

OREGON MIST

Entered at the Postoffice at St. Helens, Oregon, as second-class mail matter.

ISSUED EVERY FRIDAY BY
E. H. FLAGG,
EDITOR AND PROPRIETOR.

SUBSCRIPTION RATES

One year.....\$1.50
Six months......75

Advertising rates made known on application. Legal notices 25 cents per line.

JULY 19.

MOVING PORTLAND

If Portland is to be moved, why should it not be moved to St. Helens? Of course Astoria wants it, but we have a prior right. Old folks tell us it used to be here, but that certain real estate men burned it up (or down) one night, and it has never been here since. Portland is going to be a big city. Why should it not be located where building material is convenient. Our quarries are supplying paving stones for Portland's street and building stones for some of its finest edifices. If these buildings were constructed here there would be an immense saving. Then we are nearly thirty miles nearer to the sea, and everyone knows that is an immense advantage—though Astoria is seventy miles inland and Flushing is at the mouth of the Scheldt. Of course Astoria has the advantage of us in this particular, as it is right at the jumping off place, and if the metropolitans had any sense they would have moved to Astoria long ago. But perhaps we can effect a compromise. Rainier is about half way between the two towns. It has several sawmills and a soap factory. It is high but not "dry." It threatens to be a larger town than Astoria and is today a greater lumber port. Let us compromise and have Portland moved to Rainier.

There is a rumor that Christopher Schnebel, of Oregon City, is to succeed W. C. Bristol as United States District Attorney, and that W. R. Ellis, congressman from this district is to be appointed United States District Judge, for the new district in Eastern Oregon. As Schnebel is U'Ren's law partner it is supposed U'Ren will not be a candidate for United States Senator, thus removing one of C. W. Fulton's strongest competitors. The appointment of Ellis is supposed to leave the field clear for H. M. Calkins' candidacy for Congress. The politicians propose, but it may be, under the direct primary system, the people will dispose.

The polite Japanese admiral at Washington is sure there will never be a war between such good friends as the United States and Japan. But at the other end of the line a Japanese admiral is proclaiming that Uncle Sam's naval officers are a lot of dress parade dudes who would desert their ship in case of war, and Japanese have been detected making maps of our fortifications. If war comes we may expect the Japs to open fire upon some of our coast cities, as they did upon Port Arthur, without waiting to declare war.

With the quarry running full blast, employing 150 men, if we only had a factory or mill running at the old site St. Helens would again be a live and prosperous community.

Are you raising something for Columbia County's exhibit at the State Fair? Let every citizen do his part and Mr. Fullerton will bring the first prize back to Columbia County.

If there is a government dry dock built on the Columbia River it will probably be located somewhere in Columbia County.

Mr. Fairbanks not only has long legs but he has also a long head. It appears that he once bought up a bankrupt railroad and put it up to its feet and made money out of it. That's much better than wrecking a road and making money out of the wreckage. It is just possible that some of those who wrecked the road are responsible for the vicious attack now being made upon the Vice President.

This is the time of year when country newspapers look like barns without any hay in them. The advertiser and his customers are having an outing at the seacoast or the mountains.

Now comes the story that the Japs are to invade the United States by way of Mexico. It's all the same to Uncle Sam. With the proverbial hospitality he will "welcome the coming and speed the parting guests" and their stay upon American soil, while it will be very brief, will be filled with incidents sufficiently interesting.

At last San Francisco has had a happy thought. It asks the federal court to do its duty under the treaty with Japan.

The editor of the Tokio Nichi Nichi is as conservative on the American question that he will not even double lead his war editorials.

Mr. Rockefeller is not one of the rich. His activity in dodging subpoenas is at least equal to that of an arduous occupant.

Japan will not buy all American goods unless it permits to buy in a cheaper and generally less advantageous market.

Wall Street has become more liberal.

FORTIFYING THE PHILIPPINES.

A dispatch to the Tribune from Washington says: There is to be no delay on the part of the War Department in utilizing the appropriations made at the last session of Congress for fortifying the American dependencies in the Pacific Ocean. In order that the keys to these possessions may be put in condition for defense as rapidly as possible the department is arranging for the transportation of ordnance material purchased for American coasts to Hawaii and the Philippines and will replace it at once with funds which became available on July 1. The appropriations include \$200,000 for the construction of seacoast batteries in the Hawaiian Islands and \$500,000 for the same purpose in the Philippines. For accessories \$130,000 was granted and for the construction of mining casemates, etc., necessary for the operation of submarine mines \$200,000 was authorized. For the purpose of sub-marine mines and the necessary appliances to operate them, an appropriation of \$205,409 was made.

It is understood that orders have been issued to the transport Crook to make a special trip to Honolulu and Manila. The transport will carry mines for Pearl Harbor in Hawaii and Olongapo in Subig Bay, the two points which would have to be defended in the event of war.

