

BORING---BUSINESS CENTER OF EASTERN CLACKAMAS

FROM THE WILDS IN HALF CENTURY

By EUGENE L. THORPE.
Boring today is not just what it was the first time I was there. That was forty-five years ago last week. At that time the whole country was a wilderness of forest giants with scarcely a settlement for miles around. A winding road from Rev-



Upper Floor—Residence of J. W. Roots and Wm. A. Morand.
Lower Floor—J. W. Roots & Co.'s Mercantile Establishment.

enue's westward led the traveler between the trees and logs, across the gullies and marshes and through the tangled undergrowth over what has become one of the richest agricultural sections of the northwest. During all those years I have seen it come from its chrysalis state and unfold itself into the beautiful vistas that stretch themselves away in every direction, where the hand of industry has been changing nature into art for half a century, and where the great work is yet going on, but half completed.

Neither is Boring today what it was eleven years ago when I saw it being surveyed for a townsite. Then it was only a name. The forest giants stood sentinel along the trail that led to the foot-log across the gully, and the woodman's axe was just beginning to echo throughout the forest that was destined to disappear, giving way to the onward march of progress. Boring had just begun its career as a station on the line of railroad yet to be built and its future was but a dream even such a short time ago. But it was the center of the great section that was being rapidly developed and the logical location for the pulse beats of commerce that always finds the way of least resistance in the development of a new country.

Today that whole country, an area larger than some counties, is dotted over with thriving farms and slightly dwellings; with happy homes and hundreds of thrifty people living where once was the home of the panther and shrieking night-bird; here fifty years ago the primeval forest still sheltered roving bands of red men and the wild game that gave them sustenance. The few scattered cabins of that day have disappeared; the red men of the forest have faded away and in their places are now wealth and civilization of a rapidly growing development.

What a transition there has been! What a difference between the days of the trail and the foot-log and today.

Advancement has been rapid in every line. Development and progress have gone hand in hand, attended by prosperity, and in all forms of progress, development and business the pioneer who first saw it sleeping in beauty has kept even pace with all the other forms of civilization in all those other concomitants of a present day existence—the railroad, the telephone and rural free delivery.

W. E. McCroery has resigned his position as station agent after more than two years of service here. He will leave for California with his wife on October 26th. His successor will be W. J. Telford, now in the P. R. office in Portland.

Boring will soon have a complete system of gravel roads. The road leading to Gresham is in splendid condition having just been graveled for a distance of half a mile by W. A. Wheeler, road supervisor for this district. The work is being extended south on the Bradley-Richey road.

Charles Timmerman and Martin Siewert, who were lately burned out, are rebuilding their houses and will have them ready before winter.

RAIL AND ROAD SHIPPING FACTS

The little town of Boring is situated on the line of the O. W. P., only five miles from Gresham, and about 23 miles from Portland. As a commercial center it is the most important of all the towns in eastern Clackamas and second only to Gresham in all the country east of



Wm. A. Morand's New Concrete Building, Containing Postoffice and Drug Store.

Portland and Oregon City. As a railroad shipping point it outclasses even Gresham; as it handles more freight both ways than any other station on the railway line, and probably as many passengers.

Freight and passenger statistics gathered from various sources are interesting features in connection with a story of the place, and such data proves conclusively that Boring can lay claim to being a railway distributing center that is astonishing to those who have not been interested in watching her development.

Freight in carload lots. Boring is shipped in carload lots. Those who have seen long trains of lumber, cordwood, railroad ties and loaded box cars pass down on their way to Portland may have wondered where they came from. Many of them came from Boring.

Here is the record of shipments from there since January 1, 1913—nine months. Stop, look and listen: Railroad ties, 647 carloads. Cordwood, 1069 carloads. Potatoes, 27 carloads. Lumber, 35 carloads. Hay, 11 carloads. Poles, 1 carload. Total, 1730 carloads. In addition to these shipments there are milk and cream consignments every day of from 15 to 20 cans. Farm produce of other kinds help to swell the total, which will run considerably over 2000 carloads in a year, and it should be remembered that the potato shipments this year were very few and that the Boring sawmill passed out of existence two years ago.

Merchandise receipts come to Boring in the same way—in carload lots. Never a day passes, except Sundays, that does not see a loaded car switched off at Boring. It contains everything that people use from toothpicks to heavy farm machinery. It is not all used in Boring, however, but much of it goes to the other towns beyond and some of it to the towns beyond and some of it to the farmers direct.

Twenty carloads of mill feed are also unloaded every month. It is mostly handled through the nearby all consumed on the dairy farms that use the Boring depot as their shipping base.

