

Eastern Clackamas News

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THURSDAY, APRIL 23, 1925.



Blessed are they which are persecuted for righteousness sake: for theirs is the kingdom of heaven.—Matt 5: 10.

TWENTY OUT OF EVERY 100,000 MEET THEIR DEATH ON HIGHWAY

Twenty out of every 100,000 persons in the United States were killed during 1923 in motor vehicle accidents on public highways according to the report of the National Conference on street and highway safety.

Of these fatalities only two of every twenty occurred at railroad crossings.

Fast driving and inattention is given as the responsible element in the majority of cases

George W. Anderson, Judge of the Circuit Court of Massachusetts, discussing this situation in a recent article said:

"Twenty-five years ago we were struggling strenuously and expensively, to get rid of railroad grade-crossings because of their obvious danger to life and limb. Motor cars have today made thousands of miles of our city streets, for all practical purposes, grade crossings; indeed in many respects, worse than grade crossings, for the rail tells us where the steam engine and cars are going, whereas the motor car is very frequently found where the pedestrian does not fairly expect it."

AMERICAN LEGION STARTS ENDOWMENT CAMPAIGN

PORTLAND, Ore. April 15, 1925—"Oregon is ready to hear the appeal of the American Legion for two classes of sufferers of the World War—the disabled men and the orphans of fallen veterans," declared George P. Griffith, commander of the Oregon department of the Legion.

The American Legion campaign for a \$5,000,000 endowment fund for rehabilitation and child welfare, which has been going on in several states, is now under way in Oregon. It will culminate in an intensive drive probably about the last of May.

"The American Legion wants the American Public to have the opportunity of helping the Legion help the disabled veterans and children of men who gave up their lives as a result of their service to the country," Commander Griffith said. "Rehabilitation and child welfare are the two greatest post-war problems. They are so closely related that they are almost one. What disabled father has not looked down upon the faces of dependent children with terror lest they suffer the pangs of privation which his restoration to health alone can prevent? Does not his mental anguish over the fate of little children erect a material bar to his own reconstruction?"

"There are 35,000 war orphans, and many times more sick, ailing and disabled ex-service men whose lives the war blighted. We cannot do too much for them—our debt can never be fully repaid. The American Legion has assumed the obligation of seeing that these two consequences of the war receive a full measure of justice, but we need the public's assistance to the limit.

"Everywhere the endowment movement has spread. It has met with a hearty reception. I know it will meet with that same response in Oregon."

President Coolidge is chairman of the endowment fund and all members of his cabinet have endorsed it. Leading men and women of the country in all lines of endeavor are members of the national endowment fund committee.

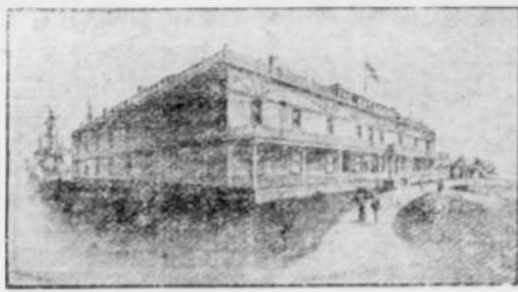
Already the work of organizing state and local endowment fund committees has begun. These committees will contain the names of prominent citizens and members of the Legion and Legion Auxiliary, Commander Griffith said.

CHEVROLET MOTOR COMPANY

By O. E. Hunt, Chief engineer. The ammeter, the least understood dial on the instrument board of a motor car, is in many ways the most important.

Few automobile owners, however, understand the story the ammeter tells as the miles fly by. The ammeter is the guardian of the whole electrical system of the car, particularly during extreme of winter cold and summer heat, and is connected to every bit of electrical apparatus with the sole exception of the starting motor.

If you get acquainted with the ammeter it will tell you at a glance



SITUATED IN THE CITY OF ESTACADA, AND WE TRUST YOU ARE ALL PROUD OF US. THE MANAGEMENT, OF COURSE, DOES NOT EXPECT ALL TO PATRONIZE US AS THAT WOULD BE UNREASONABLE. BUT IN ORDER TO HOLD AND MAINTAIN OUR HIGH GRADE SERVICE TO THE PUBLIC WE MUST HAVE YOU ALL BOOST AND SPEAK A GOOD WORD TO ALL YOUR FRIENDS WHEN THEY VISIT ESTACADA. AND WE'LL KNOW THAT YOU JUST CAN'T AFFORD TO NOT HAVE THIS HOTEL OPEN AND GOING ALL THE TIME. SAY, THE DOORS HAVE NEVER BEEN LOCKED NOR THE FIRES OUT SINCE WE TOOK OVER THE MANAGEMENT. WE ALWAYS WELCOME YOU WITH A CLEAR CONSCIENCE. THINK THIS OVER. DOES IT MEAN ANYTHING? BOOST.

THE ESTACADA HOTEL

whether or not the whole system is functioning properly. It will tell you if one of the headlights is out; it will tell you if there is a short circuit in the line; it will warn you in a moment if the generator fails to function. An understanding glance at the ammeter every twenty miles or so is a trouble saver of great importance.

When the motor is started, and everything is working properly, the little hand moves over to a certain spot on the charging side and there it invariably rests—varying in location with the speed of the car—until something goes wrong in the electrical system. If one of the headlights goes out the ammeter shows a slight increase in the charging rate; if the generator fails to function for any reason, the hand swings away over to the discharge side and the driver knows the whole load is being carried by the battery.