A NEW INHERITANCE TAX LAW.

Among recent notable state legislation is the direct inheritance tax law that is now on the statute books of Massachusetts, a state that has given the subject long and careful study. The law is supplementary to the one taxing collateral inheritances only. Ten years ago a tax commission recommended a direct inheritance tax of 5 per cent with certain exemptions. The Massachusetts legislature that has just adjourned practically accepted the report of a committee in favor of a graduated tax on direct inheritances. Collateral inheritances, above \$1000, except bequests to charitable, religious or educational institutions, will continue to pay 5 per cent. Direct inheritances by parents or children, with exemption for \$10,000 or less will pay from 1 to 5 per cent, graduated according to amount. Inheritance by brother, sister, nephew or niece, with \$1000 exemption, will pay a tax from 3 to 5 per cent, the last named rate for an amount exceeding \$100,000.

This new Massachusetts law, it is estimated, will add \$1,500,000 to the revenue of the state in addition to \$600,000 from the collateral inheritance tax, and will relieve taxpayers of one half the sum now collected as a general state tax. Both real and personal property will be subject to these inheritance taxes. In his recent Jamestown address President Roosevelt made inheritance taxation one of his leading topics. Massachusetts has covered the subject by its statutes and on the whole, has acted conservatively. Under prolonged discussion liberal exemptions were decided on and in no case is the tax on inheritance under \$100,000 and over \$50,000 more than 3 or 4 per cent, the graduated scale for smaller amounts being much less.

REGULATION THAT WOULD REGULATE.

Mexico has been regulating and controlling railroads for years upon a scale so much better than the present attempt in this country that our rate law looks like a Chinese imitation of occidental methods. In fact the United States is 25 years behind the times in everything pertaining to steel highways except how to manipulate them to rob the people.

Regulation has been far better enforced in Mexico than it will ever be in this country, and yet it did not fill the bill there. The progressive government has gone a step further and has checked the schemes of Wall street by buying a controlling interest in the principal trunk line.

That sounds like a proper solution of the railroad question. The United States treasury is groaning under the accumulated surplus of receipts over expenditures and the officials are at their wit's end for a way to send the money back among the people where it belongs. The present method is to distribute it out among pet banks, the major portion in the Standard Oil and Morgan banks in New York city where it is loaned to Wall street gamblers.

During the year ending June 30, over \$600,000,000 was received by Uncle Sam in excess of all the lavish appropriations of congress.

That \$600,000,000, together with the hundreds of other millions of surplus and unnecessary reserve, are enough to buy the controlling interest in the stock of the Pennsylvania and subsidiary railroads, the gigantic system is the key of the railroad, coal and iron conditions in the United States.

That would be the best regulation act ever put into effect by United States government.—Enterprise.

Four hundred years ago this re-lived in France one Renaud Pailley, famous in history as the "Potter of the Tailor's," who in addition to the manufacture of excellent pottery, was a noted philosopher and writer. Many of his writings deal with the woods and forests, and in one of his books he sagely observes: "For when the forests shall be cut, all animals shall cease, and they who practice them shall be driven out to eat grass with Nebuchadnezzar and the beasts of the field. I have divers times thought to set down in writing the artists that shall perish when there is no more wood, but when I had written a great number, I did perceive that there could be no end of my writing, and have diligently considered, I found there was not any which could be followed without wood." The same is true today.

The Oregonian's "special" from

OUR PORTLAND LETTER

Visit of Secretary Garfield of Great Importance to the State.

(Special Correspondence)

PORTLAND, Oregon, July 18th, 1907.—The banquet tendered to the Hon. Jas. R. Garfield, Secretary of the Interior, at the Portland Commercial Club Saturday evening, was a most representative affair. Judge George H. Williams presided as toast-master, and talks on behalf of Portland and Oregon were made by Gov. Chamberlain, Senator Fulton, State Senator Haines, of Forest Grove, Judge Lowell of Pendleton, and others, while Secretary Garfield, Commissioner Ballinger of the General Land Office, F. H. Newell and Director of the Reclamation Service, and others responded on behalf of the visitors. The trip of these high officials of the Interior Department at this time is of especial importance to Oregon, as shown by many prominent people from all over the state who attended the banquet.

The successful organization of the Portland Country Club & Live Stock Association is assured. Nearly \$100,000 of the \$150,000 capital stock of the corporation has been subscribed. One of the crying needs of Oregon has been a permanent live stock association and the stock is being rapidly taken up.

All Oregonians will be gratified to learn of the organization of the Portland Rose Festival Association, assuring an annual rose show, and the wide publicity to be given future events will be of great benefit to the State generally.

A large and representative delegation leaves today to attend the banquet to Vice President Fairbanks at Seaside, given under the auspices of the Astoria Chamber of Commerce. The party will act as an escort to the Vice President on his return to this city.

