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\$1. PER YEAR

SOUTH FORK WATER CONSIDERED

Oregon City Officials Visit Estacada

An auto party of Oregon City officials visited Estacada last Tuesday afternoon, on their return from an inspection of the upper end of the South Fork project.

The party comprised Mayor, Linn E. Jones; Councilman, Fred Metzner; Supt. of Water Works, Wm. Howeli; and three members of the South Fork Commission, H. A. Rands; M. D. Latourette and F. W. McCausland.

Members of the Estacada council had an informal talk with these visitors relative to Estacada obtaining water from the South Fork pipe line.

Oregon City will be glad to dispose of their excess water and Estacada may avail themselves of this opportunity, providing a reasonable cost for the service can be agreed upon.

The local water committee, will later on present in writing a proposition to the South Fork Commission and it is hoped that ultimately the two cities may get together on an equitable basis.

Ed Olds Got it

While no official announcement has been made of the ultimate disposition of the \$1600 road oiling appropriation, we learn through one of the Oregon City business men, who is an ardent autoist and member of the South Fork Commission, that the money finally went astray and that our old friend Ed Olds of Oak Grove had most of the money put into road machinery for his district, with the balance in oil for his neighborhood.

While the money should have been divided among other districts, we are glad to know that it was used for something more substantial than laying the dust.

In this connection, the ardent autoist mentioned above, admitted that the famous Clackamas Automobile Club of 30 to 40 members, really comprised three automobile owners, who put up a sufficient bluff to land the original appropriation. If this is the truth, the honorable county court had better crawl in a hole and pull the hole in after them.

R. F. D. No. 1 Gets Fine Service

The patrons of Rural Route No. 1 from Estacada are even more fortunate than the residents in Estacada in the matter of the distribution of their mail. Carrier Demoy with his Ford machine, now delivers the mornings mail to the farthest distant patron by 11 A. M., being as good service as a resident on the east side of Portland can obtain. It probably will not be long before autos are used on all routes, that is, as soon as the roads allow.

General Plan for the Oregon California Land Grant Conference

The Conference will be held at the Capital, Salem, in the Hall of Representatives, commencing on Thursday, September 16, 1915.

Invitations to take part in the proceedings have been issued to the following:

Members of Congress and of the Legislature.

Heads of Federal Departments.

The County Court of every county embracing Oregon-California lands has been invited to appoint five representatives, one of whom shall represent the court, one at least shall be chosen as a representative of an accredited tax-payer's organization, and one at least of a community or commercial organization.

The County Court of every county having no O.-C. grant lands has been asked to appoint one representative.

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The State Federation of Labor, the State Grange and the Farmers' Union have each been invited to appoint ten delegates to be selected from counties embracing O.-C. lands.

The Oregon Development League, the State Banking Association and the State Press Association have each been asked to appoint three delegates, to be chosen from counties embracing O.-C. lands. Any other statewide accredited organization having direct interest in the questions involved may be eligible for representation, at the discretion of the Committee of Procedure.

The Southern Pacific Railroad Company has been asked to be represented to state its case as it sees fit and to offer such suggestions as seem desirable.

All details for the conference, such as preparing preliminary program, will be in the hands of a Committee on Procedure, consisting of nine members, who shall be chosen by the Governor from (1st) the Legislature; (2nd) the Portland Chamber of Commerce; (3rd) the State Federation of Labor; (5th) the Oregon Conservation Commission; and four representatives selected from the counties containing O.-C. Lands.

JAMES WITHYCOMBE,
Governor.

Representative Guy T. Hunt of Garfield, who will attend this gathering, asks that suggestions on this subject be presented to him in writing and he will offer them to the assembled delegates.

HAVE SUPERVISORS BECOME EXPERTS

Judge Anderson Answers Criticism

Along with the numbers of suggestions which are being offered for a solution of the county's road building, the following is offered.

Let the county create a less number of road districts but let the work be in charge of local supervisors, instead of hiring foreign experts to oversee the work.

Let the county court or the tax payers select a certain number of road supervisors from those that have proven in the past their capableness for the work. Let the county arrange to send these men to the Oregon Agricultural College's short course in road engineering, where they can learn many of the technical and engineering problems, which with their practical knowledge, will make them competent to act as expert supervisors.

After the completion of this course, at the county's expense, let these prospective supervisors obtain actual working experience in other parts of the state, under some of the best road building engineers, such as Multnomah county is hiring. During this preliminary educational work, these men should receive a fair salary and when placed in charge of their respective road districts, should receive a compensation of not less than \$5. per day, instead of the present pay amounting to very little more than the average laborer.

This part of the county could select several supervisors who are good practical men, and men who would be willing to perfect themselves further in scientific road building.

The initial cost of such training would not be much and the present waste which would be eliminated would more than offset the expense.

The tax payers are not going to be satisfied with the importation of high salaried road engineers, but they undoubtedly would favor the creation of experts from their midst.

County Judge Anderson, in an article in the Oregon City Enterprise of the 24th inst., compares the wear on roads to the wear and repair of shoes.

The judge naturally objects to some of the statements recently printed in the county seat papers, calling attention to the big waste in road money and the judge is right. The critics have not made any allowance for a large part of the money which has been expended in the past for grading, filling, clearing right of ways and similar preliminary work.

He calls attention to the Springwater Hill road and its excellent grade and to quote the article says "It was made by a former supervisor and is in a section of the county which, according to Brother Standish, is much neglected."

Odd Accident Stops Party

On Thursday evening, August 19th, a number of the young people of Garfield and Estacada gave a surprise party on Phil Standish, in honor of his 33rd birthday.

During the early evening, while playing "pon-pon-pull-away," Mrs. Helen Dunlop collided with Miss Rachel Reed, their heads coming together with sufficient force to stun both of the girls. On examination it was found that Mrs. Dunlop's cheek bone had been badly broken and her upper jaw crushed.

Mrs. Dunlop was taken to Portland early the next morning, after receiving temporary medical treatment in Estacada. At the Good Samaritan Hospital Friday afternoon, she was operated upon by a specialist, who set the fractured bones, accomplishing a very delicate operation.

At last reports, Mrs. Dunlop was getting along nicely, but is forced to remain at the hospital for treatment for a week. The doctors report that there will probably be no disfigurement, as the operation was done thru the roof of the patient's mouth, with no incision on the outside.

Miss Reed, aside from being stunned was none the worse for her part in the collision.

Mr. and Mrs. Dunlop are planning on leaving in a short time for an extended eastern trip, visiting relatives and friends in New York and Chicago and it is not expected that this accident will interfere with their contemplated journey.

Mixed Carload Shipped Wednesday

The fifteenth carload of livestock purchased by C. E. Lucke left the Estacada stock yards Wednesday noon. This car contained 44 sheep, 22 hogs, 2 bulls, 2 cows and 2 calves. A number of the hogs listed for this week will be in good shape to ship in about two weeks more, and at that time the buyer hopes to get together another carload.

Coach Wants Local Boy

Athletic coach, Hugo Bezdek of the University of Oregon, in a postal to Ken Bartlett of Estacada, says "We leave Eugene for training camp Sept. 2-Please be on hand." So it is likely that Estacada's high school will again be represented on the U. of O. foot ball team.

In this connection, the Progress wants the Judge to understand that complaint is not being found with our road building, for we who live in this part of the county realize what has been accomplished in the past few years, but we conceitedly give our local supervisors, workers and tax payers a pretty fair share of the credit.

"Brother Standish's" complaint is still aimed at the refusal of the court and the fair board to give the East Clackamas County Fair the \$200. that was PROMISED.