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FAIR SHOWS PROFIT

Appointment Of New Committee October 4th

A meeting of the directors of the East Clackamas County Fair was held in Estacada last Friday afternoon, when all but a few bills were audited and receipts counted.

The committee is able to show a clear profit for the 1915 season, although the exact amount cannot be ascertained yet, until some minor bills have been received. The gate receipts for the three days totaled \$217, with \$35.50 received from concessions and about \$120, from advertising.

The committee will hold another meeting October 4th at which time they will select a new committee to handle the fair for the 1916 season, as they feel, and rightly, that they have worked hard and deserve a chance to sit in the grand stand and watch a new committee perform the labor.

The Progress at first refused to attempt to print the names of all winners, not only owing to the cost of reproducing the list, but for fear some names might be overlooked, in which case more harm would be done by an omission than the good done in printing the balance. We learn, that several names were omitted from the list and can only make the excuse that it was not intentional on our part, as we did our best.

We owe a special apology to H. C. Stephens of George, the worthy vice-president of the fair, whose name was accidentally left out of the list of officers in last week's issue, but it possibly was due to the utter unselfishness and modesty of Mr. Stephens who believes in doing the work and then evading the credit, that he was overlooked.

As a suggestion to the 1916 committee, if financially able, cash prizes should be offered to stimulate the growing of staple products, such as corn, alfalfa, oats, potatoes and the like, with the equivalent of a sack of flour to the woman exhibiting the best loaf of bread or a sack of sugar for the best showing of canned fruits and vegetables.

Eastern Clackamas county should stimulate the raising of better staples and the grower who gives his time and money to experimenting with new vegetable products which ultimately will help this country, should receive a substantial cash prize for his efforts.

Taxpayers Should Attend

Every taxpayer in Clackamas county should be present next Saturday, Sept. 25th at the meeting of the county court in Oregon City.

According to the revised law, the court is only able to change road district boundaries at the September term of court and this important matter will be taken up at that meeting.

Judge Anderson and the members of the court, as well as the majority of taxpayers conversant with road matters favor the policy of reducing the number of road districts and some favor creating supervisors with a district comprising one road or one route of travel.

Another reason for Judge Anderson's views is the new Oregon road statute, which gives 70 per cent. of the general county road tax to the district funds, leaving only 30 per cent. of the money with the districts, as heretofore. This law will reduce the general fund to such an extent that much of the heavy work must be done out of the district funds, instead of the general road fund. Larger districts and, consequently, larger district funds will be necessary to stand this expense.

A delegation from this part of the county should attend this meeting and go on record, otherwise they should abide by the decision of those present.

Boring Man Honored

William A. Morand of Boring, has been elected a delegate to the national convention of the National League of Postmasters, to be held in Cincinnati on Sept. 22.

Speed Limit to Be Enforced

At the last meeting of the city council, the marshal was ordered to install speed limit signs on all roads leading into Estacada. These signs will soon be placed and will read "Estacada Speed Limit 15 Miles per Hour". The enforcement of this law has been ordered, as complaints have been received of autos and motorcycles traveling upper Main St. at a high rate, not only endangering school children and pedestrians, but raising unnecessary dust.

The new committee, patterning after the past fairs, and profiting by the mistakes and successes of their predecessors, should make a handsome showing of the 1916 exhibition.

GROWERS MUST UNITE

Trial Shipment Contemplated

Buyer Lucke of the Union Meat Co. was in Estacada and vicinity last Tuesday and returned to Canby without being able to get together a carload of livestock that suited him, although this office had listed a sufficient number of head, few cattle were in condition or price did not suit the grower. About thirty head of good hogs were available, but not enough for a carload.

In order to make up a full carload, it requires from 80 to 115 head of hogs, sheep or both, or 25 head of cattle will fill a car. The freight on a car from Estacada to the Portland Union Stock Yards will cost \$22.50 payable in advance.

If the local growers got together and shipped 100 head of hogs, it would cost them about 22½¢ freight on each hog but to be exact, should be based on hundred-weight, or if the car was made up of 25 head of cattle, it would cost about 90¢ per head for freight.

These animals could be sold at the Portland Union Stock Yards, each grower's stock being sold at its own value, regardless of the grade of other stock in the car and as a consequence the shipper of first class stock would receive top price and would not suffer from the low price paid for a neighbor's underfed offering.

The Portland Union Stock Yards make a charge of about 5% for the handling and selling of stock.

W. Givens of Tracy & Givens has offered to help the Progress in establishing a cooperative local shipping scheme and his experience in railroad work will be of value to the shippers.

The following prices which were current at the Portland yards Sept. 20th, will give the grower an idea of the market quotations, with the variation entirely dependent on the grade and condition of the stock.

If you, as a grower, wish to try shipping in a cooperative carload advise the Progress office and as soon as a sufficient quantity has been promised, a car will be ordered and growers notified of the date set for shipping.

The growers should select a representative to accompany the car to look out for their interests, or better still it would be advisable for as many of the shippers as possible to follow the first ship-

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Midnight Fire Lightens Town

A disastrous fire occurred last Thursday night, Sept. 16th when the home of A. T. Sarver on Pierce St. in the Zobrist Addition near the school house, was completely demolished.

Mr. Sarver and family had moved into the house that day and all of their household goods were destroyed, excepting two trunks and a chair which had been left on the front porch. B. C. Looney of Springwater, who had been helping in the moving was sleeping in an upstairs room and was awakened about 1 o'clock by the crackling of flames. He immediately roused the family and helped carry the children to safety, but the flames had gathered sufficient headway by the time the inmates were on the street that none of the furniture could be saved.

The Estacada Volunteer Fire Department responded quickly but were unable to do more than confine the flames to the house proper, which in an hour's time was consumed.

The majority of the inhabitants of the town in an amusing state of dishabille were on the side lines witnessing the scene, but aside from expressing sympathy could be of no further service.

The property was partially covered by insurance, but the loss to the owner is nevertheless a severe one.

South Fork Line Being Tested

For the past few days experiments have been going on in testing the new Oregon City South Fork pipe line. Water was let into the pipes and aside from a few leaks, the contractors were well satisfied with the preliminary test. A blow-out occurred near the Upper Dam, when the pressure struck a rise. It was figured that it would take about 16 hours for the water to reach Oregon City from the South Fork, although when under working pressure it is estimated to consume about one quarter that time.

The Oregon City council is asking the government to create a special reserve of the watershed of the South Fork, to do away with danger of contamination at the source of the supply. At present only hunters and fishermen penetrate this spot and it would be no hardship to them to be kept off.

The question has been asked whether the Estacada city council is making arrangements to tap in on the South Fork line. The council has been delayed in continuing their first negotiations owing to unavoidable delays and the obtaining of data, which is necessary before further advances are made.