

Study Session



Milwaukie City Council



COUNCIL STUDY SESSION

Adjourn (7:15 p.m.)

AGENDA

City Hall Community Room, 10501 SE Main Street & Zoom Video Conference (www.milwaukieoregon.gov)

SEPTEMBER 9, 2025

Council will hold this meeting in-person and by video conference. The public may come to City Hall or join the Zoom webinar. This meeting will not be aired live, it will be recorded and broadcast later.

For Zoom login find the meeting event on the city calendar at www.milwaukieoregon.gov.

Written comments may be delivered to City Hall or emailed to ocr@milwaukieoregon.gov.

Note: agenda item times are estimates and are subject to change.
 Page #
 Utility Billing and Assistance 101 – Discussion (5:15 p.m.)
 Staff: Micheal Osborne, Finance Director, and Amy Francis, Utility Billing Accounting Technician

 Quarterly CIP Update and Prioritization – Report (6:00 p.m.)
 Staff: Jennifer Garbely, City Engineer, and Peter Passarelli, Public Works Director

 Council Reports (7:00 p.m.)

Meeting Accessibility Services and Americans with Disabilities Act (ADA) Notice

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Servicios de Accesibilidad para Reuniones y Aviso de la Ley de Estadounidenses con Discapacidades (ADA) La ciudad se compromete a proporcionar igualdad de acceso para reuniones públicas. Para solicitar servicios de asistencia auditiva y de movilidad, favor de comunicarse a la Oficina del Registro de la Ciudad con un mínimo de 48 horas antes de la reunión por correo electrónico a ocr@milwaukieoregon.gov o llame al 503-786-7502. Para solicitar servicios de traducción al español, envíe un correo electrónico a espanol@milwaukieoregon.gov al menos 48 horas antes de la reunión. El personal hará todo lo posible para responder de manera oportuna y atender las solicitudes. La mayoría de las reuniones del Consejo de la Ciudad se transmiten en vivo en el canal de YouTube de la ciudad y el Canal 30 de Comcast dentro de los límites de la ciudad.

Executive Sessions

4.

The City Council may meet in executive session pursuant to Oregon Revised Statute (ORS) 192.660(2); all discussions are confidential; news media representatives may attend but may not disclose any information discussed. Final decisions and actions may not be taken in executive sessions.



COUNCIL STUDY SESSION

MINUTES

City Hall Community Room, 10501 SE Main Street & Zoom Video Conference (www.milwaukieoregon.gov)

SEPTEMBER 09, 2025

Council Present: Councilors Adam Khosroabadi, Robert Massey, Rebecca Stavenjord, and

Council President Will Anderson, and Mayor Lisa Batey

Staff Present: Joseph Briglio, Assistant City Manager Michael Osborne, Finance Director

Amy Francis, Utility Billing Technician Jennifer Garbely, City Engineer Nicole Madigan, Deputy City Recorder Peter Passarelli, Public Works Director

Emma Sagor, City Manager Judith Serio, Accountant

Mayor Batey called the meeting to order at 5:25 p.m.

1. Utility Billing (UB) and Assistance 101 – Discussion

Osborne, **Sagor**, and **Francis** provided an overview of the city's UB process including daily operational tasks, addressing pipe leaks, and when public works staff checks meters. The group discussed the costs of manually reading meters and what it would cost to digitize all meters that would make the reading process more efficient.

Osborne and **Sagor** reviewed administrative tools and services involved in the UB process. The group discussed the UB software the city uses and the manual nature of adding fees to monthly UB statements and announcing new fees to UB customers.

Osborne and **Sagor** reviewed the monthly shut-off process for past due UB accounts and explained what the city does to provide payment assistance. The group remarked on the utility assistance program, noting income thresholds and program waivers, and how low-income housing developments could qualify for assistance.

Osborne provided an overview of how the UB assistance program is funded through external private non-profits and county government partners and the city's utility fund, compared Milwaukie and other cities' assistance programs, and noted factors that impact the city's utility rates.

Councilor Khosroabadi, Sagor, and Francis remarked on how the assistance program was applied based on changing household incomes and what Council could look at changing in terms of program policies. The group remarked on the assistance program application process, whether the income threshold reflected Milwaukie incomes, and if Council should re-evaluate the assistance program thresholds and structure. Sagor and Osborne summarized that staff would provide additional post-COVID pandemic utility assistance information to Council during the next Council affordability goal update.

The group discussed how the assistance program was advertised to residents and what qualitative information was shared with staff when customers apply for assistance. Staff suggested now was a good time to consider rate changes that could be implemented with the new biennial budget in July 2026.

2. Quarterly Capital Improvement Plan (CIP) Update and Prioritization - Report

Garbely provided updates on current CIP projects, reporting the completion of the Meek North Phase project, and noting the status of other projects including the Washington Area Improvements, Ardenwald North Improvements, and the 2025 street maintenance.

The group discussed staff's plan to create a five-year street maintenance work plan which would mean no maintenance work done in 2026 and a better way to track, prioritize, and coordinate projects and work to address deteriorating roadways in future years.

Garbely continued to provide updates on CIP projects, including the Stanley Reservoir Improvements, Harvey Street Improvements, King Road Improvements, and Waverly Heights Sewer Reconfiguration. **Mayor Batey**, **Garbely**, and **Passarelli** noted how the Waverly Heights project would reduce systemic inflow and infiltration (I&I) issues.

Garbely continued to provide updates on CIP projects, including the Waverly South and 26th Avenue Improvements, and the Monroe Greenway. The group remarked on the Oregon Department of Transportation (ODOT) and county segments of the greenway.

Garbely and **Passarelli** continued to provide updates on CIP projects, including Stanley Improvements, water engineering services for Well #8, water treatment plant improvements, concrete tank improvements, and a new reservoir.

Garbely noted the status of the Spot Program, and the group discussed how the program would be impacted by a proposed naming and dedication policy.

Garbely reported that the city was waiting to hear about federal funding for the Harrison Safety Assessment, noted projects that had received grant funding, and remarked on projects coming like the Downtown Streetscape Improvements and a sewer lining project.

Passarelli explained the refinement process staff had undertaken to prioritize and execute CIP projects, which included developing evaluation criteria. The group discussed the draft CIP project prioritization list, noting when Council could provide feedback on the list, and how the criteria had been applied to specific projects.

Passarelli provided an overview of the Kellogg Creek Pump Station project, noting its estimated cost and how the city could finance the project. The group discussed whether the pump station project should be added to the CIP and how to fund the project; they noted that adding the pump station project would bump other projects down the list.

Councilor Khosroabadi thought the pump station project was not worth staff spending more time on. Mayor Batey, Councilors Massey and Stavenjord, and Council President Anderson believed staff should continue to work on funding the project and that the project should be included in the CIP.

Council President Anderson suggested the city's partners should take more leadership of the pump station project and the group remarked on the city's role in the project.

Passarelli noted next steps in developing the next CIP.

Mayor Batey noted that the individual that Harvey Street was named for had been accused, and acquitted, of murdering a local family, and suggested the city be aware of the history. The group commented on the development of a naming policy Council would consider soon and the process of renaming streets in Milwaukie and other cities.

3. Council Reports

Councilor Massey reported on a recent Audit Committee meeting that included a preliminary report of the latest audit which had not found any issues.

Mayor Batey reported meeting with Council President Anderson about communicating and they had agreed to speak directly with each other and apologized for previous comments about how Anderson had characterized the mayor's positions.

Mayor Batey reported on touring a recycling facility, preparing for the League of Oregon Cities (LOC) conference, and encouraged Council to participate in LOC committees.

Sagor noted staff needed Council input on a site visit to the Johnson Creek restoration project and the group remarked on recent interactions with the North Clackamas Parks and Recreation District (NCPRD) intergovernmental agreements (IGAs).

4. Adjourn

Mayor Batey adjourned the meeting at 8:51 p.m.

Respectfully submitted,

Scott Stauffer, City Recorder

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SS 1. 9/9/25

Date Written:

OCR USE ONLY

Aug. 29, 2025

COUNCIL STAFF REPORT

To: Mayor and City Council

Emma Sagor, City Manager

Reviewed: Joseph Briglio, Assistant City Manager

From: Michael Osborne, Finance Director, and

Amy Francis, Utility Bill Specialist

Subject: Utility Billing and Assistance 101

ACTION REQUESTED

The intent of this presentation is to educate and provide background on the city's utility billing processes and low-income assistance program.

ANALYSIS

Finance Director Michael Osborne and Utility Billing Specialist Amy Francis will provide an overview of the city's utility billing administration, including the utility assistance program, and be available to answer questions about current practices.

The presentation will cover:

- Typical daily/monthly tasks of utility billing staff
- Overview of administrative tools and processes related to utility billing
- Data on utilization of the city's utility assistance program, including comparisons to other cities (see Attachment 2)
- Information on other tools the city utilizes to support ratepayers in need of assistance
- Administrative and mechanical implications of potential new utility bill strategies, such as rebates and tiering

Utility billing program overview

In total, the city has 6,997 active ratepayer accounts: 6,260 single-family customers; 354 multi-family customers (representing 4,099 units), and 383 commercial customers. Utility bills are the essential mechanism for collecting revenue that supports the city's water, wastewater, stormwater, transportation (Surface Street Maintenance Program [SSMP] and Safe Access for Everyone [SAFE]), and public safety infrastructure, operations, and maintenance.

The city currently employs one full-time utility billing accounting technician. While other staff from the Finance department, Public Works department, and Information Technology (IT) division frequently support utility billing efforts, this is the only full-time equivalent (FTE) employee fully responsible for maintaining ratepayer records and databases, generating utility bills, providing customer service to ratepayers, and oversight of utility assistance resources.

The primary software system utilized by the city for utility billing is Tyler Technology. The city has utilized this service since 2003. In 2025, the city shifted its contract for sending utility bills from Bend Mailing Services (BMS) to Tyler to improve efficiency and save costs.

The city does not currently have automatic meter reading technology; water meters are read manually by contracted meter readers every 30 days, and discrepancies must be verified by City of Milwaukie public works technicians. Shut-offs and leak investigations are also the responsibility of Milwaukie public works staff.

Utility rates are reviewed and adopted annually prior to the start of the new fiscal year. Rates for most funds are calculated with consultant support taking into account capital as well as operations and maintenance (O&M) needs and the utility fund reserves. SAFE, SSMP, and public safety fee utilize engineering trip data. Stormwater rates are based on impervious surface data. These data sets have to be manually maintained and audited for accuracy.

Utility assistance program overview

Milwaukie has a long history of aiming to support ratepayers in need of financial assistance, whether by connecting customers to external resources or utilizing internal programs and strategies.

The utility assistance program (formally called the low-income utility assistance program) was set up to offer Milwaukie utility customers who fall below the federal Housing Choice Voucher (HCV) program gross income level reduced rates. To qualify, ratepayers must meet income thresholds, utilize one or more city utilities, use/occupy the property as their primary residence, and not be delinquent in any payment owed to the city. For qualified enrollees, the city waives the following fees:

- the established base charge for water service (currently \$9.53 per residence),
- 50% of wastewater fee (currently \$31.3 for an average single-family residence using 6 centum cubic feet (CCF) of water
- 50% of stormwater fee (currently \$14.73 per residence)
- 100% of SSMP (\$6.40) and SAFE (\$7.11) and the upcoming public safety (\$7) fees.

Looking at the average utility customer, this waiver reduces costs by an estimated \$76.07 per month per resident. The program was created for residential customers. Commercial and multifamily dwellings are excluded with exception of the Hillside development owned by the Housing Authority of Clackamas County and the 64 apartments of North Main Village who serve low-income residents. Each of these is excluded from SSMP and SAFE fees.

Qualifying income thresholds are adjusted annually to equal the amount designated by the HCV. These amounts are as follows, effective as of 4/1/2025.

- One person living alone: \$43,450/yr or \$3,620/mo
- Two people living in one residence: \$49,650/yr or \$4,138/mo
- Three people living in one residence: \$55,850/yr or \$4,654/mo
- Four people living in one residence: \$62,050/yr or \$5,171/mo

The Finance Department intends to review all applicants in May of each year to verify income requirements and number of residents in the household, though the recent 2025 audit of the program is the first in 6 years due to staffing capacity issues. Applicants have to fill out an application form and provide their most recent tax return for verification. They can apply either in person, by mail, or by email. Currently there are 127 residential customers on the low-income program, which equates to 2% of the city's residential accounts. This is comparable to other city's our size, (i.e. Oregon City, Sandy, Estacada, Lake Oswego etc.).

In addition to the ongoing assistance that is provided to enrolled utility assistance program customers, the city also budgets annually for one-time utility assistance (\$5,000 in the last budget).

These funds are used to provide financial aid for residents who are experiencing one-time hardships. These hardships are reviewed and approved by either the city manager or finance director.

In addition to reviewing eligibility for the utility assistance program or one-time assistance, the city's utility billing accounting technician is also trained to support customers in finding other resources to remain in good financial standing on their utility bills, reduce penalties, and avoid shut-offs. These strategies include establishing payment plans for customers who have accrued debt or are unable to pay a full balance as well as connecting customers to external sources for financial support. The city contributes \$7,000 annually to St. Vincent de Paul to help aid economic relief for residents who need additional assistance. City staff can refer customers to St. Vincent de Paul, and then St. Vincent de Paul determines how to allocate the funds.

In addition to St. Vincent de Paul, customers are also encouraged to reach out to other organizations who provide funding for residents in financial hardship. These organizations include: 211, United Way, and the Clackamas County Utility Support. In 2023, Clackamas County offered grant funding to help those experiencing utility hardships, but this funding ended in 2024.

Monthly shut-off and past due notices

Despite all the strategies described above, there are circumstances where customers either do not seek assistance or otherwise become delinquent in making utility payments. Shut-offs occur if someone is 75 days late on payment. Per code, the city must put out door hangers in advance of any shut-off.

The city has averaged 12 shut-offs per month over the past two years. The city takes all measures to avoid shut-offs and has by practice not conducted shut-offs during months of extreme heat or during the holiday season in December.

BUDGET IMPACT

The impact of the Utility Assistance program is an expense to the city. The income lost due to the program is subsidized by the remaining utility customers. Any increases in the program—either through increased utilization or deeper discounts will impact the revenue of the utility funds and effect future infrastructure and maintenance needs if other rates are not commensurately raised. Furthermore, other rebate or discount strategies also will have an upward impact on other ratepayers not receiving these rebates or discounts as the overall rates have to cover capital and O&M costs. Staff's goal is to keep the utility program as cost efficient to all residents in order to keep rates low.

CLIMATE IMPACT

None.

EQUITY IMPACT

City staff recognize the growing economic hardship on residents in the city and want to offer help to those in need. We also want to help maintain a cost-efficient utility program and rate structure.

WORKLOAD IMPACT

Administering the Utility Assistance program is a time commitment to staff. Staff intend to review applications and supporting documents and contact residents to confirm information on a yearly basis to honor the integrity of the program, but due to capacity constraints of having a single utility billing accounting technician, there have been several years where an audit has not been completed.

COORDINATION, CONCURRENCE, OR DISSENT

Staff assist residents, sometimes through difficult conversations, by encouraging them to utilize outside partners and organizations who offer additional assistance.

STAFF RECOMMENDATION

There is no decision to be made but Council is encouraged to bring questions for utility billing staff.

ALTERNATIVES

None

ATTACHMENTS

- 1. Link to Low Income Utility Assistance Program webpage.
- 2. UA Programs Surrounding Cities Sept 2025

Attachment 1. 2. 9/9/25

	Utility Assistance Program Summary								
Agency	What is used for income level	Required documents	How often is it renewed	Do seniors renew	Program participants	residential	% of customers receiving assistance	What is the discount	How apply
Estacada	60% of Oregon's current median income (\$47,200) or less		annually	only available for over 62 years of age	32	2,000		W - no std meter demand charge WW - 1/2 regular monthly rate SW - 1/2 regular monthly rate	fillable application to print
Gladstone	HUD income limits	federal tax return, 3 months of bank stmt, SS stmt	annually	annually	20	4,067		1/2 of base rate for water, wastewater, stormwater	fillable application to print
Gresham	50% of Oregon's current median income or less		limited funds, once gone no apps accepted; can only apply once every 6 billing cycles	,	556	24,000	2.32%	limited funds	online app w/ file upload capability
Lake Oswego	60% of Oregon's current median income (\$36,811) or less	federal tax return, 3	limited funds, once gone no apps accepted; can only receive assistance for 2 months in a 12 month period		40	105,000		50% of water, wastewater, stormwater and street fees	staff emails application to customer; if no tax return, they require an IRS non filing form
Oregon City	60% of Oregon's current median income (\$36,811) or less	federal tax return, 3 months of bank stmt, SS stmt	every two years, unless a senior citizen	on program permanently	175	10,657		\$61.07 a month discount; still pay for public safety & water treatment fees	online application to print online application to print;
Sandy	Federal HHS poverty guidelines	federal tax return, W2, SS stmt	annually	annually	91	3,800		50% reduction to water and wastewater charges	if no tax return, they require an IRS non filing form

Notes:

Clackamas River Water does not have a program; offer limited funds through St. Vincent de Paul. City of Fairview does not have a program.





