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HUN-BOMBING PLANES MAKE LIFE MISERABLE DUGOUTS IN DEMAND

Harry Richardson Writes of Big Battles and Narrow Escape

That the bombing planes of the Huns, sent over to drop bombs on the advancing American soldiers, did their best to halt the advance and caused much inconvenience to the Yanks, is indicated by the following letter received by Mrs. D. W. Richardson, from her son, Harry, who is with the American army in Belgium. He says:

You have not had a letter from me for a number of days. The reason is, we have been to the front, and taken part in another big battle. Less than a week ago the big drive began, and the Yanks were in the thick of it. We are the first Americans to fight in Belgium. From what the Belgian civilians told us, the Germans knew we were to start a drive. We were not in as long here as we were at the battle of the Argonne.

In about four days fighting, we pushed the Huns back about 10 miles, captured a large city, which was our objective, consolidated our position, and then we were relieved and came out for a rest. In those few days our division did wonderful work. These wild west boys are terrible when they get started, and Jerry knows it. The morning of the drive it was ideal. Such a terrific bombardment and perfect barrage. In the early morning the doughboys went over the top and for several days the infantry chased those Huns for miles and miles, capturing city after city, and reclaiming for Belgium a great deal of territory. The Huns had to leave behind a great deal of the crops that they had planned on for this winter. The vegetables were still in the ground. Up here in Belgium the retreating Huns have not had time to destroy the cities, so consequently we have billets, and dandy ones, to live in. Nearly always straw to sleep on, and a good roof over head.

Huns Destroy Bridges

The Germans, when they retreated, blew up the bridges, but they were easily replaced. But as one



HARRY RICHARDSON, U. S. Army With Ambulance Corps in France

goes to the front you can see the civilians coming back to the rear. Very little they have left. It is a very pitiful sight to see the old, old men and women, walking back as fast as they can. But they seem to be a strong enduring people. Practically all their belongings they carry on their backs. Some were fortunate enough to get away with a cow, and they would have that poor, bony old cow hitched up with a harness and drawing a cart with the belongings of a family, maybe an old lady or a baby riding. Also you will see dogs drawing a cart. These Belgian dogs are very large and husky.

Dead Germans are Bootless

Then next you will see a tiny burro, drawing a large cart, and a husky Belgian riding. These burros are smaller than the ones Waldon Dillard owned. You see women and girls almost frightened to death. They come down the road miles an hour, with their shoes and stockings in their hands. Perhaps it is a matter of saving shoe leather, and these poor creatures are nearly starved. When the Germans started to retreat they ordered that all Belgian men between the ages of 14 and 50 were to go back to Germany to work. A number of them hid until the Germans were gone, and then came out of their hiding place when the Yanks came in. How happy they were, but were in a pitiful condition. One little Belgian boy told us that the Germans took their shoes from them and left them bootless. This is the sight you see. Whenever the Germans were in the field their shoes were taken away. I really believe that as soon as they fell that some Belgian would take their boots from them. Because we have passed over the line behind the Yanks and find the dead Fritz without

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TELEPHONE HEARING SET FOR DECEMBER 13

Public Service Commission Will Hear Request for Rate Raise

The Oregon public service commission has set Friday, December 13th as the day of hearing the application of the Pacific Telephone & Telegraph company for an increase in local exchange rates in the state of Oregon. The hearing will be at room 252 in the Court House in Portland at 10 o'clock in the morning. An opportunity will be afforded to all interested parties to be heard.

It is probable that Mayor Saxon and Attorney J. W. Day will represent the interests of St. Helens and possibly a member of the county court will attend.

In this vicinity the farmer line rates are affected more than the business or residence rates and it is suggested that the farmers send a representative to place before the commission their grievances. The Mist has been informed that A. L. Morris of Warren, would look after this matter for the farmers, but cannot learn if the report is correct.

The people of Oregon generally, have protested against such a large increase as the phone company proposes and it is certain that the hearing will be attended by many.

Later—it is learned that the telephone users of the Warren and Bachelor Flat neighborhoods will meet at Erickson's hall Monday night and will formulate plans to have a representative at the hearing to present their grievances.

SCHOOL MEETING TOMORROW NIGHT

Will be at City Hall—Bonds to be Voted for New Schoolhouse

More than usual interest is manifest in the school meeting which will be held tomorrow night at the city hall and a large attendance is expected. The question of whether St. Helens shall issue \$25,000 in bonds for the purpose of erecting a new schoolhouse, will be the big question at the meeting.

