looked with any degree of favor upon the former route, except that any road would be better than none at all. If the people have their minds made up which way they want to go, let the good work go on; if they have not yet determined, it will be in order to wait further action until such conclusion is reached.

WHILE a great deal may be said against subsidies, and while it is true a great many subsidies have been unwisely given, yet there are times when subsidies build up a country either directly or indirectly. The land along the line of the proposed Nehalem valley road in its dormant state today is worth perhaps \$2.50 per acre and the timber it is covered with is, under present conditions absolutely valueless; but with a railroad passing through or near it every acre would be worth at least \$30 and upwards; hence every land owner along the route could well afford to contribute one half his land to have the road built. We do not contend that it is necessary for them to give this amount, but in order to secure the road it is absolutely necessary for them to give liberally, otherwise the road will not be built.

It matters not what enterprise is started on foot in St. Helens there is always a lot of people who sit back and whine "it can't be done." We do not pretend to say the Nehalem road will be built, but we do venture the assertion that it will be built if the people along the proposed route fully realize the great benefit to be derived.

**Very Low Water.**  
It is authoritatively stated that there is very shallow water in some of the channels in the Willamette this side of Portland. Portland pilots, it has been claimed by the Oregonian, have been taking soundings a week or ten days ago, but for some reason their "reports" have not been made known down here. There are at least a half dozen places where the water is below 21 feet, and it is to be remembered that at the present time the water is five feet above zero, or natural depth, and when it falls to "low" there will be but sixteen feet. It is reported there is little over twenty feet just below Walker's Island. This being the case, deep water vessels will have a hard time getting to the port of Portland this season.—Astoria Budget.

**The Oldest Man.**  
OREGON CITY, Aug. 31.—Charles Mooney, 107 years, died here this afternoon at 2 o'clock of old age. He has been bedfast for more than two years. During the past six weeks he has gradually failed, and his pulse ceased to beat this afternoon. The funeral will be held at the Catholic church in this city Sunday at 2 o'clock. He was born in Ireland January 1, 1787. He married there, came to Indiana and from that state to Oregon City in 1853. His wife died about 30 years ago. For the past 15 years the old man has been too feeble to do any kind of work, and has made his home with his daughter, Mrs. Elizabeth Summers. For some years he has been known as the oldest man in Oregon.

**A Brakebeam Passenger.**  
GRANT'S PASS, Or., Sept. 3.—George Neuman, a tramp, hailing from San Francisco, and claiming to have been for a long time a hotel waiter there, in attempting to board a breakbeam at Glendale, a station 34 miles north of this city, this morning, missed his footing and went under the wheels. Both his legs were cut off near the knee, and he was otherwise injured. He was picked up and brought to this city, and though fearfully shocked, remained conscious until 7:30 o'clock this evening when he died. He has a brother in Santa Rosa and another in San Louis Obispo, California.

**Never Told a Lie.**  
W. F. D. Jones, of the Tillamook Headlight, never told a lie in his life. He holds trumps over G. Wash as a truthfulness. His paper says a man down at Tillamook has a pair of salmon trotters, which he puts in harness, hitches them to a fish boat and drives them all over the bay. And that is no lie.

**MAYGER.**  
Times around this burg are very dull. The Mayer Company are not selling much wood and almost all the wood cutters are going elsewhere to find employment. If a new channel cannot be opened in front of the wharf, Maygers is a thing of the past.

Our carpenter, A. Croker, has gone to Stella to build Lawson's new wood flume. C. Davidson and G. Wagner have gone to cutting wood for Struckmeyer at the same place.

Harry Henderson is not looking as fat as he used to. I think he has more family cares now, and evidently ought to have help.

Johnson Bro's mill is ready to run again. They turn out good lumber and sell it reasonable.

## RAILROAD MEETING.

Held at the Court House Wednesday Evening.

The adjourned railroad meeting was held at the court house Wednesday evening for the purpose of hearing the report of the committee who attended the meeting at Vernonia last Saturday. Delegates Harris and Scott explained what took place at the meeting, stating that at that meeting a committee had been appointed to solicit subsidy on the Tualatin plains route, consisting of R. U. McNutt, S. B. Rose, Sidney Dell, Martin Manning, B. Killin and R. W. McNutt. On the St. Helens route the committee stands: L. W. Vanduyke, C. Keasey, R. Sessemann, and those to be appointed at St. Helens, E. O. Darling and some others whose names we did not learn are on a committee from Pittsburg to assist in the work. At this juncture and after considerable discussion upon the matter the following resolutions were adopted:

RESOLVED, That a steam motor line to run from St. Helens on the Columbia river by way of and up Milton creek to the head waters of Oak Ranch creek, thence down Oak Ranch creek to the Nehalem river, thence up the Nehalem river to Vernonia, all in Columbia county, would be a paying investment for the people of said county. When completed the said proposed line would be only 30 miles in length and on a 1 per cent grade, passing across or in close proximity to large beds or deposits of coal, iron ore, salt deposits and large bodies of cedar and yellow fir timber, which would furnish immense quantities of shingles, cordwood, lumber, telegraph and electric poles of cedar. The said route would also pass through a rich and fertile inhabited country, which produces timber and minerals, fruit, hops and general farm produce; abounding also in fine water powers for mills and factories. This route would tap the Nehalem valley near its center in Columbia county and be tributary to both the Upper and Lower Nehalem valley.

RESOLVED, That Columbia county and its people are the first to be considered and their interests are mutual; that the benefits to accrue and to be obtained lie in connection with deep water transportation, so as to obtain the benefits of more than one market, and this can best be attained by reaching deep water on the Columbia river at or near the City of St. Helens. This route would offer water and railroad transportation to all parts of the United States and the world. Connection could be had with the Northern Pacific line and cars transported to all parts of the United States and Canada without breaking bulk.

RESOLVED, That it is the sense of this meeting that a committee of reliable citizens and residents of this county be appointed to solicit land subsidies and options on all timber within five miles of the line of the road, said option to timber to be made at a reasonable rate of stumpage, and that this committee be authorized to call a meeting of those who have subscribed when it deems proper for the purpose of selecting from said subscribers another committee or board of trustees to take and handle said subsidies and devise such ways and means of securing the building and equipment of said road as may be for the best interests of all concerned.

RESOLVED, That we, the citizens of St. Helens and adjoining vicinity of the proposed route hereby endorse the building and maintaining of a railroad to the Nehalem valley, and hereby pledge our hearty support and co-operation with the people of the Nehalem valley for the success of said enterprise.

The meeting then appointed the following committee to act in conjunction with the committee of three appointed at Vernonia to solicit subsidy on the St. Helens route: E. E. Quick, James Muckle and W. H. Dolman. After considerable discussion as to plans of procedure the following resolution was offered and adopted:

RESOLVED, That the committee appointed at this meeting to solicit subsidies for a line of railroad from St. Helens to the Nehalem valley, proceed to canvass settlers and property owners on that line; that in their canvass they have power to make contracts for certain amounts to be given by land-owners, setting forth the amount each is willing to subscribe on condition that the road is built; that upon the completion of their duties they shall call a public meeting and report the measure of success attending their efforts.

The committee appointed at St. Helens will prepare a plan within a few days and present the same to the committee of the whole for their consideration with a view to adopting a plan upon which all can agree and unite their efforts for successful termination. But whatever plan adopted it must have the Columbia river for its terminus.

## CROP AND WEATHER BULLETIN

For the Week Ending Monday, September 8, 1894.

### WESTERN OREGON.

WEATHER: The weather was remarkably warm through the first portion of the week, exceeding 100 degrees in some sections. The week terminated cool, but the average was three degrees cooler than the normal. The rainfall was excessive; quite heavy showers occurring on the night of the first, general, in all sections, and on the 2nd in the northwestern sections. Dense smoke from forest fires has disappeared since the rain.

CROPS: Hop-picking and preparations for curing the product are receiving the attention of growers. Picking begun in Josephine county on the 1st, and in some sections of the Willamette valley on the 3d. By the 10th picking will become general. There are many favorable comments on the crop, which is said to be unusually clean, and free from lice. In Coles valley, Douglas county, the crop is said to be exceptionally good. Hop-picking will commence at Dayton, Yamhill county, on the 4th, and a good average is anticipated. Clatskanie county is complaining of lice in the yards. Showers occurred on the 1st and 2nd which delayed picking several days. The showers were beneficial to root crops and grass. The potato crop has suffered much from the drought so that the yield will be light. The showers were not beneficial to the potato crop. Had they come about ten days previous good results would have followed. Harvest is over, and the grain crop has been threshed or secured against the influence of the weather. The grain crop, with but few exceptions, fell short of an average. The crop approached nearer an average in Washington and Yamhill counties than in other sections. It is the opinion of many correspondents that shallow farming has resulted in reduc-

the yield, while others attribute it to rust or to the aphid fly. Correspondents in the south complain of apples being wormy. Prune-drying will commence in Douglas county on the 10th. There is a fair grape crop, which is beginning to ripen. Apples are scarce and prices are high. Owing to dry pasture stock is feeding on leaves in some sections.