Utility Billing and Assistance 101

Council Study Session September 9, 2025

SESSION OUTLINE

- Daily/monthly tasks for utility billing
- Overview utility billing administrative tools
- Monthly shut offs
- Utility Assistance Program (UAP)
- Resources for assistance
- What are other cities doing?
- Impacts on Utility rates

UTILITY BILLING SPECIALIST DUTIES

First of Month:

- Send out past due notices & Calls
- Send customer list to Meter Readers
- Email Commercial for current reads (pertaining to deduct meters)
 - Run customer aging report
- Contact past due customers on status

End of Month:

- Receive file from Meter Readers
 - Review data for misreads & abnormalities
- -Run month end billing process
- Mail & email statements to customers

Other Duties:

- Work at Front Desk on Thursdays
 - Business Registration
- Being a great city employee and a great person!











Mid Month:

- Run abnormal consumption reports
- Prepare and send phone calls & door hangers
 - Prepare for shut offs
 - -Submit all account adjustments for approval
 - -Prepare accounts for collections

Ongoing Monthly Tasks:

- Process ACH autopay
- Process Utility Assistance Applications
 - Leak Adjustments request
 - Start/Stop Services
- Respond to all Customer calls and questions (calls & emails)
- Coordinate with Public Works, Building, Engineering, GIS & Front Desk on utility setup and administration
 - Review accounts for credits or misapplied payments
 - Perform account audits and ad hoc reporting
 - Update utility rates.



ADMINISTRATIVE TOOLS

- Utility Billing System Tyler Technology Incode
 - Began 2003, services all 7,000 city accounts
 - Used to process all transactions and notices
 - Used to calculate all rates and monthly billing
 - Use to email statements to customers estimated 3,000
 - Tied to municipal online website for customer payments
 - Used to create service orders for public works crew



- Handle all printed and mailed utility statement estimated 4,000
- Meter Readers
 - Physically check every meters monthly for accurate read
 - Do not do re-reads or leak checks
- Public Works Department
 - Do all re-reads and leak checks
 - Deliver all door hanger and shut off notices and execute shut offs
 - Do all meter installs in the city









MONTHLY SHUT OFF AND NOTICES

Past due notices

- Issued at the beginning of each month to customers in past due status
- Receive a past due letter & phone call
- 260 average accounts monthly are in past due status

Door Hanger notices

- Issued on the 3rd Tuesday of month, 2 days prior to shut off
- Receive a notice at their door & phone call
- 75 average accounts monthly are in door hanger status

Shut-offs

- Occur after 75 days past due
- Other cities in our region typically shut off after 45 60 days
- Intend for customers who have not initiated a payment plan or little communication
- 12 average accounts monthly are in shut off status





HOW DO WE ASSIST CUSTOMERS IN PAST DUE STATUS

GOAL: Work to set customers up for success

- Compassion, Empathy & Understanding
- Not all past due are low income. Some wait to pay quarterly

Steps to Reduce Past Due

- Mail past due notices at beginning of month
- Phone calls are made to customers, both automated and by staff
 - Reach out to oldest past due accounts directly via phone or email
- Set up payment arrangements if unable to pay in full
 - Usually with 3-month goal of repayment
- If unable to make a payment, we direct to external partners.
- Educate on utility assistance program UAP





UTILITY ASSISTANCE PROGRAM

- Offered to single family residential customers
 - Not multi-family & commercial accounts
 - *Exception of MFH: Hillside development & 64 North Main Apartments Subsidized housing
- Income threshold
- One person living alone: \$43,450/yr or \$3,620/mo
- Two people living in one residence: \$49,650/yr or \$4,138/mo
- Three people living in one residence: \$55,850/yr or \$4,654/mo
- Four people living in one residence: \$62,050/yr or \$5,171/mo
- Program waivers
- the established base charge for water service (currently \$9.53 per residence),
- 50% of wastewater fee (currently \$31.3 for an average single-family residence using 6 centum cubic feet (CCF) of water
- 50% of stormwater fee (currently \$14.73 per residence)
- 100% of SSMP (\$6.40) and SAFE (\$7.11) and the upcoming public safety (\$7) fees.
- Application process
 - Complete application, provide Federal Tax return for ALL occupants receiving an income
 - Finance review on an annual basis in May
 - Currently 127 residential customers on UAP



SOURCES FOR FINANCIAL SUPPORT

EXTERNAL PARTNERS

- St. Vincent de Paul
 - City contributes \$7,000 annually to help aid economic relief
 - Removes city from making judgement on how to allocate the funds.



- One time assistance for those in emergency need of shut off.
- #211 and United Way
 - Collaborate with multiple funding sources and act as an umbrella to provide resources and funding
 - Direct access and support thanks to the mother-in-law of our own Mattie Dulka. ©

INTERNAL RESOURCE (Expense to the Utility Fund)

- Utility assistance hardship budget
- City budgets \$5,000 annually for customer hardships to be determined at Finance Director discretion.
- Hardships and leaks adjustments are expensed from this account









WHAT OTHER CITY'S DOING?

			Utility Assistance Program S	ummary						
Agency	What is used for income level Required documents		How often is it renewed	Program participants	% of customers receiving assistance	What is the discount				
Milwaukie	HUD income limits Same as Milwaukie	federal tax return	annually	6,260	127	2.03%	Waive: 100% of Base Water 50% of Sewer & Storm 100% of SSMP & SAFE			
Estacada	Only available for Seniors 62+ in age. 60% of Oregon's current median income (\$47,200) or less	federal tax return, bank stmt, SS stmt	annually	2,000	32	1.60%	W - no std meter demand charge WW - 1/2 regular monthly rate SW - 1/2 regular monthly rate			
Gladstone	HUD income limits Same as Milwaukie	federal tax return, 3 months of bank stmt, SS stmt	annually	4,067	20	0.49%	1/2 of base rate for water,wastewater, stormwater			
Gresham	50% of Oregon's current median income or less	paystubs	limited funds, once gone no apps accepted; can only apply once every 6 billing cycles	24,000	556	2.32%	limited funds			
Lake Oswego & Tigard (partnership)	60% of Oregon's current median income (\$36,811) or less	federal tax return, 3 months of bank stmt, SS stmt	limited funds, once gone no apps accepted; can only receive assistance for 2 months in a 12 month period	105,000	40	0.04%	50% of water, wastewater, stormwater and street fees			
Oregon City	60% of Oregon's current median income (\$36,811) or less	federal tax return, 3 months of bank stmt, SS stmt	every two years, unless a senior citizen	10,657	175	1.64%	\$61.07 a month discount; still pay for public safety & water treatment fees			
Sandy	Federal HHS poverty guidelines	federal tax return, W2, SS stmt	annually	3,800	91	2.39%	50% reduction to water and wastewater charges			
Clackamas River Water	Does not have a program, offer limitied funds through St. Vincent de Paul.									



IMPACT ON UTILITY RATES

- Outside consultant to do rate analysis FCS Group
 - Look ahead at factors 5 to 10 years.
 - Consider future infrastructure & resource needs
 - Reviewed by CUAC committee for recommendations
 - In past have reviewed tier usage rate vs flat rate
- Costs of reduced rates of UAP are incorporated into remaining customers rates
- Currently provide low use discount \$5 discount for use of less then 3 CCF per month
- Administration lift vs reduced rates



QUESTIONS OR COMMENTS?



COUNCIL STAFF REPORT

SS 2. 9/9/25

Date Written:

OCR USE ONLY

Sept 2, 2025

To: Mayor and City Council

Emma Sagor, City Manager

Reviewed: Peter Passarelli, Public Works Director

From: Jennifer Garbely, City Engineer

Subject: Quarterly Capital Improvement Plan (CIP) Projects Update

ACTION REQUESTED

Staff requests direction on whether we should include the sewer replacement for the Kellogg Dam removal project in the next CIP.

HISTORY OF PRIOR ACTIONS AND DISCUSSIONS

Staff generally provide Council with a quarterly capital projects update.

ANALYSIS

This quarterly CIP update will focus on updates to projects in the current biennium (fiscal year [FY]25-26) CIP as well as a continuation of the discussion started at the Kellogg Creek Restoration Project update to further discuss incorporation of the related sewer line project in planning for the FY27-28 CIP.

This staff report also provides an update on a new CIP evaluation matrix and criteria staff will be using to develop the next CIP; staff are happy to answer questions about that process in this study session, but due to time constraints, do not plan to present significant information on that methodology beyond what is in this report. A more robust conversation around project prioritization will occur with Council and Budget Committee in November.

Status update on FY25-26 CIP projects

The Engineering Division is working on the design and/or bids for several projects that are completely or partially funded through the Street Surface Maintenance Program (SSMP), the Safe Access for Everyone (SAFE) Program and city utility funds:

- Meek Street Pipe Installation, North Phase. This project will construct a new detention
 pond and install approximately 4,000 linear feet of stormwater pipeline along the Union
 Pacific Railroad (UPRR) between Harrison Street and the Roswell Detention Pond. Project
 is complete and working on closing out. City Engineer Jennifer Garbely is the project
 manager for this project.
- **2025 Grind and Inlay.** Project is complete and working on closing out. Associate Engineer Camilo Alvarez Tuta is the city project manager.
- Monroe Street Greenway. The greenway will create a nearly four-mile, continuous, low-stress bikeway from downtown Milwaukie to the Interstate(I)-205 multi-use path. Once complete, it will serve as the "spine" of Milwaukie's active transportation network, connecting users to the Max Orange Line, Max Green Line, Trolley Trail, 17th Avenue Bike Path, I-205 path, neighborhoods, schools, and parks. Funding grants through Oregon Department of Transportation (ODOT) and Metro will allow the city to complete our 2.2-mile section of the greenway from the Trolley Trail to Linwood Ave. The Clackamas

County portion of the Greenway, from Linwood Avenue to Fuller Road, has moved to the construction phase.

- East Washington-Monroe Greenway Segment (37th Avenue to Linwood Street): Staff are working with CONSOR and ODOT, to refine the design for the eastern section from 37th Avenue and Washington Street to Linwood Avenue and Monroe Street. City staff are working with ODOT to get to final design.
- Monroe Street & 37th Avenue (34th Avenue to 37th Avenue): This segment is complete. It was constructed as part of the private development of the 7 Acres Apartments.
- Central Monroe Greenway Segment (21st to 34th): The city and ODOT have signed an intergovernmental agreement (IGA) that will transfer \$1.55 million in Statewide Transportation Improvement Program (STIP) funding to the city to construct this segment of the greenway. City staff have contracted with 3J Consulting to negotiate work at the Oak Street and 37th Avenue railroad crossings. City staff have kicked off the design phase with Burgess & Niple.
- Monroe Street & Highway 224 Intersection: This project has now been combined with a larger project which will mill and overlay Highway-224 from 17th Avenue to Rusk Road in Fiscal Year (FY) 2026. An Open House was hosted on February 29 for all the greenway, ODOT's Highway 224 projects, the city's Transportation System Plan (TSP), and Kellogg Creek Restoration and Community Enhancement Project. The city received concerns regarding how the development of Highway 224 could push traffic from Monroe Street onto Penzance Street. Wildish Standard Paving is under contract with ODOT and has begun staging along Highway 224. Bid opening for the project was January 9 and the Notice of Intent to Award to Wildish Standard Paving was posted January 30. Construction is anticipated to be complete summer 2026.
- West Downtown Monroe Greenway Segment (Trolley Trail to 21st Avenue): The
 city is investigating funding to enhance the Greenway through downtown
 Milwaukie.

Civil Engineer Tanya Battye is the city project manager for all the work associated with this project. For more information on this project visit https://www.milwaukieoregon.gov/communitydevelopment/monroe-street-neighborhood-greenway-concept-design.

- Washington Street Area Improvements. The project scope includes sidewalk improvements, street pavement improvements, repair to the existing stormwater, sanitary sewer, and water systems, and replacement of the Spring Creek Culvert under Washington Street. Construction has been ongoing since March of 2024. Edison Street has been completed. Paving is complete. All landscaping will occur in September 2025. City Engineer Jennifer Garbely is the city project manager with Associate Engineer Josh Neath. https://www.milwaukieoregon.gov/engineering/washington-street-area-improvements
- Harvey Street Improvements. This project includes the update and repair of existing sanitary, storm, and water systems. It also includes installing an Americans with Disabilities Act (ADA) compliant sidewalk on Harvey Street from 32nd Avenue to 42nd Avenue and on 42nd Avenue to Howe Street. Due to additional water work needed in five years, the street will only be resurfaced, not reconstructed. Design has been contracted to Century West Engineering Corporation. Construction to begin late September 2025.

- Associate Engineer Hector Gomez-Barrios is the project manager. https://www.milwaukieoregon.gov/engineering/harvey-street-improvements
- Ardenwald North Improvements. The project includes sidewalk improvements, street pavement improvements, and repair to the existing stormwater, sanitary sewer, and water systems west of 32nd Avenue along Van Water Street, Roswell Street, 28th Avenue, 29th Avenue, 30th Avenue, and 31st Avenue. Construction is under way with the crew just finishing paving and preparing for final walk through to close out the project. Project is anticipated to be completed by October 2025. Associate Engineer Josh Neath is the city project manager. https://www.milwaukieoregon.gov/engineering/ardenwald-north-improvements
- Waverly Heights Sewer Reconfiguration. This project will rehabilitate a deteriorated wastewater collection system in the Waverly Heights area of Milwaukie. The collection system facilities are primarily located on private, residential property, with limited information on existing maintenance easements. The design phase of the project will develop rehabilitation strategies for the collection system, with a focus on minimizing impacts to residents, (i.e. using cured-in-place-pipe, pipe bursting, or other low impact rehabilitation methods). Stantec Consulting Services is preparing easements and then will prepare bid documents. The project is still finalizing easements and then will go out to bid. Associate Engineer Josh Neath will take over as the project manager for this project.
- **26**th **Avenue Improvements and Waverly South Project.** The project is currently under design with a survey. This project will be combined with the Waverly South project, which includes water, wastewater, ADA ramps, and roadway improvements near Lava Drive. The project scope of work includes sidewalk improvements and street pavement improvements by doing a two-inch grind and inlay for the length of 26th Avenue. The project is approaching a 60 percent design level. Associate Engineer Hector Gomez-Barrios is the city project manager.
- **King Road Improvements.** The King Road Improvements project will replace existing sidewalk and bike lane with a multi-use path, improve stormwater system, replace water pipe, and reconstruct roadway surface. The project is coming to council for a construction contract award soon. Construction is anticipated to start October 2025. City Engineer Jennifer Garbely is the city project manager with Associate Engineer Camilo Alvarez Tuta. https://www.milwaukieoregon.gov/engineering/king-road-improvements
- Water Project Engineering Services. Due to the aging water infrastructure at our treatment plants, pump station, reservoirs, and well sites, the city hired two consultants with Water System Consulting and RH2. Staff have identified the need to focus on the new water treatment plant that includes the requirement of treating perfluorooctane sulfonate (PFOS). In addition, the team will be evaluating Well #8, hydraulics within our entire water system, and start of pre-design of a new water reservoir. City Engineer Jennifer Garbely is the city project manager with Civil Engineer Tanya Battye.
- Stanley Avenue SAFE Improvements. An IGA with the Development Agency of Clackamas County was signed to design and construct improvements on Stanley Avenue between Johnson Creek and King Road. The scope of the project includes a side path on one side of the roadway, stormwater, and ADA ramps. The county will be managing the design phase, and the city will manage the construction phase. Currently the project is in negotiations with a qualified consultant. Associate Engineer Hector Gomez-Barrios is the city project manager. https://www.milwaukieoregon.gov/engineering/stanley-reservoir-improvement-project

• **First Fish Herons (FFH).** As part of the IGA with the Confederated Tribes of Grand Ronde (CTGR) and the third phase of the Milwaukie Bay Park design the city's engineering department is working with the Cultural Resources Department of the CTGR to complete the design and construct three art plinths for seasonal art exhibitions. Staff are working on the structural base for the artwork and anticipate construction to occur in late fall 2025. The FFH artwork is expected to be placed on the plinths in the park in March 2026. Associate Engineer Camilo Alvarez Tuta is the project manager and is coordinating this project for the city with the city recorder.

Upcoming Projects.

- o Harrison Corridor Safety Assessment.
- o Downtown Streetscape Improvements
- Brookside Pump Station Improvements
- Spot Program

New Evaluation Criteria for FY27-28 and beyond CIP development

The City of Milwaukie has developed new evaluation criteria for its CIP to ensure that future investments are prioritized in a transparent, equitable, and achievable manner. This framework was created over the past year through collaboration between the City Manager's Office, Finance, Public Works, and Engineering, with guidance and input from the Community Utility Advisory Committee (CUAC).

The new tool is designed to:

- Align projects with City Council goals and adopted plans (e.g., Comprehensive Plan, Climate Action Plan, Transportation System Plan (TSP)).
- Provide a structured and equitable process for evaluating projects.
- Support long-term financial sustainability and regulatory compliance.
- Create a CIP that is realistic, executable, and responsive to community priorities.

Each project is scored across ten categories—planning alignment, regulatory compliance, fiscal stewardship, efficiency, equity, environmental sustainability, community engagement, asset condition, external funding, and economic development. Weighted scoring ensures that projects addressing regulatory requirements, equity, and long-term asset needs receive greater emphasis.

Evaluation Categories

Comprehensive Planning Alignment

Projects are assessed for consistency with the city's Comprehensive Plan, Climate Action Plan, TSP, Utility System Plans, Urban Forest Management Plan, and other system plans. Higher-scoring projects demonstrate alignment with multiple City Council goals and policies.

Regulatory Compliance

Projects are evaluated based on their ability to address current or anticipated regulatory requirements, including state, federal, and local mandates such as ADA compliance. Projects providing long-term, durable compliance solutions receive higher scores.