In six weeks more the colonist rates to Oregon will be in effect again, continuing for sixty days. In order to get the full benefit of them, every commercial organization should get busy with their correspondence with prospective settlers. During this vacation period the boys and girls have the time to write their friends "back East" and tell them about the Oregon country. As an illustration of what can be accomplished by this means, the school children of a single district in one of our coast counties doubled the school population of that district merely through correspondence, necessitating the construction of an additional school building.

A city can prosper only as the country which supports it prospers. The wonderful prosperity of Oregon is reflected in the building record of Portland for the six months ending June 30th. This city led the 34 principal cities of the country in the percentage of increase in building over the same period of last year, with a gain of 78 per cent.

HOW THE NATIONAL FORESTS SERVE THE PUBLIC

"The use of the National Forests," a publication just printed by the Department of Agriculture, is a brief, clear manual for public information as to the forest policy of the National Government.

It is too true, as the short preface to the public says, "that many people do not know what National Forests are. Others may have heard much about them, but have no idea of their true purpose and use." It is the object of this publication to explain just what the National Forests mean, what they are for, and how to use them.

In the first place, it is explained how the Forests are created and how their boundaries are drawn. Next, their direct use and value are shown from the point of view of the home seeker, the prospector and miner, the user of timber, the user of the range, the user of water, and other users of Forest resources. Third, it is shown how the Forests are intended for use, for the production of usable products, and for the establishment and maintenance of homes; how on all of them the timber is protected from fire, the water flow is kept steady, the forage on the range is increased and guarded from abuse; in and how, in addition, they serve as great public playgrounds and as breeding places and refuges for game. Finally the management of the National Forests is described.

Here it is that the great usefulness of the Forests is brought out most clearly and strikingly: for the Forests are managed by the people in their own interests, and every means is used to meet the desires and wants of all Forest users half way by dealing with them in the main directly on the ground and in all cases with the utmost practicable dispatch and freedom from red tape.

In a word, the special interest of this manual lies in its showing that the Forest policy of the Government, both in principle and in practice, is for the benefit of the ordinary man, for the benefit of every citizen equally. There is still a tendency to "hink of the National Forests as 'preserves' closed to use, and leave the public lands exposed to unregulated individual exploitations. Where the men's apprehensions still prevail 'The Use of the National Forests' will go far to correct them.

The book is written by Mr. Frederick E. Olmsted, whose intimate knowledge of conditions in the West and the policy under which the National Forests are managed especially fit him to deal with the subject.

Even the Ammanche de Gotha has a joke tucked away in its staminate pages. It says the Russian Government is a constitutional monarchy under an autocratic czar.

According to Dr. Long's view of the nature subject, Theodore Roosevelt would not make a better

INSTRUCTIONS TO SHIPPERS.

TO THE EDITOR:—Will you kindly call the attention of your readers—especially shippers of freight in carload lots—to the new rules governing applications for cars which became effective July 1st. A copy is enclosed herewith.

We believe these will be very satisfactory in practical operation, as the shipper will be able to determine for himself whether he is being accorded fair treatment, and the railroads can fill orders more systematically than at present.

Shippers are advised to make their application for cars in writing, and to specify in their orders the items lettered "a" to "i" inclusive in paragraph 1 of the regulations. This will enable a complete record to be kept, which will show at all times the actual condition as to cars ordered and supplied, applications unfiled, and will disclose the presence or absence of discriminations in filling shippers' requisitions. The records are to be public. Any shipper will be entitled to inspect the records at his station or the dispatcher's office at any time during business hours. If the record is not kept at any station, or if access is denied to any bona fide shipper, this commission will undertake to see the practice corrected if the facts are reported to it at Salem, OREGON.

RULES GOVERNING RECORD OF APPLICATION FOR CARS, ETC.

1. At each station on any railroad in this state where an agent is maintained, and where fruit is maintained and delivered, there shall be kept and preserved a register or record of all applications for cars by shippers, and said record or register shall give substantially the following information, to-wit:

- (a) Name and address of the applicant for cars.
- (b) Number of cars applied for.
- (c) When cars will be required.
- (d) Kind and size.
- (e) Kind of freight to be shipped.
- (f) Destination of freight.
- (g) Date cars are furnished and set for loading.
- (h) Number furnished.
- (i) Kind and size.
- (j) Initials and numbers of cars furnished.

All applications for cars made at any such station shall be immediately and correctly recorded in such register or record in chronological order of application. Such record shall be kept in a suitably bound book, and be subject to the inspection of any bona fide shipper during the business hours.