There is no question as to the needs of a new schoolhouse, but whether or not the taxpayers will approve of the building plans submitted, cannot be ascertained. It is thought that the proposed building can be erected for \$22,500. That is the architect's estimate. There is \$7,500 left from the \$12,000 insurance money and of course this would be available for a new school building.

The matter is of vital interest to the people of St. Helens and has been the subject of much discussion, so it can be safely presumed that some action favorable to a new building will be taken when the meeting is held.

FATAL ACCIDENT ON LOGGING ROAD

E. James is Killed on Tide Creek Logging Company's Road

E. James, aged 63, was instantly killed yesterday morning at 11 o'clock when a large timber which was struck by a runaway car, was hurled through the air and struck the unfortunate man on the head.

James was at work on a pile driver. The company is building a spur and the pile driver was not far away from the main line. In some manner a heavy gondola car broke loose on the main line and came tearing down the track. A heavy timber, which was about to be placed on the spur trestle, extended a little over the rails of the main line. The runaway car struck this timber and hurled it with great force towards James. It struck him and caused instant death. Several other men working near him had narrow escapes.

James, who was a widower, has several children living in Oregon and a sister, who resides in Portland. Coroner White is endeavoring to get in communication with them.

BUDGET APPROVED BY CITY COUNCIL

The budget, as prepared by the council, with a slight reduction in some items, was adopted at a special meeting of the council held Wednesday night. The amount for general expense is about \$650 higher than the previous year, though the total amount of the budget is about \$1200 less than last year. This reduction is on account of the fact that only \$1200 was set aside for interest on refunding and sewer bonds against \$2520 the previous year.

More interest than usual was manifested by the taxpayers in the budget. Last year ONE LONELY TAXPAYER appeared to take part and this time there were TWO. The Mist takes it that this increase of 100 per cent in attendance is indicative of the deep interest taken by the taxpayers of the city in municipal affairs.

Deputy County Clerk Marie Paulsen is on the sick list and Clerk Hunt has his hands full looking after the affairs of the office and at the same time attending the session of the county court.



PROPOSED NEW SCHOOLHOUSE FOR ST. HELENS

The building, which is to be constructed of tile and fire resisting material, is to be located on the site of the old schoolhouse. The school building contains 13 class rooms for regular school work. On the top story three rooms on the front side are separated by sliding partitions, so that the rooms can be made into an assembly room with a seating capacity of 300. There are also four class rooms.

On the first floor there is a combination auditorium and gymnasium, 60x40, with a seating capacity of 600, the floor having a capacity of 400 and the gallery, 200. There are six rooms on this floor, toilet rooms, lavatories, etc.

The basement will provide school supply room, shower baths, dressing rooms, etc. Also on basement story is located the heater and fuel rooms.

The plans for the building were prepared by Tourtelotte & Hummel, Portland architects. They estimate the building will cost \$32,500. This estimate does not include furniture and fixtures.

NEW COMMERCIAL BODY UNDER ORGANIZATION

WILL BE A LIVE ONE

Twenty-Five Citizens Meet and Form Temporary Organization

It is proposed to organize a commercial body in St. Helens to look after the commercial interests of the city and surrounding country, and moreover, it is the resolve of those 25 business men who attended the meeting Tuesday afternoon, that such organization shall not die a death caused by inactivity, but it will live and prosper and bring new life to the community. This is the sentiment of the temporary organization of the new commercial body for St. Helens.

In the circuit court room, the meeting was called to order by D. C. Howard, who was chosen temporary chairman. Manager Scott of the phone company was named as temporary secretary. Mr. Howard called on Rev. A. R. Spearow to state the purpose of the meeting, which he did. He said that it was very evident St. Helens needed some live commercial organization to take advantage of and promote the opportunities which are knocking at the door of the city. Such development, he said, could be accomplished only through a unity of action and he thought a commercial organization of business men was the best way to start it.

Mr. Howard called on every other person who was present and all were in favor of the organization or re-organization of a commercial club.

C. L. Wheeler, when called on, said he was heartily in favor of the organization of a live club that would remain alive. He said the life of the club depended not alone upon the officers, but the members. Too often, the members forgot from one meeting to another what they should do and left all the work for the president and secretary. Mayor Saxon, A. S. Harrison, L. R. Rutherford, C. C. Cassatt and others were called on and voiced about the same sentiment.