Fiscal Stewardship

Financial impacts on both capital and operating budgets are considered, including long-term maintenance, staffing, and cost savings. Projects with strong positive fiscal impacts or revenue opportunities are prioritized.

Efficiency and Effectiveness

Projects that streamline operations, improve reliability, or can be delivered in coordination with other improvements are scored higher.

Equity and Inclusion

Projects that advance equitable delivery of services, improve access for underserved populations, or enhance ADA accessibility are prioritized.

Environmental Sustainability

Projects are assessed for contributions to climate action, resilience, and sustainability, including adaptation to flooding, heat, and other long-term risks.

Community Engagement and Satisfaction

Projects that support community satisfaction in areas such as transportation, parks, affordability, or arts and culture, and those with resources for robust public participation, receive higher scores.

Asset Condition

Projects are evaluated based on the age and condition of existing assets, with priority given to infrastructure nearing or past its useful life.

External Funding Opportunities

Projects leveraging grants, partnerships, or donations are prioritized, with higher external funding matches receiving higher scores.

Economic Development

Projects are evaluated for their ability to strengthen commercial and industrial areas, promote new economic opportunities, or support a balanced jobs-housing mix.

Scoring & Weighting Table

Criteria	Scoring Range	Weighting	Description / Focus
Comprehensive Planning Alignment	0–3	3	Consistency with adopted plans and policies.
Regulatory Compliance	0–3	3	Addresses current/anticipated regulatory mandates.
Fiscal Stewardship	0–3	1	Evaluates financial impacts, savings, or revenue potential.
Efficiency & Effectiveness	0–3	1	Streamlines operations, reliability, or project integration.
Equity & Inclusion	0–3	2	Promotes equitable service delivery and access.

Environmental Sustainability	0–3	2	Advances climate goals, resilience, and greenspace.
Community Engagement & Satisfaction	0–3	1	Enhances satisfaction and participation.
Asset Condition	0–3	2	Prioritizes assets nearing end of lifecycle.
External Funding Opportunities	0–6	1	Prioritizes projects with external funding support.
Economic Development	0–3	1	Supports jobs, commercial vitality, and tax base.

Methodology

The CIP evaluation tool applies a weighted scoring system to each proposed project:

- Project Scoring: Staff evaluate projects using standardized questions under each criterion (e.g., does it meet a regulatory requirement? does it improve equity?).
- Weighting: Each category is weighed to reflect Council priorities. For example, regulatory
 compliance and planning alignment carry greater weight than community engagement or
 efficiency.
- Transparency: Scores are documented and shared, allowing the community and Council to clearly see how prioritization decisions are made.
- Review & Oversight: The scoring process is conducted by staff in coordination with Finance, Engineering, and Public Works leadership. CUAC provides input on both the criteria and scoring outcomes.
- Council Discretion: While the tool provides a transparent ranking of projects, Council
 retains the ability to adjust priorities based on emerging community needs, funding
 opportunities, or external requirements.

Application in Practice

General Prioritization Example

The following table provides an *example* of how core CIP projects are prioritized using the new CIP evaluation criteria. It illustrates how different projects are scored across multiple criteria and how total scores reflect relative prioritization for implementation. This example demonstrates how the tool creates a transparent and structured approach to CIP planning. **Please note:** The table is meant to be representative and not a complete look at potential FY27-28 projects. Staff will present additional analysis and discussion in November to Council and the Budget Committee, inclusive of CIP projects and initiatives that staff have received direction on during this biennium (e.g., a bikeway network improvement program; TSP prioritized projects; etc.).

Project	Fiscal Year	CPO & Policy	Regulatory	Fiscal Stewardship	Efficient & Effective Process	Equity	Sustainability	Engagement	Asset Condition		Economic Development	Total Cost	Total	Weigh Total
Water Treatment Plant Upgrades	26/27	3	3	3	3	1	1	3	3	1	3	\$3,200,000.00	24	41
North Milwaukie Downtown (Harrison to 10282														
Main) Use URA funds for sidewalks	29/30	3	2	3	2	2	2	3	3	0	3	\$2,486,000.00	23	40
Ardenwald South SAFE/SSMP/Water	28/29	3	1	2	1	3	2	3	3	0	1	\$4,526,000.00	19	35
Monroe Street Greenway East (RRFA)	24/25	3	1	0	1	2	1	3	2	5	2	\$1,550,000.00	20	33
Monroe Street Greenway Central	24/25	3	1	0	1	2	1	3	2	5	2	\$1,160,600.00	20	33
Stanley SAFE Improvements (SRTS and County URA Funded)	25/26	3	1	0	1	2	2	3	2	4	0	\$5,500,000.00	18	32
International Way & Mallard SAFE/SSMP/SS C-16	26/27	3	1	0	1	2	2	3	2	0	2	\$3,562,000.00	16	30
S3: Concrete Tank Liner Replacement and External Appertures.	25/26	2	3	1	1	0	1	0	3	0	3	\$ 665,000,00	14	28
SS3: Re-establish the production of Well 8 to Maximize Supply	25/26	2	3	3	2	0	1	0	2	0	2	\$ 250,000,00	15	28
Monroe Street Greenway West (unfunded)	29/30	3	1	0	1	2	1	3	2	0	2	\$ -	15	28
Logus/40th/42nd SAFE/SSMP/SS C-14/Water Drake & 38th	25/26	3	1	1	1	2	1	3	2	0	0	\$6,469,000.00	14	27
Park/Lloyd SAFE/SSMP/SS C-18/Water	27/28	3	1	0	1	1	2	3	2	0	0	\$6,192,000.00	13	26
Concrete Reservoir to Zone 2 start design	25/26	2	2	2	1	1	0	1	3	0	0	\$ 850,000.00	12	24
Oatfield/Shell Lane SAFE/SSMP/Water	27/28	3	1	0	1.	1	2	3	1	0	0	\$2,227,000.00	12	24
Wastewater CIPP Projects	25/26	1	1	1	2	0	1	2	3	3	0	\$1,059,200.00	14	22
Sparrow Street SAFE/SSMP/Water D13	28/29	3	1	0	1	1	1	3	1	0	0	\$ 299,000.00	11	22
R-3: S5 Brookside Pump Station Retrofit and Pump Upgrade (including in C-3 thru C-7)	25/26	1	1	3	1	0	1	1	3	0	0	\$ 500,000.00	11	19
S2: Construct Additional 3 MG Storage Reservior to Address Storage Deficiency in Zone 2 start														
design	26/27	2	0	0	2	1	1	3	0	0	1	\$8,000,000.00	10	16
Well , 5 Improvements	25/26	1	0	2	1	0	0	0	3	0	3	\$ 650,000.00	10	15

Kellogg Sewer Line Relocation – Scoring Example and Questions for Council

To demonstrate the practical value of the new evaluation framework, the Kellogg sewer line relocation project is shown as an example. This project highlights how the criteria capture both opportunities and challenges: it ranks highly for regulatory compliance, environmental sustainability, and planning alignment, but scores lower for fiscal stewardship and external funding. Including this example underscores how the evaluation tool brings transparency and structure to decision-making, helping balance competing priorities.

Criteria	Score	Weighting	Weighted Total	Notes
Comprehensive Planning Alignment	3	3	9	Strong consistency with infrastructure and planning goals
Regulatory Compliance	3	3	9	Driven by ODOT requirements and DEQ compliance issues
Fiscal Stewardship	0	1	0	High cost; ratepayer burden
Efficiency & Effectiveness	2	1	2	Coordination with Kellogg restoration project
Equity & Inclusion	1	2	2	Neutral to limited direct equity benefits
Environmental Sustainability	2	2	4	Positive water quality and climate resilience impacts
Community Engagement	1	1	1	Limited direct satisfaction gains for residents

Asset Condition	2	2	4	Aging infrastructure but not yet at failure stage
External Funding Opportunities	0	1		No secured external funding at this time (for this component)
Economic Development	1	1		Indirect benefits through environmental improvements
TOTAL	_	_	32 / 60	Mixed overall score; strong compliance driver, weak fiscal feasibility

Following the August 19 work session on the Kellogg Creek Restoration Project, Council expressed a desire for additional information to inform whether to direct staff to incorporate this sewer relocation project into the planned FY27-28 CIP. Staff would appreciate knowing Council's direction on whether this a priority city project for the next biennium as early as possible as its inclusion in the CIP may impact prioritization of other projects. s.

Next Steps

- Integration into Budget Process: The evaluation tool will be used each budget cycle to develop a prioritized list of projects for Council consideration.
- CUAC Engagement: CUAC will continue to review and refine the scoring system as needed to ensure it reflects evolving community values.
- Updates & Adjustments: The criteria and weightings will be reviewed periodically to ensure alignment with new City Council goals, Comprehensive Plan updates, or regulatory changes.
- Ongoing Communication: Project scoring and prioritization results will be made available to Council and the public as part of CIP updates, strengthening accountability and transparency.

BUDGET IMPACTS

All the projects mentioned have been budgeted for the latest biennium's CIP, except the city did not receive a Safe Routes to School (SRTS) grant for the Stanley SAFE Improvement Project.

CLIMATE IMPACTS

Staff maintain pavement across the city in accordance with the goals outlined, and the funds collected by the SSMP. The materials and equipment used in the construction of infrastructure contain embedded carbon and generate greenhouse gas emissions. To the extent possible, staff work with contractors to use more sustainable materials and methods such as warm mix asphalt and concrete with a percentage of the cement replaced by fly ash or ground slag. For streets that need to be fully rebuilt, full-depth reclamation will be used instead of complete removal and replacement. This change will save a significant amount of energy otherwise expended by trucking material to and from the construction site, with the added benefit of reducing landfill disposal and the amount of new rock required for a project. Through improved regular maintenance of city streets, the lifespan of city streets will be extended, which will reduce the need for larger and more resource intense repair projects that have greater climate impacts.

While some trees must be removed to provide the required area to construct a project, the goal is to always install more trees than are removed. When feasible, stormwater projects will now start to include the more natural, low-impact development facilities. These are smaller facilities spread throughout a project that allow better retention, cleansing, and infiltration of stormwater runoff. Where feasible on sidewalk and pathway projects, more pervious asphalt and concrete surfaces will be installed to reduce stormwater runoff. With CIP projects, language in the project specifications that limit idling time of construction vehicles will be included.

EQUITY IMPACT

Engineering projects help bring equity and accessibility to the community. CIP projects focus on the areas in Milwaukie with the greatest need and highest risk. The staff goal is to improve safety and access to quality services for residents. Through our SAFE program our goal is to remove barriers for people to walk, bike, or roll safely. This includes ADA enhancements. In addition, construction communication updates to water, wastewater, and stormwater facilities have been distributed and available in Spanish and English.

WORKLOAD IMPACTS

As part of the City's organizational restructuring, the CIP engineering function has been incorporated into the Public Works Department. This alignment brings the City Engineer, engineers, and engineering technicians together with operations and maintenance staff, creating stronger coordination between project delivery and long-term system operations. While the CIP Engineering Division continues to carry a significant workload given current vacancies, integration into Public Works provides improved communication, clearer project prioritization, and better alignment of staff resources across capital and operational needs. The CIP engineering division is working on transitioning to move to public works in October .

COORDINATION, CONCURRENCE, OR DISSENT

Engineering staff coordinated with public works, community development, finance, and the city manager's office on these projects through our capital projects chartering process to ensure interdepartmental coordination.

STAFF RECOMMENDATION

Staff are specifically seeking early direction on whether the Kellogg sewer relocation project should be assumed in the FY27–28 CIP.

ATTACHMENTS

None.



CIP Project Updates

September 9, 2025

Jennifer Garbely, City Engineer Peter Passarelli, Public Works Director



From: <u>Lisa Batey</u>

To: <u>City Council</u>; <u>Peter Passarelli</u>

Subject: FW: Seth Lewelling Elementary School Worry Date: Monday, September 8, 2025 12:05:59 PM

Scott, please add to the record for an upcoming meeting. Thanks!

From: Mason Branstetter <branstetterm@nclack.k12.or.us>

Sent: Monday, September 8, 2025 11:59 AM

To: Lisa Batey <BateyL@milwaukieoregon.gov>; William Anderson

< Anderson W@milwaukie oregon.gov>; Adam~Khosroabadi~Khosroabadi~A@milwaukie oregon.gov>; Adam~Khosroabadi~Amilwaukie oregon.gov>; Adam~Khosroabadi~Amilwaukie

Rebecca Stavenjord <StavenjordR@milwaukieoregon.gov>; Robert Massey

<MasseyR@milwaukieoregon.gov>

Cc: Robert Martinez <martinezro@nclack.k12.or.us> **Subject:** Seth Lewelling Elementary School Worry

This Message originated outside your organization.

Hello Mayor Batey and Milwaukie City Council Members,

I'm writing today hoping to get your help with a worry that has come up for our school. Recently our district had submitted to be able to remove a dying tree in our courtyard. The request was denied and we were told that removal would amount to several thousand dollars in fines to actually remove the tree. In recent years, with the change in climate and age of our campus, some of our trees have struggled with remaining healthy. When trees have fallen we have replaced them, most recently using Friends of Trees to replace 6 trees that had come down in the past few years and also adding an additional one to our campus. This courtyard tree is concerning because of it's size and proximity to several buildings (see attached pics). You can also see from the pics that the tree has been maintained and dead or falling branches removed in the past.

My hope is that the decision could be revisited or that an exemption could be made because as you all know local schools are struggling with budgets and our number one priority is the safety of our kids. We are more than happy to replace the tree with other trees and just the removal alone isn't going to be inexpensive. We have had independent arborists visit and confirm that the tree is dying. If there is an additional avenue for appeal or as mentioned previously a way for a local school to have an exemption we would be most appreciative. We do not want this tree falling on our school as the costs would be far greater, not just in building repair, but the potential for harming students.

I appreciate your time and hope this wasn't too long winded. I'm happy to show anyone interested in person or answer any questions you might have.

Thank you.

Mason Branstetter

--

Mason J. Branstetter II, Principal Seth Lewelling Elementary 503.353.5440 branstetterm@nclack.k12.or.us

"I firmly believe that any man's finest hour - his greatest fulfillment to all he holds dear is that moment when he has worked his heart out in a good cause and lies exhausted on the field of battle - victorious."

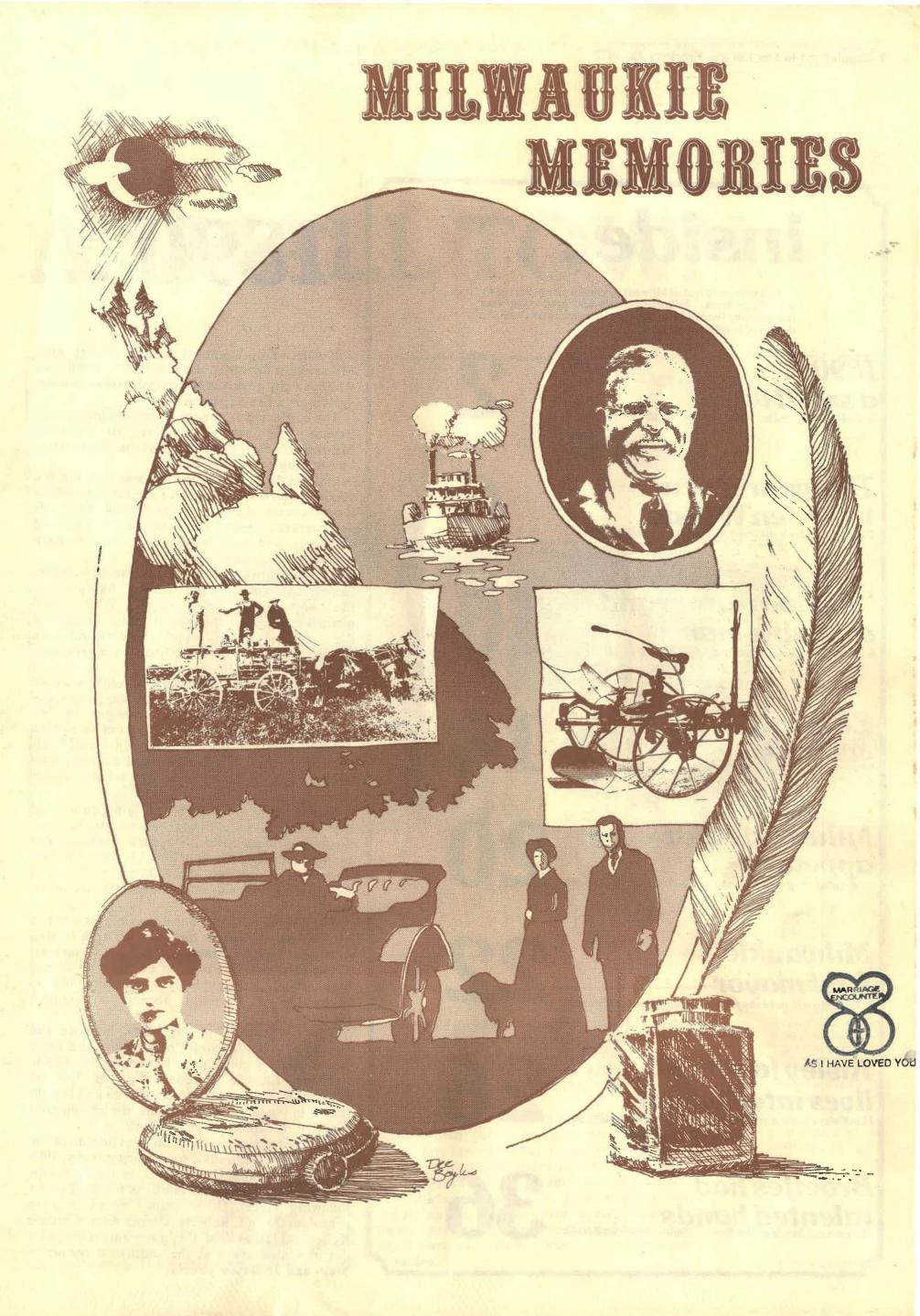
Vince Lombardi











inside.