The ammeter never shows the full flow of electricity from the generator, but it does indicate the amount of electricity that is flowing into or out of the battery, hence the importance of the tell-tale current indicator and its ability to tell what is going on all along the line. The layman might ask why it is important to know the exact minute when the generator ceases to function as long as the car will keep on running with the current from the battery. One important reason is that if the generator fails due to broken leads in our or-side, it should be given immediate attention or it will burn out and entail considerable expense for repairs. If he also knew that a fully charged battery would turn his engine over for 15 minutes in summer but for only five minutes or less when the temperature was at zero, the ammeter tip might also induce him to crank the car by hand and thus conserve the energy of the battery.

The generator is the whole source of supply of electricity and it keeps the entire system in operation but it requires little, if any attention, from the driver. It is important to know that the electrical output of the generator may be varied on Chevrolet cars by what is known as third brush adjustment, for the car consumes more electricity in cold weather than it does in warm and

the generator should be adjusted accordingly by one who is experienced in doing this kind of work.

It is easy to know when generator adjustment is required, for the battery will tell you all about it. Give your battery a hydrometer test every two weeks. If you find the battery fully charged and re-quiring only a little distilled water, everything is all right. If at the end of successive two weeks' periods you find the battery persistently out of water, it is an indication that the generator that the generator is supplying too much electricity and if allowed to continue will result in serious danger to the battery. If, on the other hand, you find the battery persistently undercharged the generator should be adjusted to supply more current.

It is important for the driver to follow instructions fully when adjusting the gap on the spark plugs. A high voltage is required to make

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SCHEDULE

Table with columns for destinations (Portland, Clackamas, Carver, Barton, Estacada, Ar. Estacada) and times for departure and arrival.

EVERY DAY

THE ESTACADA MEAT CO.

H. C. GOHRING Prop.

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Estacada Oregon

the spark jump the gap and the wider the gap the higher the voltage. However, if the gap is widened the voltage is automatically increased, and if it goes high enough will cause a failure in the ignition coil and will require a new unit which is rather expensive. Many drivers and not a few mechanics, have found that an engine which will not run properly while idling due to leaky valves or some other cause, will run fine if the spark gap is widened, but they are merely relieving the difficulty for a time at the expense of the electrical system, instead of finding the real cause of the trouble and correct it at the source.—From the Chevrolet Motor Company.

FIRE ALARM CALLS OUT DEPARTMENT

A chimney burning out at the home of Mr. and Mrs. H. C. Stephens last Friday noon summoned the Estacada volunteer fire department out in another record breaking run. No damage was done to the home as the fire was confined to the chimney.

Mrs. Stephens had just gone to the train to meet a guest, Mrs. J. H. Rust of Boise, Idaho, who announced to her hostess as she alighted from the train, "your house is on fire!"

COMMITTEE MAKES PLANS

A meeting of several of the members of the floral committee appointed by the president of the Eastern Clackamas Community Club was held Monday afternoon in the office of S. E. Wooster. Plans were made to award prizes this year to the best kept and most artistic yard in the city and for the best selection of cut flowers grown in the country and exhibited at the annual Labor Day celebration.

All persons who desire to enter this contest are asked to register at the office of Mr. Wooster so that the committee may keep a record of those taking part. Work on this may begin at once. Further details in regard to this will be explained at the meeting of the club, Friday evening.

The districts included in this contest are Springwater, Eagle Creek, Currinsville, Garfield and Estacada. The committee making these plans are Mrs. S. E. Wooster, chairman, Mrs. W. J. Moore, Mrs. A. G. Ames, Estacada; Mrs. H. A. LaBarre, Garfield, Mrs. J. R. Hughes, Currinsville; and Mrs. Peter Ericksen, Springwater.

Christian Church Services

Sunday, April 26

Bible School at 10 a. m.

Mrs. Betty Weatherby, Supt. Preaching 11:00

Topic for morning sermon: "The Living Christ and What He Means to Us."

Sunday evening there will be a community service at the high school. The topic, "The Old Age Pension From an Economic Standpoint," will be discussed by various persons. All are invited and urged to attend, and express your views upon this timely question.

Choir rehearsal Saturday at 7:30 p. m.

We are aiming to help people understand the Scriptures and thereby come to know God.

All are invited to attend these services.

B. F. CLAY, Minister, Christian Church.

THE METHODIST EPISCOPAL CHURCH...

"The Friendly Church on the Hill." ESTACADA, OREGON.

Ira F. Rankin, Pastor.

Sunday School at 10:00

Mrs. Rosa A. Reagan, Supt.

Morning worship 11:00

AFTERNOON SERVICES:

Sunday School at Mt. Zion church at 2:00

Preaching services, Mt. Zion church at 3:00

EVENING SERVICE:

Epworth League Choir practice followed by the devotional meeting, at 6:15

Evening worship 7:30

NOTICES FOR THE WEEK:

S. S. Teachers Training Class

Wednesday evening at 7:00

Choir practice Thur. Evening 7:30

Prayermeeting at the parsonage

Friday at 7:30

"Let the words of my mouth and the meditation of my heart be acceptable in thy sight, O Jehovah, my rock, and my redeemer."—Psalm 19: 14.

L. D. S. Services

The Reorganized Church of Jesus Christ of Latter Day Saints holds Sunday School services every Sunday at the L. O. O. F. hall at 10 A. M.

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ESTACADA STATE BANK



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No. 3



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