WEATHER: Nearly normal conditions prevailed; the temperature was slightly warmer than the normal and the precipitation was an average, except excessive in the Walla Walla valley from quite heavy showers which occurred on Sunday. The sunshine was about an average.

CROPS: Harvest is about over in the Walla Walla valley but continues in many other sections. Our correspondent at Boyd, Wasco county, states that harvest is in full blast and that there is not enough machinery in the country to take care of the crop. Some farmers have secured their grain crops, while others have scarcely begun. The yield of all kinds of grain has been very satisfactory; the berry is also plump except in exceptional cases.

## SCHOOL APPORTIONMENT.

The Several Districts Are Entitled to the Following Amounts.

1. D. W. Price, clerk.....	\$ 65 85
2. C. H. Newell.....	18 86
3. Charles English.....	35 35
4. James Hudson.....	34 10
5. Frank Merrill.....	117 46
6. W. H. Mosgrove.....	22 90
7. William Holt.....	71 02
7 1/2. M. McFarlane.....	8 00
8. Frank Van.....	17 20
9 1/2. A. D. Holaday.....	70 65
10. James Wallace.....	42 02
11. E. McVey.....	33 87
12. Charles Mellinger.....	15 30
13. W. M. Perry.....	95 50
14. F. S. Denlow.....	36 30
15. James Barr.....	39 15
16. P. A. Brant.....	47 75
17. S. A. Wilkinson.....	22 90
18. Casper Libel.....	30 55
19. Joseph Hackenburg.....	24 85
20. Henry Woodham.....	35 35
21. W. D. Case.....	14 35
22. N. D. Peterson.....	31 51
23. H. Henderson.....	40 10
24. F. J. Peterson.....	14 35
25. George Hayes.....	78 31
26. Dan Rice.....	18 15
27. E. B. Sanders.....	30 55
28. Chris Robinson.....	50 01
29. John McAdam.....	22 90
30. Frank Brown.....	34 37
31. D. J. Parsons.....	53 50
32. J. M. Fowler.....	22 90
33. W. H. Kyser.....	24 85
34. N. Finckley.....	20 00
35. O. Waisener.....	41 00
36. F. W. Makister.....	31 52
37. H. C. Brown.....	47 71
38. B. W. Lowman.....	32 46
39. J. B. Grafrey.....	14 35
40. Chris Johnson.....	14 35
41. J. D. O. Person.....	21 30
42. S. R. Cook.....	21 97
43. A. Quigley.....	21 01
44. A. Marchion.....	11 46
45. E. J. Mills.....	51 02
46. George Merrill.....	16 25
47. Gus Faber.....	12 41
48. M. S. Shearer.....	14 35
49. Ira Brown.....	14 35
50. C. F. Knowles.....	41 06
51. R. W. Kirkwood.....	8 60
52. H. Henry Kibbey.....	15 30
Total.....	\$1800 94
Number of pupils.....	1983
Amount.....	\$1800 94
Rate.....	90 5
District No. 2 rebate.....	\$80 50
.....	12 70

I hereby certify that the above is a correct copy of the apportionment of state school funds for Columbia county, Oregon, made this 30th day of August, 1894.  
J. G. WATTS,  
County School Superintendent.

## DEED.

THORNTON—At Rainier, Oregon, September 3d, 1894, Bertha Lillian, infant daughter of Frank C. and Minnie L. Thornton, aged four months and fourteen days.

Administrators Notice.  
Notice is hereby given that I, the undersigned, have been duly appointed by the honorable county court of Columbia county, Oregon, administrator of the estate of Merritt Pomeroy, deceased, and that all persons having claims against said estate are required to present them with the proper vouchers, within six months from the date hereof to me at St. Helens, Columbia county, Oregon, care of W. H. Dolman, Dated at St. Helens, Oregon, this 6th day of September, 1894.  
EDMOND C. GILTNER,  
Administrator of the estate of Merritt Pomeroy, deceased.

E. B. QUICK, Commissioner of Deeds for Washington

COLE & QUICK, St. Helens, Oregon

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—OF—

Title Abstracts"

—FOR—

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Leave St. Helens.....6:30 A. M.

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Leave Portland.....3:30 P. M.

Arrive at St. Helens.....6:00 "

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Also best Brands Domestic and Key West Cigars.

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St. Helens Exchange

St. Helens, Oregon

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