Organization Meeting on 10th

In order to get down to business, it was suggested that each person present be appointed a committee of one to see that three more people attended the next meeting, when plans for a permanent organization will be effected. Tuesday night, December 10th, was fixed as the day and date and the meeting will be held in the circuit court room unless other arrangements are made.

A committee consisting of C. L. Wheeler, chairman, Magnus Saxon, W. E. Lidyard, L. R. Rutherford and A. Cal Smith, were appointed to draft a tentative form of program. This will be submitted at the meeting and a permanent organization effected.

From the enthusiasm and unity of purpose shown, it is probable that a club will be organized which will be of much benefit to the city and it is hoped there will be a large turnout of business men and those living in nearby communities who are interested in the growth and development of Columbia county.

KNIGHTS OF PYTHIAS ELECT OFFICERS

At their regular meeting Tuesday night, Avon Lodge, 62, elected the following officers to serve for the ensuing term: C. C. Robert Dixon; V. C. E. H. Ross; Prelate, Orin Shepard; M. of Work, E. Blakesley; M. of Arms, Thos. H. Roy; K. R. S., E. I. Bellagh; M. of Ex., A. L. Stone; I. G., John Garrison; O. G., James Kemp; Trustee (3 year) E. Blakesley.

H. F. McCormick was in Portland Wednesday and Thursday consulting with the shipping board.

PLANS FOR MEMORIAL ARE TAKING SHAPE

Several Make Contributions Towards Erection of Soldiers Monument

From the interest manifest, it seems that there will not be the slightest trouble in raising sufficient funds through voluntary subscriptions to erect a monument or memorial of some kind in honor of the men of Columbia county who have given their lives in the war.

The proposition has developed from a suggestion into a sensible plan and it is probable that in the near future a committee will be appointed to carry the plans into execution.

It is thought that a committee will be appointed and each town and community will have a member on such committee. This committee will meet and select a place for the memorial and the design of the memorial. The following residents of St. Helens have authorized the Mist to enter their subscriptions for the amounts set opposite their names:

E. I. Bellagh \$10.00
S. C. Morton 10.00
Sherman Miles 10.00
H. S. Mason 10.00
Von A. Gray 10.00
C. L. Wheeler 5.00
Mrs. C. L. Wheeler 5.00

Several other parties have spoken to Mr. Ballagh and pledged their financial aid. Contributions are not being called for, but anyone who would like the privilege of contributing to this fund, may call the Mist office or Mr. Ballagh. As soon as the committee meets, a treasurer will be appointed and it is thought that every bank cashier in the county will be made an associate treasurer and will be authorized to receive subscriptions.

The Mist hopes to be able to tell its readers something more definite in the next issue.

POST ROAD MONEY FOR PITTSBURG ROAD

Commissioner Weed is under the impression that some of the post road fund can be secured for the Pittsburg road, provided the business men of St. Helens and vicinity go before the state highway commission and ask for it. Under the Bean bill, a fund is created for "post roads or roads that may hereafter become post roads" and Mr. Weed thinks this applies to the Pittsburg road. An effort is being made to have a delegation of citizens attend the meeting of the highway commission on the 10th, in Portland, and present their claim.

At every meeting of the commission there is a delegation from about every section of the state except St. Helens, and naturally, they carry off the bacon. It is suggested that Sherman Miles head a delegation from this place and it is probable that he will arrange to have a number of St. Helens people at the meeting, to present the just claims for recognition of the Pittsburg-St. Helens road and secure state money for its building.

HIGH SCHOOL GIRLS ORGANIZE GLEE CLUB

(By Doris Bothwell, Reporter)

The girls of the St. Helens high school in an after-school session, met with Mr. Spearow, Tuesday, for the purpose of organizing a girls' glee club. In his remarks upon opening the meeting, Mr. Spearow explained in detail the nature and scope of the work which would be done by the glee club.

The main object, of course, would be to make a beginning in the development of the vocal talents of the high school girls. And in order that this may be done in as thorough a manner as possible, Mr. Spearow has arranged to test their voices so that each girl will be allotted the part to which her voice is best adapted. The technical part of the work will be taken up at the weekly meetings. Besides this, the study of the history of music is also planned.