2. A record of car distribution shall be kept at the office of each chief dispatcher of all the railroads doing business in this State, subject to the inspection of any bona fide shipper during business hours. This record shall be made up from daily reports of all station agents on such division, and shall contain the information set forth in the preceding rules. It shall be so kept as to show the shipments of principal commodities. The names of all persons ordering on such division shall appear in alphabetical order and must show cars loaded for foreign roads, whether on company cars or foreign cars.

RAILROAD COMMISSION OF OREGON.
THOS. K. CAMPBELL, Commissioner.

Harriman's "Boys' Club."

It has often been said that no man is so bad but that some good quality may be found in him if you look for it in the right way. So it seems that even E. H. Harriman, than whom no person has been more roundly abused in recent times, is not without his redeeming features. One of these is said to be his remembrance that he was once a boy and he knows how to sympathize with boys.

Besides being president of the Union Pacific and Southern Pacific railways, Mr. Harriman is also President of a "Boys' club" in New York, said to be the largest club in the world and one of the most unique organizations of a social kind. Mention is made of it by W. E. Curtis, the noted newspaper correspondent, in one of his recent letters, and of how Mr. Harriman came to be interested in it. The Boys' club is 32 years old and has a membership of 10,000, the youngest member being 7 years old, while the average of all belonging to it is about 16 years.

The purpose of the club is "to provide the boys of this part of New York with healthy recreation of a character that will make them prefer the club to the streets and saloons, and its origin was due to a few young men who hired a room 32 years ago for them to play in. No religious work is attempted."

When Mr. Harriman began to take an interest in the club he showed the same earnestness that has characterized his operations in the railway world, only in this case it is more to be commended. He built a clubhouse at a cost of \$200,000 and presented it to the corporation with the land on which it stands. He has frequently helped the club generously when in financial difficulties. The Club is spoken of in New York as "Harriman's fad."

It is a fact that shows the better side of the man. Scheming, ambitious and unscrupulous as a stock manipulator he may be, but when he gives of his time and money for the benefit of the boys he is entitled to a measure of praise as an offset to the broadside of condemnation that are launched against him. The club, however, is not a charity. Its members pay a nominal fee and a small charge for what they get in the club—just enough to enable them to retain self-respect. The main expenses are provided for by Mr. Harriman and a few other wealthy patrons. In its operations the club is said to be developing a fine sense of manhood among the boys.

For the first time in its history Ma-

50 Cents a Week Buys It



This high-class machine is made for us in carload lots by a manufacturer not in the SEWING MACHINE TRUST. This is the Anti-Trust Sewing Machine. We employ no agents; we go to the people direct, therefore have no big commissions to add to its cost to the consumer.

\$60 Machine for \$25

We send this machine to your nearest station with freight prepaid for \$3.00 cash and \$2 in monthly instalments until \$25.00 is paid us. Write for our ILLUSTRATED FURNITURE CATALOGUE, which will tell you all about our great offer. Mention the MIST when you write.

GEVURTZ & SONS

ENTIRE HALF BLOCK
173-185 FIRST STREET, PORTLAND, OREGON

SOROSIS SHOE

SETS FOOTWEAR FASHIONS

CANVAS SHOES IN ALL COLORS THAT WILL MATCH THE SUMMER GOWNS

PRICES \$2.50 AND \$3.50

SOROSIS CATALOGUE SENT FREE ON REQUEST

SOROSIS HOSIERY

TO MATCH THE SHOES. BEST THAT CAN BE OBTAINED PRICE 25C TO \$1.50.

KNIGHT SHOE CO.,

THIRD AND WASHINGTON, PORTLAND, ORE.

THE BIG STORE

DOWN BY THE BIG SAWMILL

Receiving New Goods Every Day

In the Week.

THE MUCKLE STORE

Has a Reputation of Long Standing for Only the Best in

General Merchandise

Dart & Muckle.

St. Helens, - - - - - Oregon.

JOB PRINTING

IS OUR BUSINESS

WE have the best and most fully equipped Job Printing Office in Columbia County

And we are prepared to do all kinds of Printing on short notice and at most reasonable prices

A TRIAL WILL CONVINCE

OREGON MIST

FOR PORTLAND DAILY

Steamer Iralda

C. I. Hooghirk, Master.

RAILROAD TIME.

Leaves Rainier daily (except Sunday) for Portland, at 6 A. M., departing from St. Helens at 7 A. M., returning, leaves Portland at 2:30 P. M., arriving at St. Helens at 4:45.

Passengers and Fast Freight.

FOR PORTLAND DAILY

Sallowness Transformed to Dusky Beauty

A dark skin becomes fascinating when delicately soiled, underpinned with the radiant glow which indicates a healthy, active skin. Roberts' blonde and brunette alike. Roberts' line is certain protection against sunburn and freckles if applied liberally before exposure to sun or wind. Spreads like an imperceptible sheet of gauze over skin in face, forming a shield stimulating and preserving delicate, lustrous beauty.

Delicate, lustrous beauty.