This first-hand look at Milwaukie's history is sponsored by First State Bank. Editorial content and production were furnished by the Milwaukie Review, in cooperation with the dozens of helpful news sources.

1890 A look at Milwaukie, very much a small, rough town.

Things are 'new' in Arden Woods Things are a little different now in "the woods of Arden."

"A good farmer and a lovable man" Including memories of early-day basketball in Milwaukie.

Education & Politics

Milwaukie as it appeared

A detailed map showing the landholdings in Milwaukie.

The Starkweathers -- educators and political leaders aplenty.

Milwaukie's first mayor

What was it like to be the first mayor in growing Milwaukie?

Risley families' lives intertwined

The Risleys were a renowned farm family with close ties.

Broetjes had talented hands
The talented hands of the Broetje family contributed much.

1890

It was 1890 ... almost half a century after Milwaukie's founding. It was still but a small town without a city government, paved streets, a water system or a fire department.

The battle for supremacy in size and importance having long since been lost to Portland, Milwaukie's early prominence as the shipbuilding and milling center had faded.

In those days, Milwaukie still was very much a small, rough town catering to the farmers whose land surrounded the business district. Orchards and pastures covered all the land to the east and northeast, and most families still came to town driving a horse and buggy.

To the south and east of the Milwaukie business center the roads were rough, bumpy and alternately dusty and muddy. With travel oftentimes difficult, many of the daily activities of life -- school, church, social activities and even business trade -- were confined to a relatively small circle of neighbors.

Most youngsters could count on eight years of schooling. But only the most able youths or those whose families believed strongly in the importance of a good education, went on to high school. With no high school in Milwaukie, only with considerable difficulty could one commute daily to Oregon City or Portland schools by the opening bell.

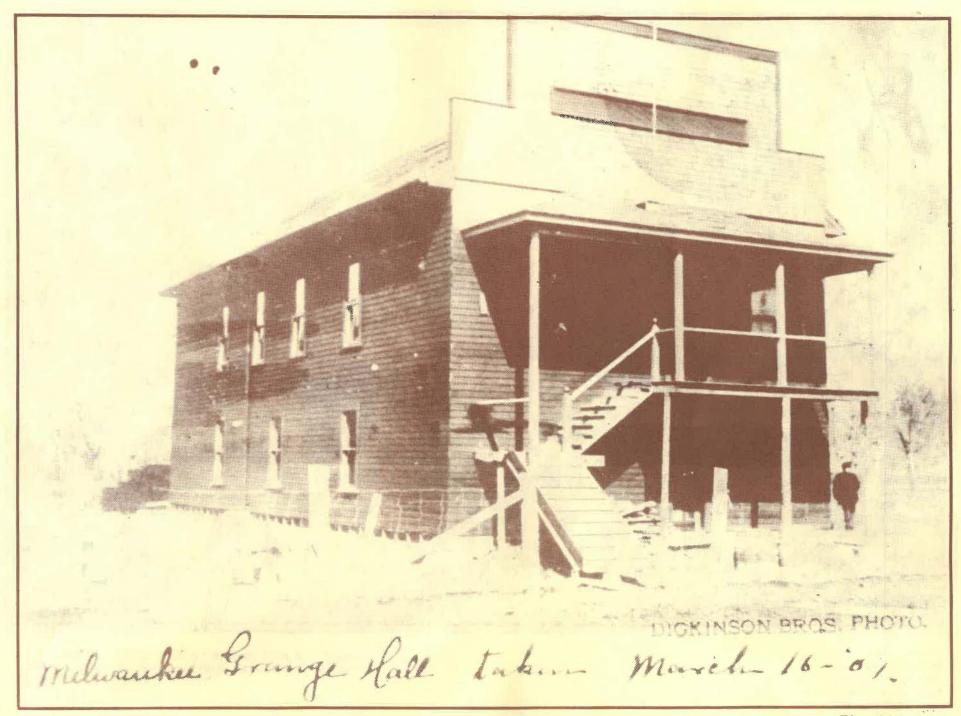
During the last decade of the 19th Century, all that changed as the interurban electric railroad pushed through Milwaukie from Portland and then on to Oregon City. On Feb. 16, 1893, the first electric car rolled into the Milwaukie station. It was an event that was to have great impact on the whole area.

The electric car line made it possible for families such as the Risleys in the Concord area to ship milk and fresh vegetables to Portland markets. Teenagers rode the train to Portland to attend high school, and suddenly a shopping trip to Milwaukie or Portland became a common occurrence.

The construction of car barns to store the electric cars (at the corner of Harrison and River Road) made it convenient for employees of the Eastside Electric Railroad Co. to live in Milwaukie. As they moved to the area and bought homes in the newer subdivisions, the city entered a period of expansion and growth.

Changes came quickly in the first decade of the 20th Century. Milwaukie was incorporated in 1903 and elected its first City Council, including Mayor William Shindler (whose family is featured in the following pages). Other council members were president Owen J. Roberts, Casper Kerr, Gottleib Keller and James Reid. City government operated out of rented space at the southwest corner of Main and Jefferson streets.

A SMALL TOWN



Milwaukie might have waited several more years -- or decades -- to be incorporated had it not been for public apprehension about the hazard of the powder houses built along the railroad. During the first council meeting on June 2, 1903, action was begun on Ordinance No. 1 -- "Providing for the regulation of the storage of gunpowder, dynamite, giant powder, nitroglycerine and all other explosive materials and to prevent its storage within the limits of the Town of Milwaukie."

Although that issue was a persuasive one, there were many other reasons for incorporating the city ... the miserable condition of the streets, the lack of city services like sewer and water. But there was no money to pay for such needed improvements. The newly chosen officials each

had to donate \$1 even to get the city into business. Soon, a poll tax of \$2 was authorized and collected.

Lacking the necessary funds, city officials often turned to volunteer labor to meet the needs, just as the pioneers of earlier times had pitched in to build schoolhouses and churches for their community.

In 1904, a badly needed Fire Department was formed with volunteers and man-drawn hose carts. But the city's fire protection was limited without a municipal water system.

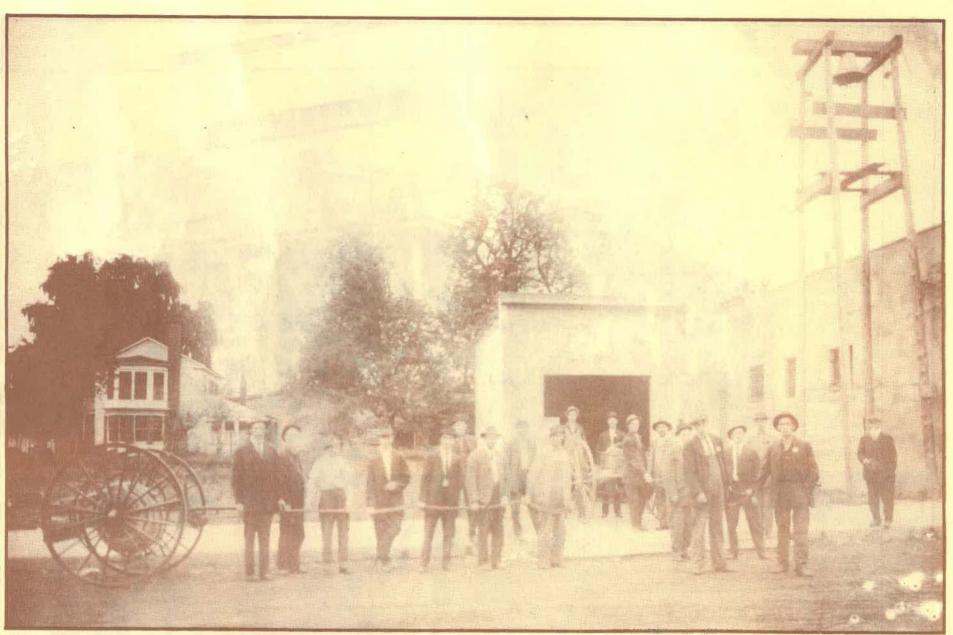
In 1904, therefore, a franchise was granted to F.W. Birkemeier and B.M. Fisch to build tanks, lay mains and provide water. It was not until 30 years later that city residents voted to establish their own deep-well system and distribution facilities.

The Milwaukie Grange Hall, pictured here in 1901, was an important gathering place at the turn of the century, when most local residents still were in the business of farming. Photo courtesy of Milwaukie Historical Society.

Continued on Page 4



Continued from Page 3



The earliest Milwaukie Fire Department was all volunteer, lacking even horse-drawn carts to bring the hoses to the fire. Note the bell tower to sound the fire alarm, at right. Photo courtesy of Milwaukie Historical Society.

Street lights followed in 1906, and within a few years sidewalk construction and street paving began. The council approved franchises for telephone, gas and electric service, and authorized the Beaverton and Willsburg Railway to lay tracks along Milwaukie streets.

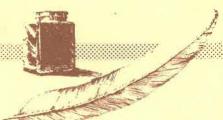
The concerns of city government, as reflected in the ordinances passed in those early years, tell us something about life in turn-of-the-century Milwaukie. Ordinances were passed to prohibit riding bicycles on sidewalks, to punish disorderly persons, to establish a curfew and to regulate livestock roaming on the streets. Ordinances even dealt with intimate matters of conduct in places of amusement.

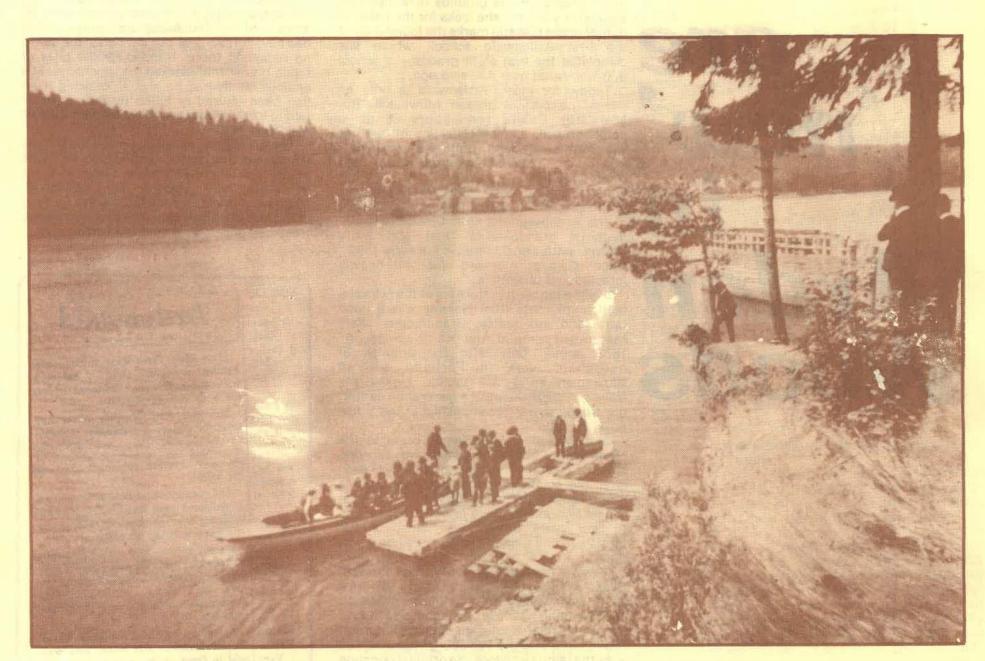
Violators of Milwaukie's laws had to be lodged in "private" jails in the city. Later, the county jail in Oregon City was used. Milwaukie never got around to building a city jail, and it wasn't until 1938 that the city built its own City Hall on the site of the early Milwaukie schools.

The growth of the city at the turn of the century spurred business growth, including establishment of Milwaukie's first independent homeowned bank, First State Bank of Milwaukie, in 1909. Until then, banking services were available only in Portland or Oregon City and farm records show that a considerable amount of trade still was done by barter.

Portland brewmeister, hotel owner and Milwaukie subdivider Philip Streib opened the bank at the northwest corner of Main and Washington, with a capitalization of \$10,000 (later, \$25,000). Streib became president; A.L.

Early Milwaukie





Crossing the Willamette River by boat from the Milwaukie vicinity, before the Sellwood Bridge was built. Photo courtesy of Milwaukie Historical Society.

Bolstad, a former Dakota banker, became cashier and Streib's daughter, Elizabeth Streib (Franz), served as assistant cashier.

Among early stockholders of the bank were residents of the Concord area, including John F. Risley, whose family's story is told later in this publication. Also listed were Dorothea Oatfield, Phil Oatfield (later a director and vice-president), and J. Franklin Risley and John R. Oatfield, later directors -- all from the Concord area.

The Milwaukie region was well-represented, too, with stockholders such as William Shindler, Karolina Streib, A.H. Zanders (later president), E.W. Kirkpatrick, E.T. Elmer (a Milwaukie grocer) and L.C. Hart, an oldtime hardware dealer.

The names and dates of events of 1890-1920 in

the Milwaukie area have been recounted in numerous history books and articles. But it oftentimes is hard to glean from those accounts a feeling of how life was lived in a small, rather isolated town, or in the rural areas surrounding it. Fortunately, the North Clackamas area still is home for a number of men and women who remember turn-of-the-century Milwaukie, Concord and Ardenwald. Many are descendants of families that arrived and settled years before, as early as the 1840s and 1850s.

It is the memories of these "oldtimers" that this collection of historical stories aims to record. In their collective recollections of schooling, family life, business affairs, travel and social activities, we can glimpse a picture of how it must have been to live here 75 years ago.

Thing Arden Wood

Where most people see houses and paved streets, Margaret Evans sees farm homes and barns and winding dirt lanes. She sees swimming holes in Johnson Creek and flowing springs long since diverted underground.

Few others notice, but each spring when the grass greens on the grounds of Ardenwald Elementary School, she looks for the patch of lighter green that still marks the foundation of the first Ardenwald school, where she completed the first eight grades -- a school that was razed over 45 years ago.

Today, for most, Ardenwald is only an a part of greater Milwaukie. But Margaret Evans remembers it as a neighborhood, a small collection of families who farmed the land, built a church and a school, and shared a close social and community life.

It's a natural perspective for Evans, the granddaughter of one of the original settlers of the Ardenwald-Johnson Creek area. Her maternal grandparents, Jens and Mary Mason, settled on 50 acres in the early 1880s, when much of the land was still heavily forested and unsettled.

It was a big farm in the eyes of the Masons, both immigrants from Norway where good farm land was scarce. Grandmother Mary Mason had come to America at age 14, in 1873, armed only with the promise of household work in Portland with a Norwegian immigrant family. Unlike the travels of the pioneers of a generation earlier, her trip west was accomplished in but a few days, by rail.

Jens Mason and his family came to the Northwest at about the same time, carrying only the cash they needed to buy land. Soon after the couple was married, they built a rough house -- perhaps a log house -- on what is now Mason Hill Drive in north Milwaukie. In later years, a barn was added on the farmstead and a more comfortable home was

It was in that second house that Margaret Evans' mother, Della, was born in 1885. As a child, Della walked to the Willsburg School, once standing near the present intersection of Johnson Creek Boulevard and 26th Street. Only then it was the Willsburg Road, named after the family who took the original donation land claim for hundreds of acres in the Johnson Creek-Eastmoreland area. It was, in fact, a part of the Willsburg claim which the Masons bought in the 1880s.

Young Della Mason and her older brother, Jalmer, went to school knowing no English, for Norwegian was the language spoken at home. Eventually the children taught their parents the new tongue, but Margaret Evans remembers that Norwegian persisted in family conversations. (When she traveled to Norway in the 1960s to seek out relatives, she was able to communicate fluently in the language learned from her grandparents.)

The Masons, like most small farmers, raised hay for their herd of cattle and a variety of other crops. They cultivated one of the first orchards in the area, which produced fruit primarily for sale rather than nursery stock.

The Mason farm boasted a good well and a good creek, since part of the property spanned Johnson Creek. Much of the land was thickly forested with the original immense evergreens ... until the violent storm of 1889.

Evans remembers her grandparents telling

of that storm, a predecessor with the same ferocity as the Columbus Day storm of 1964. Continuous heavy rains had softened and loosened the soil so that when the winds began to blow, the oldest and sturdiest of trees came crashing down.

As the storm intensified, Jens Mason drove his herd of cattle to the lower portion of his 50 acres, into the "Indian pasture" where timber had never grown. For two days after the storm he remained there, trapped by the piles of fallen timber that blocked his way home. His anxious family had no way of knowing if he had been injured or killed by the storm or falling trees, and no way of walking the mile or so to find him.

The great piles of fallen timber must have lain on the ground for months or even years before they finally were cut for firewood. Even 30 years later, during her childhood, Margaret remembers the large holes gouged in the hillside where the roots of the immense trees had once penetrated the earth.

WOMAN

he home n last d to her Orsdall.

Miss Elsie Floss went to Scapoose, Friday, to visit. She, in company with some friends, motored from there to Salem, Sunday.