The passenger traffic to and from Boring is also something of importance. Last week, when all traveling conditions were normal, after the Gresham fair had been held the daily passenger traffic passing out of Boring was as follows: Monday, 80; Tuesday, 45; Wednesday, 60; Thursday, 35; Friday, 70; Saturday, 50; Sunday, 48. Total, 388. How is that for a little town of less than three hundred inhabitants!

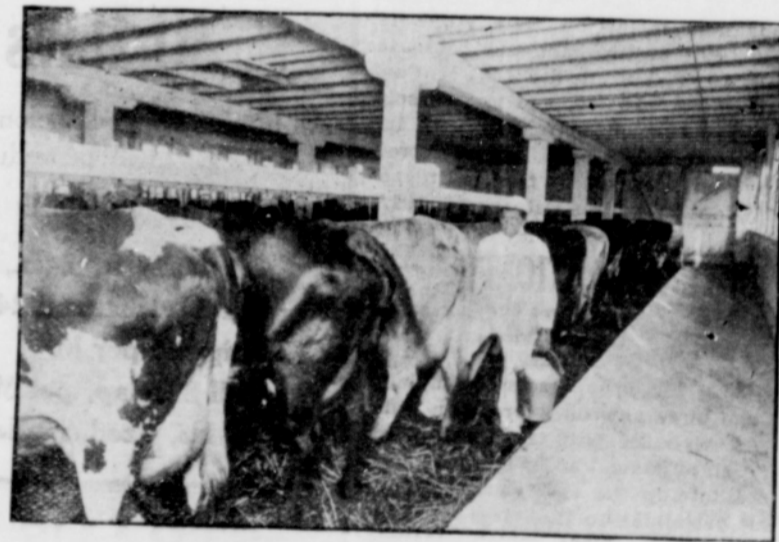
FOURTH-CLASS IN NAME ONLY

A newspaper reporter never visits another town without a call at the postoffice. The postoffice at Boring was a revelation. About a month ago when Wm. A. Morand completed his handsome concrete-block building he located the office in the corner and today it is the best equipped and most convenient fourth-class postoffice in the United States. That is saying a great deal, but Mr. Morand is the assistant postmaster and has been in every first-class office in 48 states except one, and in all the principal offices in the state of Oregon. He knew what was required and has arrangements for every detail that could be made use of in any second or third class office anywhere. In all its appointments it is far ahead of any third class postoffice has a standard route.

The postmaster is Mrs. Amy L. Morand. Besides her husband, over whom she holds authority as her assistant she is the superior officer over three rural letter carriers. They are David Wolf, No. 1; Wm.

Childs, No. 2; and Mrs. Sarah Frank, No. 3. They cover more than 75 miles of road each day and each has a stander route.

The Boring office is the distributor for all the territory as far east as Mount Hood. The mail leaves daily by Star route for all the post-offices in that distance on the Bor-



Interior Section of R. L. Sabin's Model Dairy Barn.

ing-Sandy stage line. The amount of mail carried in September was over three tons. The Boring office is verging close to the third class and does a money order business of about 350 domestic orders a month, besides its international business, which is considerable.

Two churches provide for the spiritual welfare of the people. One is a Methodist Episcopal, L. F. Smith pastor. It has an Epworth League in connection.

The other is a Swedish Baptist, Rev. John Johnson, pastor.

Among the business houses not mentioned in the preceding columns may be mentioned the following: J. W. Roots & Co., general merchandise; This is the leading business house of Boring. Louis Ritzger, grocery; S. E. Card, grocery. I. D. Turner, barber shop and pool room. M. Sonnickson, blacksmith. Richey & Collins, livery, auto and feed stables. C. F. Cross, restaurant and confectionery.

Sandy fair opened this morning and will continue over until tomorrow evening, closing with a grand ball in Shelley's hall. As many should go from Gresham as can get away.

Rev. Mr. Lucas, of Tunesday, Oregon City, will preach at the Cottrell Baptist church Sunday morning and evening at the chapel in the afternoon.

"PORT-NOMAH" IS MODEL DAIRY

A visit to Boring would be incomplete without a short side trip to the model dairy farm owned by R. L. Sabin and conducted by John Meyer. There are many larger dairies and some of them rank as high as "Port-nomah" but none of them higher. The official certificates held by M. Sabin enable him to get the best prices for his milk from the best people of Portland. The name "Port-nomah" is registered and it protects him in his business to the extent that he has the exclusive sale of all the milk he can produce. At present the dairy herd numbers less than 40 high grade cows. The milk is bottled and kept in ice-cold running water and sent to Portland each evening by auto truck. The barns, stalls and all the other accessories are spick and span for cleanliness. Everything is sanitary from top to bottom. It is a model dairy in every particular. The dairy farm comprises 160 acres and on it is grown all the feed for the herd. Two miles west of the farm an 80-acre tract is the pasture for all the young stock which is growing up to enlarge the herd as necessity requires.

