

The Oregon Mist

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County Official Paper

School District No. 2, which is the City of St. Helens with some outside territory and road District No. 3, which also includes the City of St. Helens have made their annual special tax levy and together it amounts to 12 mills. The city will levy perhaps 5 mills and the general county levy will probably reach 9 mills, thus making a total levy in this city of 26 mills. Possibly the total will be a little more than this and may reach 28 mills.

To some people this seems like a heavy burden to the taxpayer and perhaps it is, but if improvements are to be made and the different districts are to keep up with the progressive spirit of the times, it is necessary to have money to spend. Schoolhouses cannot be built without money; roads and bridges cannot be maintained without money; streets and city improvements cannot be made without money; officers cannot work without their salary; on every hand it takes money to run a government whether it be a city, school or road district government and while the levy this year may seem high, if taken into consideration the great amount of work now being done and the greater amount contemplated, the money paid in taxes will be a good investment for every property owner. It will make his or her property that much more valuable. As it is the universal custom for the average taxpayer to kick at the extravagance of the officers in charge of public affairs and the consequent high taxes to pay, it matters little whether the tax levy be 26 mills or 13 mills, the kick comes just the same, and if the voters at their meetings and the tax levying bodies of the different districts deem it necessary to have this much money to keep up the necessary improvements, we should all pay our little portion and rejoice over the fact that it is no more.

In this issue of the Mist will be found an ordinance passed by the Council at the meeting on Monday night, ordering the improvement of the Strand. What a difference this will make when completed, in the general appearance of the city and the convenience of the travelling public. Instead of mud and rocks, there will be an even grade of nice macadam road. Of course the old oak tree which has stood there for so many years, will have to come down, but such is the march of progress. Sentiment must give way to necessity.

Another much needed improvement is being considered by the council and will probably be made within a short time and that is the building of concrete sidewalks across the street crossings in the business part of town.

The Columbia County Bank has been designated by the Federal Government as a depository for Postal Savings Deposits. This is quite a distinction for our local bank and one of which the officers of the bank and the citizens of the city should feel proud. It was only a few short years ago that this bank was started, with small capital, but by careful banking methods and courteous treatment of patrons, it has grown to be one of the strongest institutions in this part of the State, and is recognized as a safe bank.

ing organization. Their statement of assets and liabilities are published in this issue of the Mist and it shows their excellent standing at this time.

Marshal Wilkins corralled a couple of drunk and disorderly gents last Tuesday evening and after spending the night in jail were hauled before the Recorder on Wednesday morning and were given a sentence of working on the streets. The Marshal bossed them around all day Wednesday and the streets received some good cleaning. This is a pretty good idea and a few sentences of this kind would have a decidedly wholesome effect on some of the men who get so drunk that they have to be taken into custody and cared for. Let them earn their way out and there won't be so much of it.

A trip to the depot at Houlton on a dark night now is not so bad. A nice line of electric lights are around the platform and people can see where they are going. Thus a little matter brought to the attention of the officers of the Company through the columns of the Mist has borne fruit.

Notes from O. A. C.

The most important problem facing the road building today is that of alleviating the dust and mud nuisances. For this reason attention will be given to experiments with asphalts, tars, oils and salts now being conducted in the U. S. Office of Public Roads and in many states, at the special short course in highway construction at the Oregon Agricultural College Jan. 3-Feb. 3. These methods will be discussed and compared both as to cost and as to efficiency.

The use of the split log drag, the road grader, and other equipments necessary for both earth and hard surface roads will be explained, the systems of organization and administration in other states will be discussed and compared, and a special, careful study will be made of those best adapted to conditions in Oregon.

A general advance in the mineral output of the state and the development of mining into one of Oregon's leading industries is the prediction of Prof. H. M. Parks of the States Bureau of Mines, head of the O. A. C. School of mines. A vast mineral wealth besides the gold, silver, and coal awaits capital and men to fit it for needs of industry, such raw materials, for example, as soda cement, and many other natural elements.

Prof. Parks will shortly issue a

bulletin from the Bureau of Mines showing the 1910 mineral output of the states to be worth \$4,900,546, which is an increase of nearly \$2,000,000 over the 1900 output. Gold, Silver, granite, sandstone, limestone, clay, mineral water, copper, sand and gravel, and lime and gypsum are in the list of valuable mineral products of the past year.

The value of shorts and middlings as a supplement to ground wheat in feeding pigs for fattening is the subject of an experiment now being conducted by Prof. E. L. Potter of the animal husbandry department of the Oregon Agricultural College.

Eastern Oregon is becoming greatly interested in hog raising, and as shorts and middling are the most available supplementary feed for the wheat growers, the experiment will be of special value to that part of the state. Other tests made by the college prove wheat alone is not the best feed for fattening purposes, and thus if some good supplement easily secured by eastern Oregon farmers is found it will do much to further the swine industry of that part of the state.

The comparative value of scrubs and will bred pigs for fattening purposes is to be determined in another test on the experiment farm for which a herd of 30 pigs has been set aside.

Since February daily records of all the feed given the swine and monthly records of their individual weights have been kept, and this is a regular part of the experiment farm work, for the purpose of gaining in time accurate knowledge of the total cost of production. Reliable results are not expected until data for some years can be compiled and coordinated. Ear tags with numbers are to be put on all of the pigs to make identification easier. The cost of fattening is already fairly well known, but the cost of breeding and raising them to the weaning point is as yet a matter largely of speculation. The new farm bought last summer makes it possible to raise swine under actual farm conditions.

Corvallis, Ore., Dec. 9—"As the earth roads constitute over 90 per cent of the total mileage of the state, special attention will be paid to the methods best adapted to their improvement under the different soil and climatic conditions, in the coming short course in highway constructions," said Prof. E. F. Ayres of the Oregon Agricultural College engineering school, discussing plans for the approaching course.

"The cheaper forms of construction, such as the sand-clay and oiled earth roads, will be taken up with special reference to the localities

Continued on next page

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June 5, 7, 9, 10, 12, 16, 17, 21, 22, 23, 25 and 30.
July 1, 2, 3, 4, 5, 6, 19, 20, 26, 27 and 28.
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