Mrs. T. E. Sedgwick

Mr. and Mrs. Hanson Shaw and children departed Saturday morning for California. They are motoring places of interest, returning in about

Ardenwald school held a fine picnic at Sellwood park last Friday. The attendance was good, about 170 pupils and parents being present.

Races and a ball game between Ardenwald and Wichita were features, the score being 13 to 18 in favor of Wichita. An eligant dinner was served and a very good time was enjoyed.

A meeting of the Ardenwald Water Co. stockholders and waterusers was held in front of Mr. Allen's store last week for the purpose of obtaining the consencus of opinion in regard to raising the water rates. As a result, a committee was elected, conall in sisting of a representative from the several tracts concerned, to meet with the water board and determine ; and the best and fairest rates to be

> Mrs. Linton was a guest of Mr. and Mrs. C. W. Griffith last week end.

> Mary Appleby is home to spend the summer vacation with her parents. She has been teaching in Kalama, Washington, the past year. Mrs. Disbro was a guest of Mrs.

Holley on Monday.

CONTRACTS AWARDED

Following were the bids presented before the board of school district No. 1, at their meeting last Wednesday evening:

This clipping, from the front page of the Milwaukie Review of the 1920s, gives a picture of a close-knit social life in Arden-The writer, Pearl Sedgwick, still lives in the Ardenwald area. Courtesy of Milwaukie Historical Society.

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WEEN GOLF JUNCTION and BELLROSE

VIME TABLE No. 4

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This Ardenwald train schedule -- although from a much later time, 1949 -- indicates that Ardenwald was much more closely tied to Portland than to Milwaukie by the system of public transportation. Courtesy of Milwaukie Historical Society.

The Ardenwald-Johnson Creek neighborhood changed slowly during the final two decades of the 19th Century. Among the original families were the Olsens and Johnsons, also Norwegian in descent. The Cole family probably arrived somewhat later and built a magnificent house along Willsburg Road. But as late as the decade of 1910-1920, the area was mostly rural and not yet

Evans remembers walking to school past an immense truck garden farmed by young Italian men working off the debt they had incurred immigrating to Oregon. All lived together in a large house facing Johnson Creek Boulevard, near the Coles, and none spoke more than a smattering of English. But they did teach the school children Italian words and phrases, as the youngsters on the way home from school paused to watch the labor and the growing garden. Horsedrawn wagons carried the produce to Portland markets.

Most traffic, including people as well as commodities, flowed to Portland or Sellwood, not to Milwaukie. "It was terrible to get to Milwaukie when I was a kid," recalls Evans,

Roads connecting the Ardenwald area with the city that later annexed it were poor, and most shopping was done in Sellwood or across the Sellwood ferry to Portland.

By the turn of the century, Ardenwald was connected to Portland by street car, which Evans' mother, Della Mason, took to work each morning before she married. The Ardenwald area then became home for

numerous commuters as well as the original farm families.

By the 1920s, the influx of families increased as parcels of land were subdivided. The Floss family's farmland, one of the first, divided into the Floss Acres subdivision. Selling the lots plus enough lumber to construct a rough house for \$100 down, Portland land dealers attracted numerous families from the poorer areas of Portland and soon changed the character of the community.

The influx of newcomers also placed great burdens on the Ardenwald school. Originally a two-room school house, the basement was pressed into service as a third classroom. Only a year or two later the community room -which had been the center of activities such as dances, Red Cross drives, graduations and community card parties -- was divided into

Finally, the school district was forced to use the nearby Klinkman farm house for classroom space, teaching 7th- and 8th-graders in the living and dining rooms.

The new Ardenwald school, which stands today, opened in 1925. Margaret remembers that it was partially complete that spring, when her sister graduated in a ceremony held on the steps of the new building.

But the costs of teaching so many new youngsters strapped the Ardenwald district, and by the time the new school opened the district had merged with the Milwaukie Elementary School district.

Gradually, other land also was subdivided. The area that stretched from one-half block south of Roswell to half a block north of Van Waters, and from 32nd west to the Southern Pacific Railroad tracks, became Ardenwald (literally "the woods of Arden," named after

Continued from Page 7

Ardenwald News

For at least 15 years, the Ardenwald Community Club published its own newsletter, which served to unite the community. Ads on the page confirm that a number of small businesses served the local residents' needs in the days before shopping centers blossomed. Courtesy of Milwaukie Historical Society.

Official Organ of the Ardenwald Community Club Meetings, the First Thursday of each Month at the Ardenwald School.

Vol. I No. I

April, 1945

STREET LIGHTS WILL YOU SUPPORT YOUR COMMUNITY IN THIS MATTER?

We who reside in Ardenwald are not within the city limits of the towns bordering us on either side. We do, however, have nearly all of the city conveniences in our homes, without the cost of higher property taxes necessary to operate a town or an incorporated area of any kind. In fact, about the only inconvenience in living in such a community is the lack of public improvements.

The community club of this neighborhood has, from time to time, done the best it could, with the support it has had, to bring about improvements that would benefit everyone in the vi-

It has made contacts at necessary intervals with the county road district to keep our streets in shape. Delivery trucks no longer have trouble in finding the street where you reside. The pile of scrap metal at the school this year was disposed of by civicminded members. These are a few of the various things that have been accomplished through the efforts of a few members who have taken active

We who are property holders should be vitally interested in any improvement that would increase the value of our property and standard of living, providing the cost of said improvement is not in excess of the amount considered to be a sound in-

We have before the club at this time a major and necessary improvement: something that requires your help; the matter of lighting the district with an adequate number of street lights.

very large, but we have the advantage of a large census in this area, enough population to carry out a major problem of this kind, if we have the entire and wholehearted support of each individual.

If we wish to light our entire district it will have to be done through our own efforts and if possible without further taxation of our proper-

We will have the cost estimate of installing and operating fifty-three lights which, when properly placed. will be adequate until such time as we are in a better financial position to make additions. We will also have a map of the area involved. This information will be presented at the monthly meeting of the club April 5th. There will be a discussion on the forming of some kind of a district or association necessary to carry on the business. The necessary cost data will be furnished by a representative of the Portland General Electric Company and legal questions will be answered by an attorney from a neighboring town.

If you are interested in this program please be present at the Ardenwald School House on the night of April 5th at 8:00 o'clock.

Your cooperation is necessary if the district is to be lighted.

LOCAL NEWS

Report news items to Telephone TAhor 2414.

Two card parties have been held, the first at Renard's home and the second at Graf's, to start a fund for a Community Club House for the use of our local organizations. Attendance has had to be limited according to the In actual acreage our district isn't available space, which demonstrates

our need of a larger meeting place. There will be another party in April. Announcement later.

Edgar Swan, Sea Bee, on furlough after thirty-three months service, will

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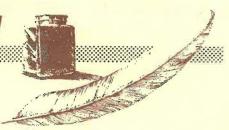
NOTARY PUBLIC

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Gertrude Herzog INSURANCE

Property & Household & Automobile INCOME TAX RETURNS PREPARED

Ardenwald



a son of developer Rockwood). To the south was the land that became Bonnie View Acres, its streets of "Boyd," "Malcolm" and "Kelvin" named for the developers' sons. The property between 42nd and 39th and between Roswell and Van Waters, once farmed by Margaret Evans' uncle, Jalmer Mason, became Masonmead, where she lives today.

Her grandparents' farm was developed in two parcels, the upper land around the farmstead known as Mason Hill and the lower acres as Tarrybrooks.

Evans is continually reminded of the other families and neighbors by the streets that crisscross the area south of Johnson Creek Boulevard. What is now 42nd Street once was Glover Street, in honor of a neighboring

family, while Van Water was one of the early ministers of the Congregational Community Church, for a long time the only church in the

(One street name even commemorates the name of Mr. Harvey, tried about 1910 for the grisly murder of the Hill family, renters in one of his houses. Harvey was never found guilty, but some area residents continued to regard him as the murderer until the day he died.)

As the fields and farms changed so did the creek, which was more steeply banked through a WPA project in the 1930s. But the creek still floods, as it did in the days when her grandparents farmed. Then, it caused no damage, merely rising over the pastureland and retreating once again. And then there

were beaches and a swimming hole 8' deep, where the children would dive or slide into the cold water.

The WPA work also ruined Johnsons's Bottoms, a recreational spot along the river and site of years of school picnics. But the biggest change in the neighborhood has been the attitude of its residents.

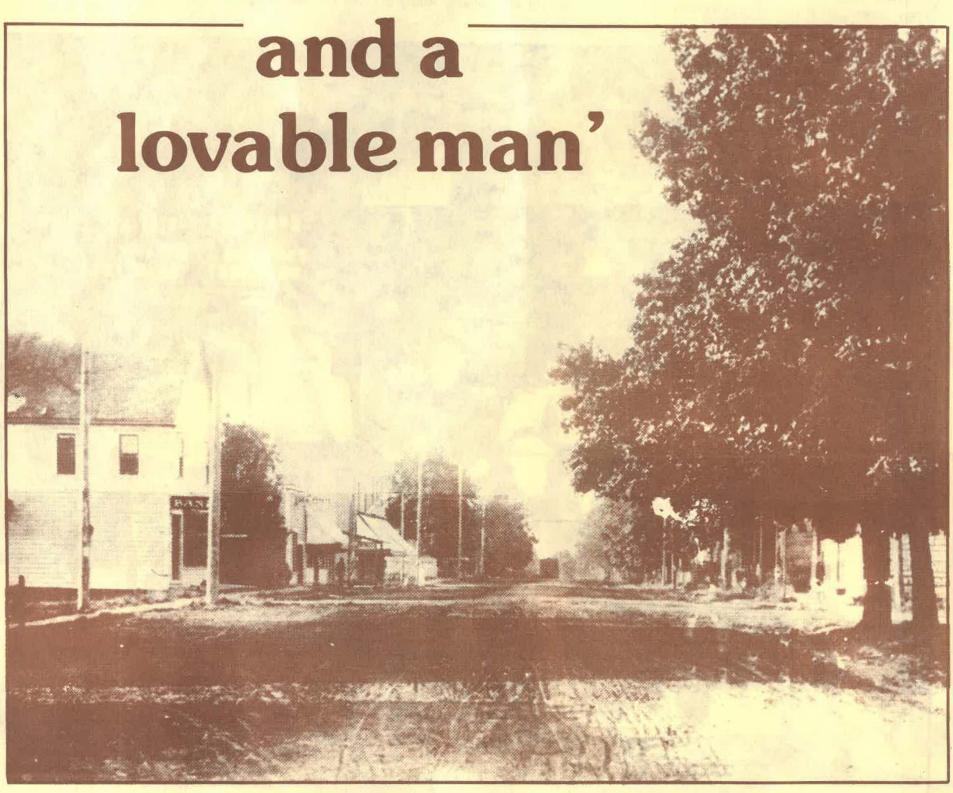
"Once this was a real solid community," says Evans today. There was a sense of separate identity, although no real business district ever developed. For years there was a community club and even a community newsletter.

Today, the neighborhood is united only by a school and by the lifelong residents who remember the Ardenwald area as farms and winding lanes.



Milwaukie's first bar, with proprietor Mr. Ullrich pictured at right. Photo courtesy of Milwaukie Historical Society.

'A good farmer



Main Street Milwaukie, shortly after the beginning of the 20th Century. At left is the early office of the infant First State Bank, founded in 1909. Photo courtesy of Milwaukie Historical Society.

When Milwaukie's Richard Scott died in 1908, headlines in a front page Oregonian newspaper article described him as a 'prominent pioneer,' 'widely known in the state,' 'one of the state's most useful citizens.'

Underlying his prominence, a picture of the bearded Scott, who died of heart failure at the age of 62, accompanied the story.

The original Scott farm stretched 300 acres -- from today's European Health Spa in downtown Milwaukie to the Multnomah County Line, and from 17th Street on into the present Ardenwald neighborhood.

The farm, which Scott purchased in 1882, encompassed the area of today's Ledding Library and park. The Scott plat was part of the original William Meek land claim. In 1975, the site was officially dedicated as Richard and Hannah Scott Park.

Richard and Hannah Scott were married in 1870 at St. Paul's Church in Devonshire, England. "The amazing thing is that when they were married they could both read," marvels Irwin Adams, maternal grandson of the Scotts and executive director of the North Clackamas Chamber of Commerce.

Richard and Hannah traveled to the United States in 1870. "I can't help thinking of my 18-year-old grandmother lighting out for the new world the day after her wedding," wonders Adams.

After working as a farm laborer for William Abernethy (who was the governor), Scott entered the dairy business on his own. He became a distinguished dairyman, prominent in the state dairy association, and purchased prize-winning stock from the British Isles, which he exhibited at shows as far away as St. Louis. He maintained a herd of 70 cows as well as raising sheep on his productive Milwaukie farm.

Scott is remembered for purchasing cattle that gave a high butterfat content in their milk. He brought the first kale seeds to this country to be used as cattle feed. The Scott farm also abounded in fruit trees -- cherry, apple, prune, peach and plum, including different berries.

A visiting journalist once wrote the following about Scott:

"Quite a good many years ago when first I visited the Pacific Slope for The Breeder's Gazette, I went out to a little village on the Willamette River in Oregon to see Richard Scott. The thing that made me wish to see him was that everywhere I went along the coast men would say, 'be sure to visit Richard

Scott.' Sometimes they would vary by saying, 'Dick Scott.' Men told that he grew good sheep, good cows, was a good farmer and a lovable man.

tiso I went out to see him one day in July, the glorious Fourth it chanced to be, on a farm made up of grassy little meadows, set between towering clumps of fir, with giant ferns and bracken in thickets, with torrents of pure gushing water abounding. There I found Richard Scott, tall, erect, agile as a boy, and yet an old man at that time, with a twinkling eye full of shrewdness and appreciation.

"He proved to be an Englishman, a Devonshire man; he bred milking shorthorns and Dorset and Cotswold sheep. He had a cherry orchard and I remember well how the ewes running therein, as they do in Kent, heard the big cherries fall and ran eagerly to pick them up. I remember how my host tried vainly but patiently to fill me up with cherries as big as plums.

"That day we sat by a cherry fire in an old-fashioned wood fireplace and ate a Fourth of July dinner, with cheery Mrs. Scott, some pleasant daughters and a son or two."

Scott served as a commissioner of the Lewis and Clark Exposition and attained the distinction of county judge when it was still an unpaid position. He was an ardent Republican, served as Clackamas County commissioner for four years by election and was appointed to another term by the governor. He also was a member of the Milwaukie School Board for 20 years.

Richard and Hannah Scott had seven children: Richard, Rosalie, Henry, Bert, Eva, William and Annie (wife of Harris A. Adams). Son William served as a Clackamas County school director.

The Scotts were members of the Episcopal Church in Milwaukie (he served as a communicant.) Richard also was a past grand master of the Odd Fellows, a guarantor of the Oregon Mutual Life Insurance Co. (now Standard Insurance Co.), and was a trustee of the Odd Fellows at the time of his death.

Scott even had his own steamboat, used to haul his commercial freight. His funeral was held in the schoolhouse where Milwaukie City Hall now stands. Irwin Adams' wife, Priscella, remembers, as a 1st-grader, dropping a sprig of Oregon Grape on his casket, as all the grade schoolers did. His remains were interred in Riverview Cemetery.

Mrs. Rosalie Denny of 4606 SE Logus Rd. in Milwaukie (nee Rosalie Scott) is a granddaughter of Richard and Hannah. "The site of our first home built by Grandfather Scott is the site of the pizza parlor today," Mrs. Denny explained recently. "The bowling alley stands where there used to be a creek that we used to play and fish in."

She can recall ice skating on Kellogg Lake and on the pond by Ledding Library, and sledding down today's busy Harrison Street. "There used to be a cow that chased us, that they had to keep on the other side of the pond," she said of the body of water in the backyard of today's public library.

Some of the furniture in her home -including a setee, chair and footstool -- came
around the Horn with her grandparents.

Rosalie recalled visiting her grandmother, Hannah Scott, on Sundays after church. "She'd be wearing her pink or lavender dress and she'd always give me a dime. She'd always be home on Thursdays ... that was the day to call for tea."

Mrs. Denny remembers rowboating out to Elk Rock Island in the Willamette and fishing on her grandparents' property with her cousins -- picking raspberries, grapes and gathering walnuts.

Richard Scott had Chinese tenants on his farm and, later, Italian families rented his land for growing crops. Grandson Adams used to help his uncle collect their rent. "There were a lot of Italian truck gardens then where the Milwaukie Industrial Park is located today," pointed out Adams. "They kept their gold in manure."

Adams was a member of one of the first Milwaukie High School graduating classes in 1916. He brought the sport of basketball to Milwaukie when he moved here as a boy with his parents from Pomeroy, Wash. A sophomore, he served as player/coach of the Milwaukie High School team, which traveled to Canby and Hubbard -- the only other local competition.

"In those days the facilities were a little primitive, with low ceilings and hot stoves on the sidelines ... we called them 'gyms' only through courtesy. In those days we made do with what we had," recalled Adams, a Phi Beta Kappa graduate of the University of Oregon

In particular, Adams remembers a wood stove obstacle in the Canby "gym." "No one was ever badly burned, but it was a real hazard and affected our play. The home team developed their own strategy around it ... it presented quite an advantage for the home club," he said with a chuckle.



The original Scott farm spanned 300 acres, from today's European Health Spa in downtown Milwaukie to the Multnomah County line, and from 17th Street on into the present Ardenwald neighborhood.



12 Supplement to The Review, February 23, 1977



Continued from Page 11



Richard Hanna Scott with children, at the original farmhouse.