The leader of the herd is the largest Jersey bull on the Pacific coast. Monarch Maiden's grandson weighs 1700 pounds, is gentle as an old cow and a beauty in color, being dark brown and well proportioned. He would be a prize winner where.

Another noted dairy herd is that in charge of A. N. Goheen on the Vetsch place. Forty-eight cows are kept here, the milk being shipped daily to the Damascus creamery in Portland. It was on the Vetsch farm that the Damascus products became famous. Mr. Mathew Vetsch lives there yet on his 400-acre farm, but is taking life easy. He was seen jogging along the road in his buggy. His aged wife is at present in Portland in feeble health.

"MAYOR MORAND" WOULD SOUND GOOD

Boring is not incorporated but it ought to be. It has no city government nor does it seem to need one for it is a "dry" town, and as such there is seldom any need for municipal officers to conserve the law. The reason why it ought to be an incorporated city is because it has a natural born, ready made mayor, Wm. A. Morand, is the leading spirit in everything connected with the town as far as he will allow the people to use him—and they pretty generally use him for everything. His only official title is that of assistant postmaster, but when "Billy" isn't there things seem to go wrong somehow. But then, every town, big or little, needs a balance wheel and Boring has hers. He is it in Boring and that is one of the reasons why Boring is on the map. The people there take off their hats to Wm. A. Morand, and so do we all of us.

Boring school district comprises quite a large territory. It joins Kelso and Orient and the Union district and has a modern schoolhouse just south of town where three young ladies are teaching the young idea when all are attending is 140. Their teachers are Miss Lillie Gregson, principal; Miss Mary Lovell, intermediate; Miss Alice Cook, primary. The school officers are H. A. Beck, chairman; Ed. Siefert and George Tacheron. W. R. Telford is school clerk.

The school building has lately been fitted out with three heating and ventilating systems, has been repainted and otherwise renovated and is generally convenient and well adapted to the needs of the district.

Only two secret orders have a home in Boring. An Odd Fellows' lodge was organized there on January 18th of this year. Its number is 234 and its present membership is 37. It is officered as follows: Noble grand, J. W. Roots; vice grand, C. M. Lake; secretary, Wm. A. Morand; treasurer, W. R. Telford; warden, H. A. Beck; conductor, J. E. Siefert; inner guardian, Wm. McCleery; outer guardian, John Meyer; R. S. N. G., Louis Ritzger; L. S. N. G., J. A. Imel; R. S. V. G., Herbert Leach; L. S. V. G., J. H. Nelson; R. S. S., E. S. Hickey; L. S. S., Wm. Wheeler; chaplain, Frank Rehberg; district deputy, Wm. A. Morand.

The other secret order is an as-

SHOE FACTORY IN OPERATION

Boring has one lone factory. It is on a small scale, but is distinct from anything else outside of the big cities. A. J. Herz & Co., have a fully equipped shoe factory with modern machinery, and are doing a good business in the manufacture of loggers' shoes which find ready sale all over the country. No finer goods than the Herz brand can be found in any city on the coast. They make several grades in black and tan from imported French kip which they sell at prices running all the way from \$8.50 to \$12.00 a pair, retail. The capacity of the plant is 110 pairs a week with six men employed. They also manufacture harness and do a general repair business for the community.

Mrs. J. E. Patton is home again after an absence of six weeks in southern Oregon.

Want ads. bring quick results

Some of the United Artisans, three principal officers are, Master Artisan, Frank Rehberg; secretary, Nora Meyer; treasurer, Louis Ritzger.

Boring Livery Barn

LIVERY FOR HIRE

Horses Boarded
Feed and Sales Stables

Richey & Collins
BORING, OREGON

J. W. Roots & Co.

GENERAL
MERCHANDISE
and Feed

Agents for AMERICAN FENCE, Etc.

BORING, - OREGON

Boring Restaurant and Confectionery

Meals at all Hours :: Home Cooking

Light and Fancy Groceries

C. F. CROSS, Prop.

WM. A. MORAND

Real Estate

Large and Small Tracts

Agent for the
BEAVER STATE FIRE INS. CO.
of Portland
AND
HORTICULTURAL FIRE INS. CO.
of Salem

Notary Public

Boring, Oregon