The officers of the club are as follows: director, Mr. A. R. Spearow; president, Miss Ethel Lynch; vice-president, Miss Florence Van Gilder; secretary, Miss Helen Kiblan; treasurer, Miss Elsie Morley; sergeant-at-arms, Miss Mable Davies; librarian, Miss Annette Payne; reporter, Miss Doris Bothwell.

Much enthusiasm was manifested at the meeting, and some good work may be expected of the club. You never can tell; perhaps some youthful Patti, Tetravini, or Galli-Curci may be in our midst. Let's wait and see.

H. R. Hudson, superintendent of the Columbia County mill, was ignorant of the city's traffic regulations and in consequence of such ignorance and the further fact that he violated the ordinance, tendered \$5 into the coffers of the city. The tall light on his automobile was not burning and he was backing his machine without giving notice Saturday night when Marshal Potter arrested him. Before Recorder Quick Monday afternoon Hudson plead guilty and was fined the minimum, \$5.00.

W. A. Harris is the latest St. Helens citizen to succumb to the automobilists. He has purchased an Overland touring car from J. F. Dopplmaier, local agent for that popular make of car.

TRANSPORT SERVICE IS FULL OF THRILLS

GREAT RECORD MADE

Transport Great Northern is Fast Boat and Carries Thousands

Chief Electrician Charles Heacock, U. S. N., who left for New York on Tuesday, to rejoin his vessel, the transport, Great Northern, has been in service on that vessel since January of this year. He joined the vessel at Bremerton and sailed for San Francisco. At that place 450 interned Germans were taken aboard and delivered at Charleston, South Carolina. The vessel proceeded to New York, and soon sailed with a load of troops for Brest, France. Since that time, he has made nine round trips on the vessel or ten in all. The Great Northern usually carries from 3200 to 3400 troops, but on one occasion, just before the big drives opened up and when there was a mad rush to get the soldiers across, 3800 were taken over. The crew of the vessel numbered 550, so the ship was a little floating city.

Was Fastest Transport

Mr. Heacock takes great pride in the fact that the Great Northern was classed the fastest transport in service. The Leviathan, formerly the German liner, Vaterland, the Northern Pacific and the Great Northern invariably sailed together and were without convoy as none of the war ships were fast enough to keep up with them. About 500 miles from Brest, the three vessels would be met by destroyers and light cruisers and escorted through the danger zone. After discharging their passengers and taking on sick and wounded for return to the United States, the vessels would again be escorted through the zone and then each one was left free to get to New York by the shortest and quickest route. The Great Northern invariably came in a few hours ahead. Her record trip was 14 days, 4 1/2 hours and she beat the former German crack liner about five hours on the 3400 mile run.

A Fatal Accident

Early on the morning of October 3rd, the vessel had its first serious accident. It was about three o'clock in the morning and very dark. The Leviathan was in the center of the line, the Northern Pacific on the star board side and the Great Northern on the port side. All of a sudden a big vessel loomed out of the dark-



CHARLES HEACOCK, U. S. N., Chief Electrician, Transport Great Northern

ness. The vessel was maneuvered so as to escape a collision, but was hit a glancing blow forward of the stem. Fortunately, the big steel ribs were at this part of the vessel and this was all that saved the transport from sinking. A big hole was smashed in the side of the vessel, and six soldiers killed and a dozen injured. Mr. Heacock said some of the dead were horribly crushed and one man had his head severed from his body. The steamer which struck the Great Northern was the British freighter, Blackburn, bound for South America, and she signalled that she was sinking and asked the transport to stand by, but the captain of the troopship gave orders for full speed ahead and left the sinking vessel to her fate. Nothing was ever heard of either vessel or crew and it is supposed all were lost. The accident happened close to the danger zone and it would have been unwise to stop and give some lurking German ship a chance to sink the transport which on that trip had 3400 soldiers. Brest was made safely and there repairs were made. During the time the vessel was laid up, Mr. Heacock had an opportunity to visit Paris. He said it was a great city, with many beautiful public buildings, one of the most notable being the Le Trocadero.

Will Be Hospital Ship

The Great Northern is now being converted into a hospital ship. The space which was formerly the beautiful social hall is being remodelled and will be a hospital with accommodation for 200 hospital beds. Many wounded have been brought over by the vessel. On a recent trip there were 360, most of them suffering from shell shock, but many minus legs or arms. Soon after the

(Continued on last page)