William Scott, Richard Scott Sr.'s brother, plays with Dick Trixott, son of Eva Scott and Henry Trixott.



Grandma Scott with little Dicky Trixott. Thursdays were reserved for visiting this lady to enjoy tea and conversation. Photos courtesy of Irwin Adams.

Scott

Back then, Milwaukie provided the largest hall for basketball playing. Adams himself rigged up a moveable gadget to hold the basket in place.

"Actually, we had the most commodious facility," he remembers. The gym was inside the schoolhouse, which stood where City Hall presently is located.

When he and Priscella were married in 1924, they lived above the Pickel Barrel. In 1929, they built a home on land that was part of the original Scott farm. They maintained a large garden in front of their residence, which was taken away when Main Street went through in the 1960s.

Adams was employed by Jantzen Co. for 20 years, serving as both the assistant and secretary to the firm's president. He was in charge of sales and administration, and traveled to England as well as South and Central America on business trips.

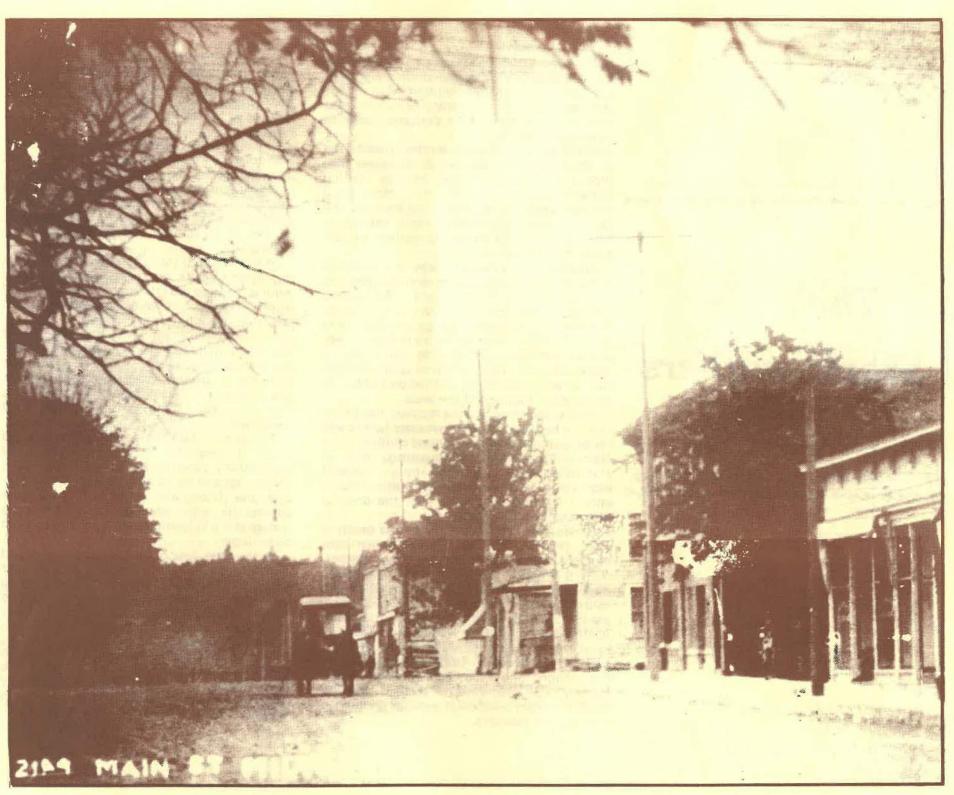
Priscella, who grew up in Milwaukie, can remember the day Richard Scott's pigs got loose and ran down the muddy main street of Milwaukie. Then, sidewalks were constructed of boards. (Priscella recalls getting a nail in her foot when walking barefoot one summer.)

Husband Irwin spoke at the official dedication of the park named after his

grandparents, Richard and Hannah Scott, who claimed the property so long ago. He closed his address with the following statement:

"My sister is a granddaughter of Richard and Hannah Scott and there are a number of us who stand in that same relationship. There are also great-grandchildren, and great-great-grandchildren among those assembled here today.

"All join in giving honor to forebears who achieved greatly during their earthly life and established an example to which we can all aspire."



Another view of downtown Milwaukie, shortly after the turn of the century. The electric poles date this picture as after 1906. Photo courtesy of Milwaukie Historical Society.

Education

The Starkweathers The Starkweathers were a family of educators and political leaders since well before the American Revolution. Two of the clan were pre-Revolutionary Massachusetts legislators, another a New York congressman in the early 1800s.

So it is not surprising that after crossing the plains in 1850, first William A. Starkweather, then his Oregon-born son, Harvey Gordon Starkweather, would make their mark upon the new state. Even today the maps of the Concord area, where the family settled in 1865, remind the history-conscious of this prominent family.

While the Starkweather name is nowhere to be found on a modern-day map of the area, the streets named "Hugh" and "Ada" and "Ruby" memorialize three of Harvey Starkweather's seven children. And "Arista Drive," where streetcar tracks once coursed, is the namesake of his wife. Alice Risley Starkweather, the first-generation Oregon woman whose marriage in 1894 united two of the pioneer families of the area.

Today, the names on the map are one of the few ties between the Starkweather family and the area they settled and helped civilize. Only Nancy Starkweather Downing, one of Harvey's two daughters by a second marriage, lives in the area—on Oatfield Road, only a fraction of a mile from the original Starkweather homestead.

Between his birth in 1868 and his death in 1951, Harvey Gordon Starkweather saw almost a century of change and development.

By the 1950s, the Concord area had been divided by a four-lane highway that followed a course roughly parallel to the two "new roads" of his boyhood -- the Territorial Road (Oatfield Road) and the Milwaukie-Rinearson Road (River Road). A modern brick schoolhousing hundreds of students had replaced the rough one-room schoolhouse where Harvey had received a rather meager education from occasional sessions conducted by itinerant teachers.

And planning had begun for a five-story retirement home along the banks of the Willamette River -- where young Harvey had hunted and visited the Indian families that still camped along the river during his boyhood.

In later years, Starkweather would recall the Indian camp in great detail. It was "a vile smelling place," he remembered. "Each hut of one room served as shelter for a large family, and in it living, cooking and sleeping and the curing of fish and meats were all carried on in a more or less indiscriminate manner."

In the center of the hut, a fire was built in a depression in the dirt floor, and the smoke would filter upwards through a hole in the roof after it "had accumulated to such an extent that it entirely filled the room."

"I distinctly remember on the occasion of one of my visits that the ceiling beams of the hut were covered with eels suspended for the purpose of drying," Starkweather related years later. "The condition of the interior at this time can better be imagined than described."

The Indian families Starkweather visited were a peaceful lot, still somewhat successfully clinging to the old ways. The Indian squaws could be hired to do laundry, and the tribe also provided the white community with fish they pulled from the waters of the Willamette into canoes dug from cedar logs.

At one time, four of the Indian or half-breed children even were attending the pioneer "Riverside" school. Quite a different group from the hostile tribesmen who confronted Harvey Starkweather's mother and father when they crossed the plains 20 years before.

Harvey Gordon Starkweather's mother, Eliza Gordon, was the first to arrive in Oregon, late in 1846. She was but 13 at the time, making the trip with her father, mother and two brothers from the family home in Indiana via Independence, Mo.

& Politics

Actually, the summer of 1846 was a relatively peaceful one on the Oregon Trail. But the Gordon family and their fellow travellers had more than one scare from the Indians. On one occasion, a large contingent of braves estimated at 3,000 by Eliza's father blocked the trail in western Nebraska until piles of belongings were brought forth from the wagons as tribute.

A few days later, two of the younger women with the train were accosted by a group of tribesmen when they became separated brifely from the train. The braves did not harm the women, but they did ride off with the brightly colored bonnet that had shaded the sun from the eyes of one of Eliza's friends.

With those few exceptions, the trek was uneventful.

The first winter in Oregon was spent in an abandoned cabin near Champoeg, subsisting on game, a few berries and boiled wheat. The Gordons then took a donation land claim that today makes up part of the site of the town of Molalla, and proceeded to farm about 10 of their 640 acres the next year. (Since there was no means of getting crops to any kind of a market and since the population was so scattered in 1847, there was little advantage in planting any more.)

A few years later the family was well enough established to begin thinking about education for the three children, now almost grown. Fighteen-year-old Eliza's teacher was young William A. Starkweather, a new arrival from Ohio via the gold fields of California.

Starkweather had made the cross-continent trip in 1850 by the fastest known means of transportation -- astride a mule. Once in California, he was stricken with malarial fever and soon left on a boat for Oregon. Disembarking at Vancouver, he walked to Oregon City and signed on as a teacher for a Molalla family, at \$33.50 a month.

Starkweather's pay was doubled during 1851 and 1852 when he worked as one of two chainmen for the first authorized survey of Oregon land, a survey that set the markers from which all subsequent boundaries in Washington and Oregon were placed.

That job ended, he went back to teaching, met and married pupil Eliza Gordon, and staked out a donation land claim in Linn County. He and his young bride then purchased land near her parents at Molalla and settled down on about 600 acres.

Starkweather, then only 31, quickly became involved in territorial politics along with Eliza's older brother, later the state's first official printer and designer of the state seal. Starkweather was elected on the Democratic ticket to the territorial legislatures of 1854 and 1856 and then to the constitutional convention of 1857. Later, he served six terms in the state House of Representatives and two terms in the Senate.

It was the issue of slavery which drove Starkweather from the Democratic Party into the newly organized Republican Party -- and thence to a position as registrar of the U.S. Land Office from 1861-65, under appointment from President Abraham Lincoln.

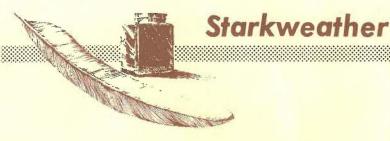
Finally, in 1865, Starkweather bought land south of Milwaukie and returned to farming. But his interest in education continued.

Not long after his arrival in the Concord community, he arose in a meeting of voters and moved to call a special meeting for the purpose of employing a teacher and devising means for building a new schoolhouse. This second school was built in 1866 on Starkweather's own land, near the present intersection of Roethe and River roads, although it seems to have been no larger than the one-room schoolhouse it supplanted.

William Starkweather served several terms as both director and clerk of School District No. 28 between 1866 and 1890, and several of his daughters -- Ella, Victoria and Ida -- and his son, Harvey, served as teachers a total of four years out of that period. When a new site

... following 'new' roads

Continued on Page 16



Continued from Page 15

was selected for the school in 1890, it was Starkweather who named it Concord, after the Massachusetts town of the same name which was not far from his birthplace.

By 1890, son Harvey had embarked on his own career, and not surprisingly it was a career in education. He taught school for 15 years, including a stint as the first teacher in Lake Oswego. Later, he served as superintendent of schools for two years in La Grande and also as county superintendent of schools in Clackamas County. Previously, he taught at the aging Riverside school, where he had been educated, for six months in 1887.

After his 1894 marriage to Alice Risley, the only daughter of the neighboring Jacob Risley family, Starkweather's involvement in local school affairs was as district clerk (1902-1905) and then as a board member. His election to that position in 1906 was the start of a 15-year tenure.

During those years his own children, Mary Eliza (born 1894), Ada (born 1896), Hugh (born 1900), Hazel Jean (born 1904) and Ruby Alice (born 1906), walked to the little white one-room schoolhouse and, following 1910, to the two-room school on the same site.

In the early years of his marriage, Harvey Starkweather and his growing family lived in a small house near his parents. William Starkweather's original farmhouse, which stood near the spot where McLoughlin and Concord roads intersect, was replaced in 1887 with a more commodious home on an adjoining farmstead, close to Oatfield Road. There, the elder Starkweather couple lived until his death in 1905 and hers in 1916 at age 85.

The walk to Concord School for Harvey Starkweather's children grew longer in 1909, when the family built a new home on River Road -- an enormous house of three stories over a full basement, including six bedrooms.

It was a stylish home, with its high ceilings, 6' wainscoting in the dining room, and a

massive fireplace of the basalt rock on which the whole house rested. There was even a lift to carry wood from the basement to a storage area near the fireplace. Quite a change from the modest white house on Oatfield Road.

Life for the Starkweather family around the turn of the century was changing in other ways as well. Harvey's daughter, now Jean Vermilye, remembers the first family car, a comfortable Winton 6 that appears in several pictures of the new house circa 1910. Yet the fashionable car often had to sit home because the roads were still only dirt (or mud, depending on the season). McLoughlin Highway had not yet been cut through.

One of Jean Vermilye's early memories, in fact, is the day the car got stuck going to "Uncle Charlie's" house -- the home of Charles Risley, situated but a short distance south on River Road. "We were way out in the country then" she laughs

country then," she laughs.

But the 50 years since pioneer times had done little to lift the burden of some of the household tasks. Water still had to be carried from a well for laundry when the family lived on Oatfield Road; a trip to the bathroom still meant the privy outside.

But Grandmother (Eliza) Starkweather did have a telephone by the early 1900s, although it was used only in emergencies. And the streetcar had come through in the 1890s, running its tracks on land donated by the Starkweathers. The car made it possible for Jean to ride to Lincoln High School in Portland, after 8th-grade graduation. No local high school then existed, nor would be built until the 1920s.

Schooling was a serious matter for the children of Harvey Starkweather. When the bell atop the white schoolhouse started ringing the five-minute warning, the children usually were already inside and ready to begin their studies.

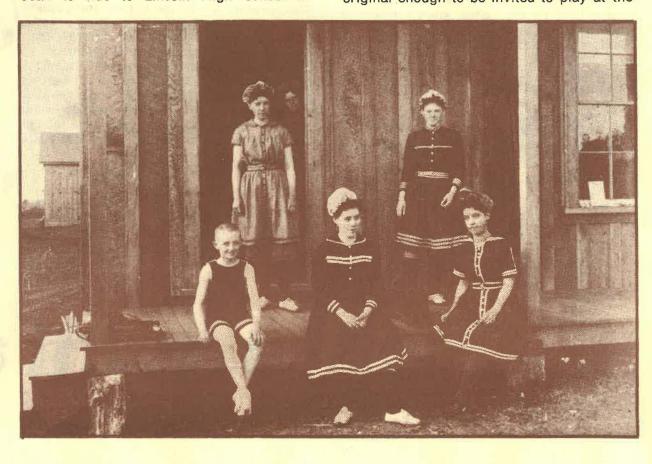
"Dad being an old school man, we were always on time. We had to have the best grades in school, too," recals Mrs. Vermilye. "He was a director and his kids had to do him proud."

Jean Starkweather Vermilye spent most of her school years in the fourth Concord school—a two-room building erected about 1910 to the east of the white schoolhouse. It had the advantages of indoor plumbing, a basement play area and a library—a collection of 100 or more books in the hall between the two classes. "Whoever liked to read the most" among the older children became "librarian," a responsibility that fell to Jean in the 8th grade.

It was basic education, including a good deal of drill and memory work. Today, Jean can still recall memorizing the complete list of Oregon counties. "I still remember all those along the Oregon coast," she smiles.

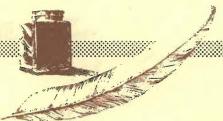
While still in grade school, Jean joined the

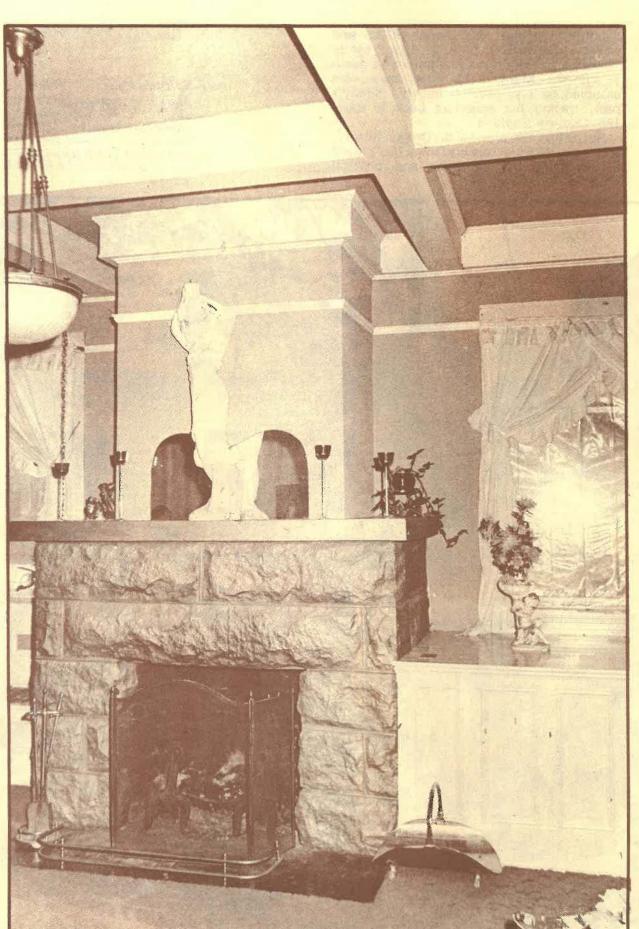
While still in grade school, Jean joined the Oak Grove Girls' Band, playing the alto horn. The band was an innovation for the day, original enough to be invited to play at the



Swimming in the Willamette River was a popular pasttime but, oh, what extensive swimming suits had to be worn to be proper around the turn of the century! The young woman at center front is Mary Alice Risley Starkweather. Photo courtesy of Jean Starkweather Vermilye.

Starkweather





Clackamas County Fair in Canby. The trip was one of the longest Jean had taken in her 13 or 14 years.

The years between 1910 and 1920 were both exciting and traumatic ones for the Starkweather household. Harvey Starkweather, always active in Democratic politics, became chairman of the county Democratic Central Committee from 1916-18 and the Democratic State Committee from 1918-20. He even was a candidate for nomination as U.S. senator.

The election of Democratic President Woodrow Wilson in 1912 resulted in Starkweather's appointment to a commission that toured Europe in the years just before World War I. It made a study of rural credits and country life that later became the basis of the federal farm loan act.

Daughter Jean remembers that her father was gone all one summer on the European tour, and later returned to Washington D.C. to write the report. Brother Hugh and a hired man kept the farm running.

Meanwhile, the health of Alice Risley Starkweather was failing. It was a long illness -- probably cancer -- which gradually weakened her and led to her death in 1920. Medical care then was little better for the Concord families than it had been years earlier; a doctor still had to be called out from Oregon City.

And the care received was not always the best. "Dad limped al! his life," Jean Vermilye points out. "When he was young, he broke his ankle and the doctor who came out from Oregon City was not quite sober and didn't set it right."

The failing health of Alice Risley Starkweather plus the death of Grandmother Starkweather in 1916 cast a shadow over the last half of the decade. Jean remembers her mother as "a loving and cheerful person," a woman with a fair amount of musical talent. "She could play the piano very well and sing

This massive fireplace in the Starkweather home was built of the same rock on which the foundation of the house rests. At right is the original wood lift that brought wood up from the basement

Continued on Page 18

Continued from Page 17

with the music. She saw to it that her children

had lessons."
But then, lessons were always important in the Starkweather household. When she graduated from high school, Jean and her sister even continued their education through college -- an achievement rare in those days, especially for a woman.

Harvey Starkweather married again after his first wife's death, raised two more

daughters in the 1920s and 1930s, and was married a third time, to Judge Marie Thiessen, in 1950, just a year before his death at age 83. Many of his later years were occupied by his research into his family's past, tracing his ancestors back to early 17th-Century England.

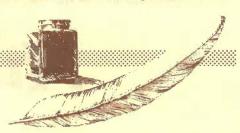
But he was also proud of his Oregon history,

and the substantial role his family had played in advancing the education and political affairs of the young state.

The Starkweather house, constructed in 1909, was designed by Harvey Starkweather. It rises 45' into the air, contains four floors and almost 7,000 square feet of space, in addition to a full base-ment and attic.



Starkweather



STATE BOURBONS LIVELY THIS YEAR

Well-Filled Ballot Likely in May Primaries.

TWO NOW OUT FOR GOVERNOR

Harvey G. Starkweather May Also Get in Race.

REPUBLICAN SPLIT HOPE

Many Candidates Filing on Theory That Grand Old Party Might End Campaign in Row.

After merely going through the motions in primaries for several years, the democrats are likely to have a real lively time May 19, the same as the republicans. There is a prospect of a lively contest for the gubernatorial nomination, with at least three

from which to make a selection.

As matters now look, the democrats will have a pretty well filled ballot in the primaries, for candidates are coming out for most of the offices in sight. There will be nominees for governor, a candidate for congress in each of the three districts, a legislative ticket in Multnomah, and democratic legislative condidates in several upstate counties; candidates for the bench and for county commissioners.

Democrats Getting Chipper.

In fact, the democrats are becoming chipper, and are figuring, from a gambling sense, on playing a longshot to win.

A contest is looming over the nomination for governor. Durham Wright of Medical Springs has declared himself and so has Walter M. Pierce of La Grande. Multnomah may have a candidate, as Harvey G. Starkweather is a possible aspirant. Mr. Starkweather stands well with the party as a whole and is particularly well entrenched in the hearts of one faction. Ha has been considering being a candidate for several weeks and within the next few days he will form his decision to go in or stay out.

Had W. H. Strayer of Baker, become a candidate, Mr. Starkweather might have become a supporter inof a contender. but Senator Pierce was one of 40 democrats who telegraphed George E. Chamberlain to be a candidate and that, of course. does not set well with the anti-Chamberlain democrats with whom Mr. Starkweather is closely allied.

Others Are Mentioned.

Of course gossip mentions Milt A. Miller as a possibility and also F. S. Myers, J. D. Brown and Will Moore, the latter until recently collector of customs. However, there appears to be no expectation that any of these will enter the contest.

Another diversion is promised for election as democratic national com-mitteeman. 'Dr. J. W. Morrow, incumbent, wishes to retain the titlethere is no salary attached-and Will R. King, who recently returned to Oregon after eight years at Wash-ington under the Wilson administration, has announced that he covets the position. Judge King was national committeeman when Mr. Wilson was elected the first time.

In the first congressional district no democrat has yet declared himself, but in the second district James H. Graham of Baker is after the noniination. Several are being men-tioned for the third district. Elton Watkins had his eye on the place, but may be switched to district attorney, and there are those who are advocating Milt Miller, contending that he would run well in Multnomah county.

Legislative Ticket Likely.

For the legislature, a complete senate and house ticket is planned by the party managers for Multnomah. A few democrats have already announced themselves for the legislature elsewhere, but for the Multnomah delegation the only name thus far spoken of is Elmer Lunberg, who lives in Clackamas county and is thinking of running for representative of the joint district of Multnomah and Clackamas.

sentative of the joint district of Multnomah and Clackamas.

The strategy of the democratic politicians is simple. They figure that
after the primaries, with so many republicans running for governor, there
will be many republicans who will
bolt their party nominee and vote
for the democratic candidate in a
sport of retaliation. So much for
the governorship.

As to the Multnomah legislative
ticket, the same principle is applied
With "indorsed" legislative tickets
in the republican primaries, the democrats hope to turn this situation to
their own advantage.

Patriotic Ticket Considered.

Patriotic Ticket Considered.

The strategists figure that if the legislative ticket of the federated patriotic societies wins the republican nominations there will be a reaction in November and a democratic legislative ticket, if carefully made up of representative citisens, will receive the support of republicans who will not feel satisfied with the outcome in their own party primaries. Of course, some of the democratic legislative candidates may be indorsed by the federation, which will make the sitution more complicated.

Recent years have found the democrats slighting the legislative end of their ticket, but a bold front will be made in the coming campaign and there is a chance of the minority party being more largely represented than it

being more largely represented than it was in 1919 or 1921. Albert R. Hunter, representative of Union county, democrat, has no opposition thus far, and two years ago he received the nomination of the republicans as well as of his own party.

Sherman Miles Out,
Sherman Miles of Columbia county is another democrat of the 1921 session who is a candidate for re-election. W. H. Strayer of Baker will be candidate for th senate and Newton W. Borden has filed for the democratic nomination for state senator from Jackson county.
W. B. Ewing of Oakland is a democratic aspirant for representative from Douglas county.

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MR. STARKWEATHER RUNS

Walter L. Pierce Has Rival for Gue

bernatorial Nomination.

bernatorial Nomination.

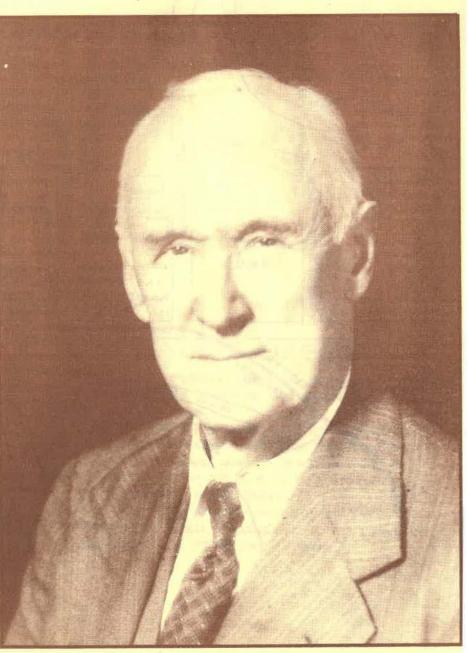
Harvey G. Starkweather is to be one of the democratic contenders for the gubernatorial nomination. Mr. Starkweather, who is president of the Jackson club, will run against Walter M. Pierce, who announced mimself a week ago. These two democrats were rivals for the nomination four years ago, at which time Mr. Pierce won in the primaries from Mr. Starkweather, but was defeated in the final election by Governor Withycombe, republican.

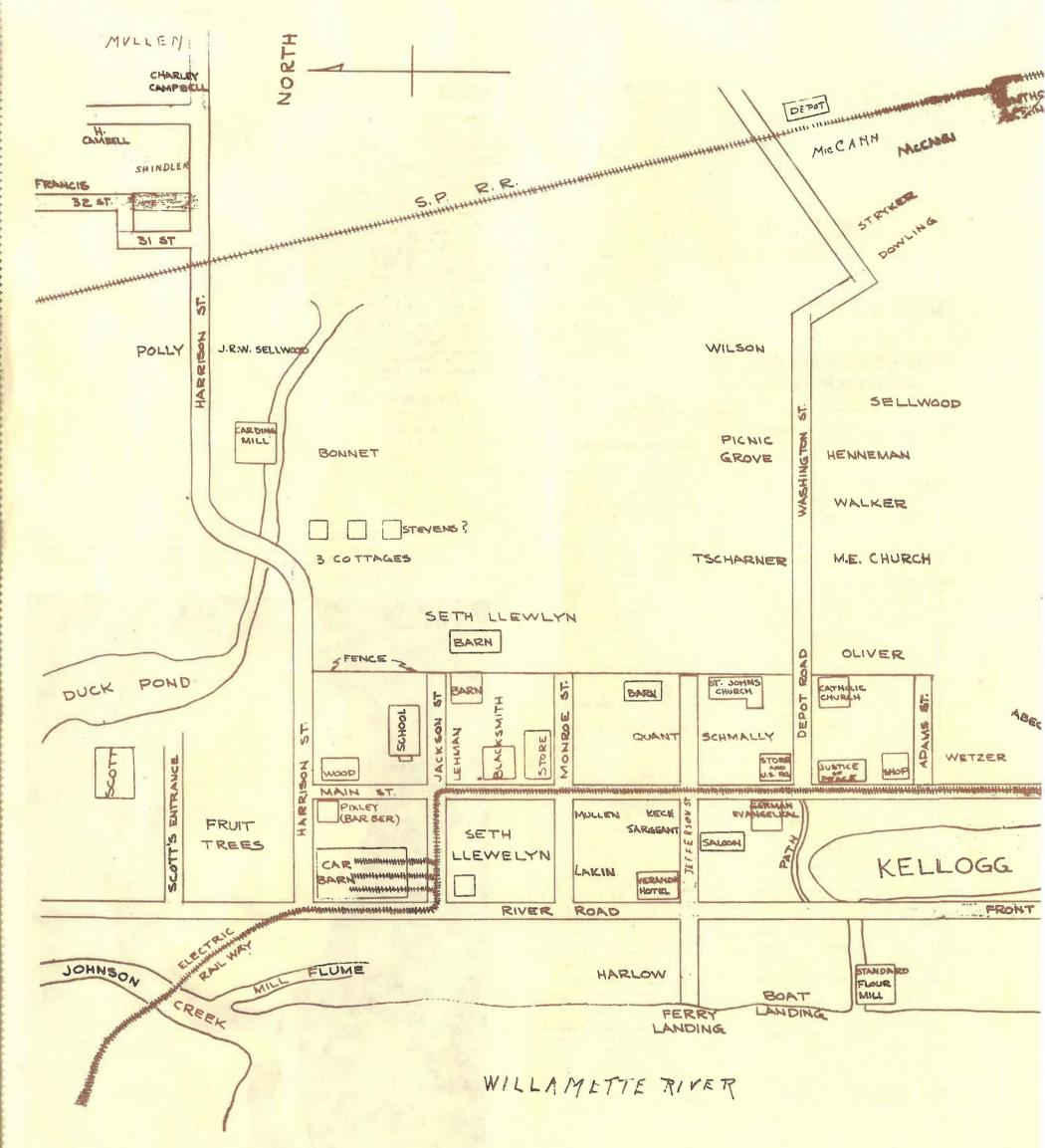
tion by Governor Withycombe, republican.

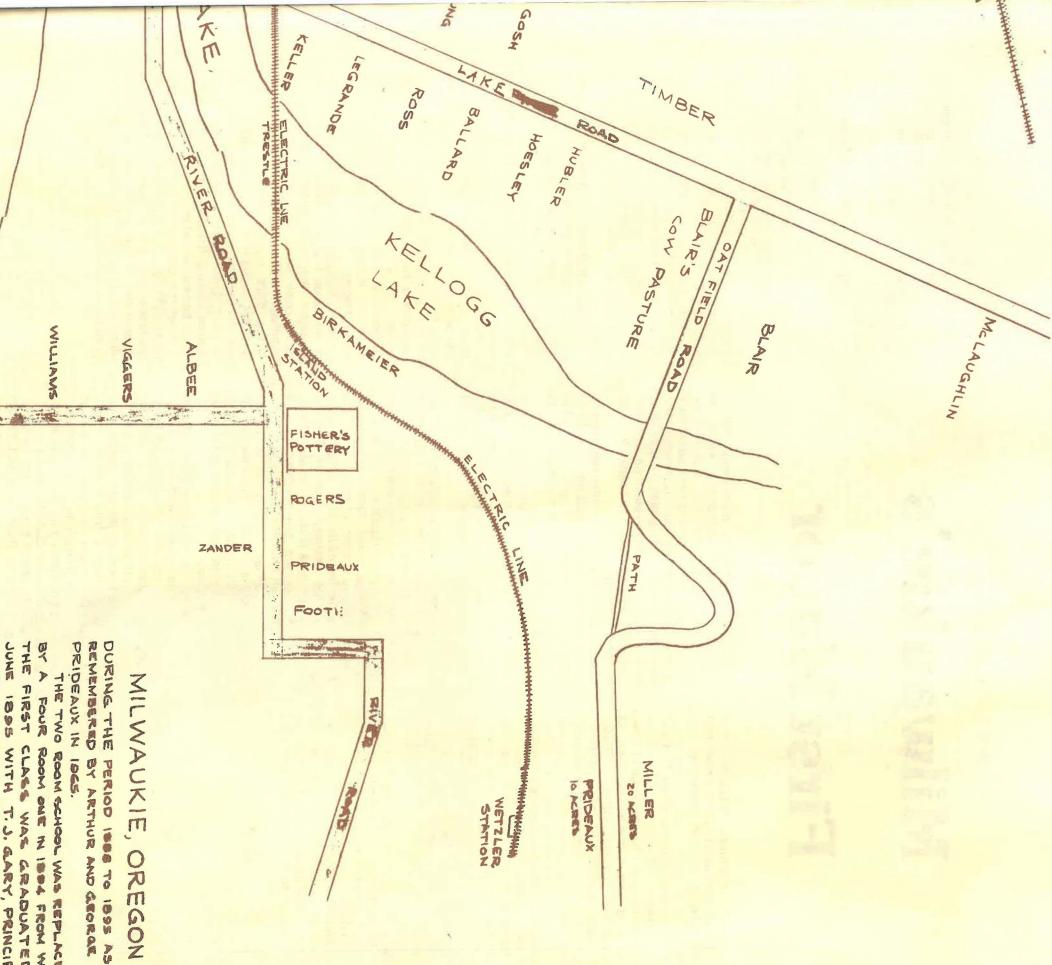
Entrance of Mr. Starkweather means that the democratic primaries will be marked with a greater amount of interest than has been manifest in the party for some time. Mr. Pierce's formal announcement will be filed with the secretary of state today. While it is possible that others may come into the field, the impression among democrats is that the contest will be confined to Messrs. Starkweather and Pierce.

Ex: geneur april 7, 1922

Harvey Starkweather and news accounts of part of his political career -- his candidacy for the gubernatorial nomination in 1922. Photo and clippings courtesy of Milwaukie Historical Society.







THE TWO ROOM SCHOOL WAS REPLACED
THE FIRST CLASS WAS GRADUATED IN
JUNE 1895 WITH T.J. GARY, PRINCIPAL.
THE MAST SIDE RAILWAY CO. BEGAN
RESCTRIC TRANSPORTATION BETWEEN
PORTLAND AND ORGAN CITY THROUGH
MILWAUKIE IN FEBRUARY 1895.

7

SIBBIO

Milwaukie's First Mayor

The turn-of-the-century Milwaukie that Louis Shindler knew as a boy was a town that was experiencing its own expansion and

growing pains.

From his parents' house at about 33rd and Harrison streets, Shindler could see a multitude of changes. The east edge of town was sprouting new subdivisions, many of them developed by his father, William Shindler, and a business partner, Cap Kerr. Downtown, the two remaining blacksmith shops had become curiosities that entertained Louis and many other young visitors on their way home from the eight-room schoolhouse located on the present site of City Hall.

But the horses the smithy shoed had not been totally vanquished from the street. When William Shindler purchased a Studebaker-Flanders automobile with a four-cylinder block and a canvas top, it was only the seventh car in the city. Streets were still unleveled, and filled with chuckholes and

paved with mud.

It wasn't until 1917, in fact, that Harrison Street was macadamized. Crushed rock was put down and rolled in, and the surface sprinkled with oil.

Louis Shindler earned \$5 that month for conducting the street repairmen over all the city streets. It was his last job before signing with the Army for an active role in World War 1.

There was perhaps no other young man in Milwaukie who could have done as well at the job, for Louis Shindler had traveled the Milwaukie streets over and over again as a deliveryman for several local businesses. As a small boy, he had even traveled the mail route east of Milwaukie with the postman, who was paid \$600 a year but had to furnish his own horse and buggy.

It was an all-day trip, Shindler remembers, as the mailman traveled east on Harrison to the city limits (around 42nd), out King Road to Fuller Road, south to Harmony, then back to

Milwaukie over Lake Road.

There were only minor side trips, for the whole area was yet sparsely settled and still very rural. The tree stumps had not yet been gouged out of the path of King Road, Shindler remembers, so the horse and buggy wound about them.

Tree stumps and muddy roads were but two of the drawbacks to owning an automobile during the first few years of the century. Louis Shindler's father, William, could not drive when he bought his first car in 1911. Another man, hired as a driver, apparently had no greater skill and the car got only a few miles out of Portland before its gears were stripped or some similar calamity occurred. The car had to be towed back to the dealer for repairs.

Once he learned the fundamentals of driving, William Shindler took his family for rides every Sunday, driving out as far as Estacada and Oregon City. There was as yet only one gas pump in Milwaukie -- at the Chrysler dealership -- and few places to fill the

tank along the way.

The main source of transportation in those years was not the automobile but the electric car line, which ran into Milwaukie on River Road, east on Jackson Street for a block and then straight south on Main Street. A tressel supported the tracks as the cars passed over Kellogg Lake, then a true body of water. (Louis Shindler recalls seeing the remains of the original mill on Kellogg Lake, which had been created by backing up Kellogg Creek so that its water power could be used.)

On the north end of town, at the corner of Harrison and River Road (now McLoughlin Boulevard), an expansive car barn had been built. It became a hub of activity for the car

line company.

The location of that barn brought many new people, mostly the families of electric car conductors, into Milwaukie to settle, says Louis Shindler.

He remembers the first decade of the 20th Century as boom years for Milwaukie, when many new housing projects began and the area east of the downtown business core began to fill up.

The Shindler family was an important part of that growth. William turned to construction and real estate development, with Kerr as his partner. A business ledger still held by the family tells the story of the days when the builder had to finance many of his own mortgages.

Still, a comfortable house could be erected for as little as \$3,000 -- the cost of Louis Shindler's first home when he married in 1924. It was built next door to his parents. (Most lots sold for less than \$200.)

The land William was developing was part of an original 18-acre farm that covered the ground from Harrison to Railroad Avenue between 28th and 36th streets. Shindler bought the land in 1887, when most of it was covered with orchards.

Later, newspaper accounts suggest that Shindler's good fortunes in farming did not last beyond the first year, when prices and the harvest was good. One later year Shindler took 500 pounds of dried prunes to Portland to sell -- and received only one cent a pound for them.

Unable to make a living from his orchards, William remembered his boyhood in Wisconsin, when his family had operated a dairy and turned out roll after roll of cheese. Shindler bought a dozen cows, which ran free over the acreage surrounding the family's home.

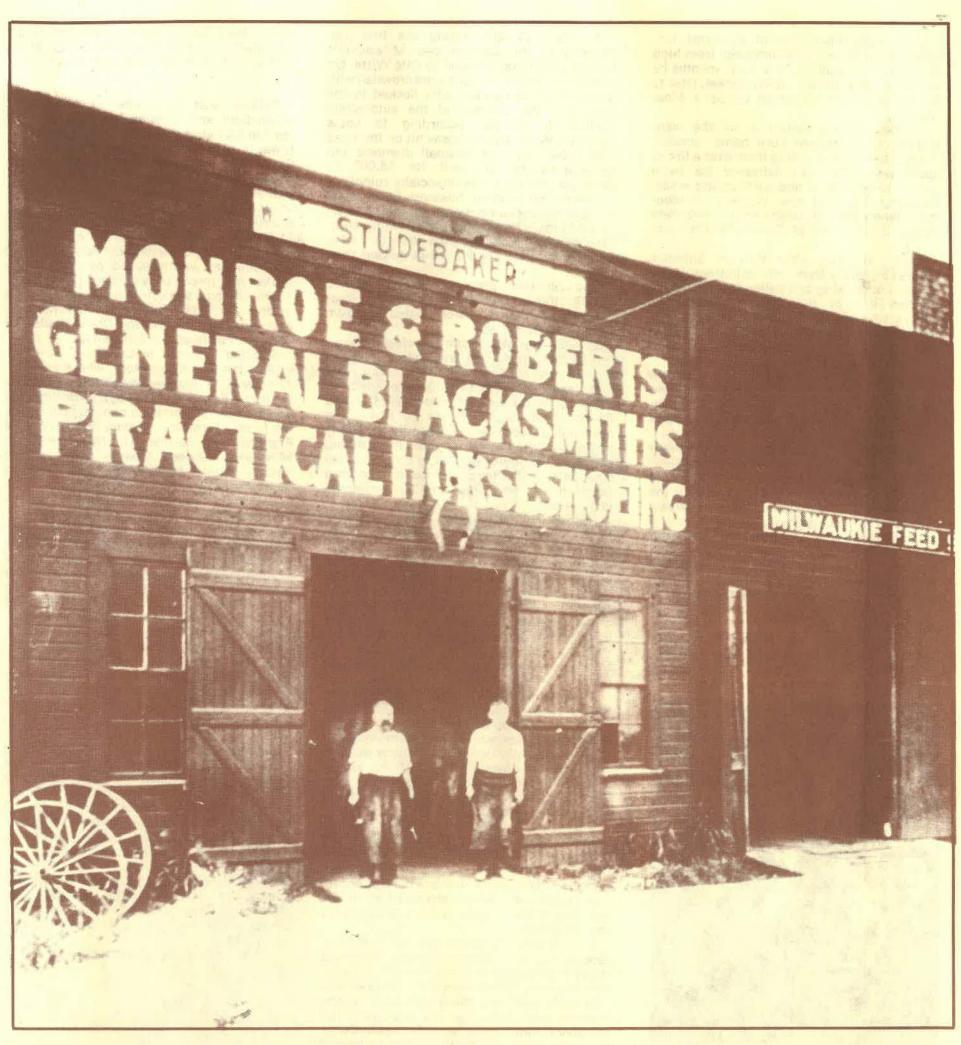
Occasionally, a cow would be hit by the Southern Pacific Railroad train, but otherwise the arrangement was a good one, since the cows ate for free.

Louis remembers taking the cows out to pasture and curdling the milk with rennet (an extract of a calf's stomach). He also remembers following his father around in the basement storage area, salting the cheese while it aged.

But milking the cows was the responsibility of his older brothers; Louis never got old enough to help out with that task before the dairy cows were sold and the property

The brick cheese that came from the Shindler cellars was a delicate golden yellow halfway between Swiss and Tillamook cheese in color, Louis recalls. He also recalls the cheese making frequent apearances in the lunch box he carried to grade school.

When he became old enough to drive a horse and buggy, Louis Shindler was assigned the task of selling to Portland and Milwaukie taverns the cheese, which was served free along with other lunch items as an inducement to come in and buy liquor or beer.



Smithing still was a viable occupation when Louis Shindler was a boy, and a visit to a blacksmith shop such as this one in downtown Milwaukie frequently was one of his after-school stops. Photo courtesy of Milwaukie Historical Society.



Continued from Page 23

Louis made other types of deliveries, too, before World War I took him away from high school and Milwaukie. For several months he worked in R.W. Brown's meat market, later to be purchased and renamed Cooper's Meat Market.

Besides making deliveries for the meat market, Louis helped cure hams, soaking them in brine and smoking them over a fire of apple wood. He also delivered ice twice weekly to Milwaukie and surrounding areas, including the posh new Waverly development, where the well-to-do had built elaborate houses around one of Portland's first golf courses.

Later, in 1912, after William Shindler opened a grocery store on Main Street, Louis helped out clerking and delivering. The store boasted one of the first telephones in Milwaukie, used mainly for business functions like placing orders with a wholesale grocer who provided delivery service from Portland to Oregon City.

But Louis remembers more than just work as he was growing up in Milwaukie. He frequently enjoyed fishing from the pontoon bridge that connected Milwaukie to Elk Island in the Willamette.

Bobsledding was a popular sport in those years, when the weather seemed to be colder and the snow more abundant. Shindler likes to tell of the winter of 1929-30, when both the Willamette and Columbia rivers froze fast during a long January cold spell.)

Louis remembers, too, the silent pictures at Oaks Park, where he saw his first movie. Actually, it was a nickelodeon, where the audience was seated in a simulated train car and travel scenes moved across the windows. "It sure fooled me a couple of times," he chuckles today.

In high school he played basketball, baseball and football. At Oaks Park, he might choose the "Shoot the Chute," an exciting ride in a boat down into a small pond.



William Shindler and his family of five children. Photo courtesy of Richard Shindler.

Another fun spot during the first two decades of the century was Milwaukie's Crystal Lake Park, founded by Otto Witte. On weekends, the electric cars were crowded with hundreds of Portlanders who flocked to the park. But the increase of the automobile spelled its demise, according to Louis Shindler. When a woman was hit on the head with a ball near the baseball diamond and successfully brought suit for \$8,000 in damages, the park was financially ruined.

Before that incident, however, Louis made some of his spending money at age 10-13 by setting pins in the Crystal Park bowling alley. The pay was 15c a game and a pinsetter had to be alert to dodge the balls that missed their targets.

The Shindler grocery store prospered during those years. According to later newspaper reports, sales increased from \$7.50 to \$150 per day.

William Shindler became involved in other business ventures, as well. He purchased three shares of stock when First State Bank incorporated in 1909. In 1913, he erected the building, later occupied by the P. and C. Hand Forged Tool Co., to house an alarm and advertising clock company. But the company failed and for a number of years the building sat vacant. Shindler worked to bring the tool company to the town, where it increased employment and the city's residential population.

Recorded on the financial records still held by the Shindler family is the sale for \$4,130 of the factory and one-half acre of ground. Evidently Shindler financed the purchase himself, for the 1925 records show a \$2,800 loan to the P & C Hand Forged Tool Co., to be repaid in installments of \$100 plus interest.

Securing the tool company as a major industry was just one of the contributions that William Shindler made to the city of Milwaukie, which he served as the first mayor from 1903-1908.

Among his accomplishments as mayor was the reduction of the street car fare from 10c to 5c for a ride into Portland. Shindler and the rest of the city councilmen forced that decision from the state utilities commission by walking the distance from Milwaukie to Grove Junction to prove that it was no greater than the distance to Ardenwald, which passengers had always traveled for 5c fare.

The first City Hall was built during his administration, in 1908. Located on the southeast corner of Harrison Avenue and 21st Street, it later was moved to the corner opposite the present Willamette Savings & Loan (21st and Jackson streets) and finally replaced in the 1930s by today's structure on the old school site.

A 1929 account in the Milwaukie Review reports that while mayor, Shindler "induced the Hawley people to establish the mill here" and "when he retired from office the town was free from debt and there was \$400 in the treasury and \$500 due the city from the telephone company ... Very few administrations can make any better claims to having served the city well (sic) than Mr. Shindler

Milwaukie's first mayor, who never liked to be called by his full name (Balthasar William Shindler), is remembered by his son as a strong Democrat and a politically oriented man. "He wasn't a talker ... you had to get him started ... But if anybody would argue with him, they'd really have an argument!"

Politics was only one of the many occupations and vocations he pursued after leaving his native Wisconsin at the age of 17. It was in 1878 that he traveled to Sacramento, Calif. over the Union Pacific Railroad. He worked for a time as a farm laborer in California, then moved on to the Portland area, where he toiled briefly at Oswego, breaking up ore with a sledgehammer for \$1.50 a day. Board was \$4.50 a week.

But after only a few days of that well-paying job, Shindler was replaced by a returning worker and forced to walk back to Portland. There, the only work he could find was in his uncle's furniture factory in Willsburg (a once-was town on Johnson Creek Boulevard between Portland and Milwaukie).

Shindler returned to California and then back to the furniture factory, where he made \$2 a day. After another year with the Portland Furniture Factory (at \$3 a day), he decided the business was a promising one, so he founded his own furniture factory with Gustof Frederick as a partner. The factory stood in Milwaukie between Monroe and Harrison streets, where M.B. Fisch later built a pumping plant and water works.

For four years, the business was a profitable one. (A three-piece white bedroom suite could be sold from \$30). But then, the Northwestern Pacific Railroad built its line into Portland and brought a great influx of custom-made furniture from the East. The price of the same set dropped to \$11, yet the costs of production were \$14. So many local furniture makers went out of business. Shindler sold his factory in 1887 and moved on to the pursuit of farming and cheesemaking.

A year earlier, he had married Agnes Kruttner of Portland, who had emigrated from German Austria with her sister. The couple bought their farm and home on Harrison Avenue in 1887 and added the east wing in 1920.

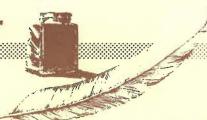
Louis was the youngest of the family of five children. Eldest brother Leo, who himself became a City Council member in the late 1920s, was followed by Otto, Ottillie and Rose.

The big old Shindler house stands today but its famous landmark -- the towering tree that became Milwaukie's official Dogwood -- is gone, blown down in the Columbus Day storm of 1964.

"That Dogwood was there when Dad bought the place (in 1887)," muses Louis Shindler. "It was a wonderful tree. How well I can remember swinging on its branches when I was a boy.

"That was a long time ago."

Shindler





The merchant went to the customer in early retail marketing in downtown Milwaukie. Wissinger's general store was among the first and best established of Milwaukie's business community.



Milwaukie's first mayor, William Shindler [center, with mustache], surrounded by members of the first and second city councils. Photos courtesy of Milwaukie Historical Society.

The supply of books available for checkout to Laroche Library Association members was small, so each member was limited to checking out one book per share bylaws. Courtesy of the Victor Risley Jr. family.

Risley
families'
business,
Social
lines

Saroche Library Association

Sed 1 The Librarian shall register the names of all the showbers of this obsciotion in a book provided for that purpose and shall charge each book to the member taking it out now the same when vitured the date when taken and Shall acredit the same when vitured

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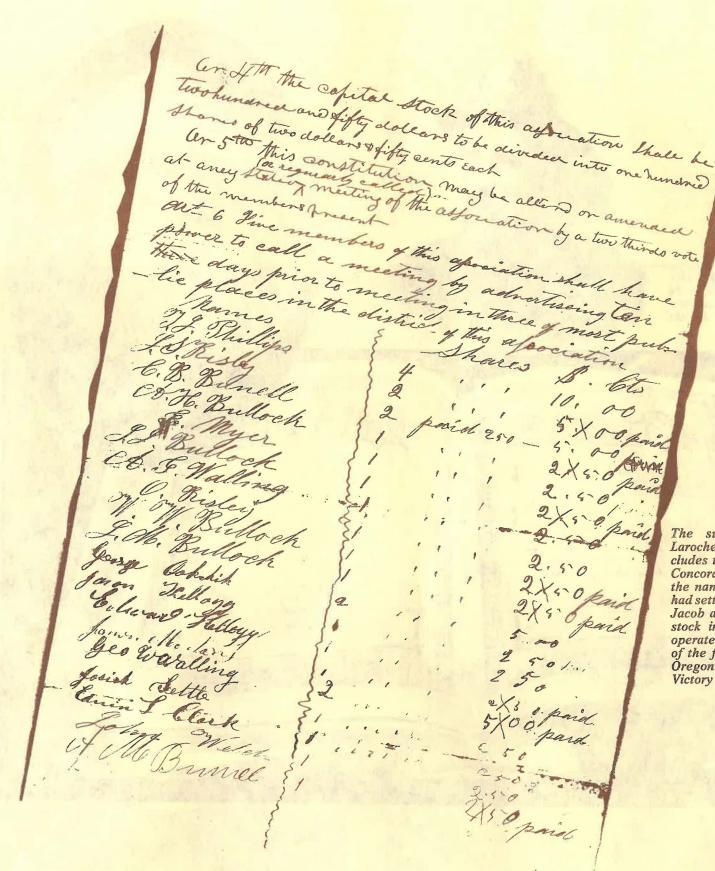
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See I All fines for the retention of books and monthly toy sufron each member Shall be paid to the Tilroren who shall choose him self with the Same

See I The Librarian Shall pay over to the Treonness on the first Sotus day of each month all the money in his honds belonging to this Association takeing the Treosness receipt

lives intertwined



The subscription list of the Laroche Library Association includes the names of most of the Concord-area families and even the names of the Wallings, who had settled in Lake Oswego. Both Jacob and Orville Risley bought stock in the association, which operated what probably was one of the first "public" libraries in Oregon. List courtesy of the Victory Risley Jr. family.

Picture River Road at the turn of the century -- a dirt road covered with inches of soft dust. Few automobiles ever disturb that dust, and the travelers on that road are mainly on foot or on horseback.

Traveling south, to the point where Risley Avenue joins River Road today, the traveler would have seen two well-built houses — the homes of the Risley brothers.

To the west, John Risley and his family lived in the imposing two-story house built around 1885, and designed with the wraparound porches and bay windows that were fashionable in that day. John's father, pioneer Jacob Risley, lived there, too, until his death in 1902.

To the east, not far away, the other Risley son, Charles, had built his own home in the late 1880s. It was a more modest one-story that later would be remodeled into a two-story home with six bedrooms.

Further north on River Road, the home of Jacob Risley's third child, Alice Risley Starkweather, was to be built on a hill in 1909.

Situated so close together, it was natural that the business, social and personal lives of the three families would be closely intertwined.

Today, other houses crowd around the homes the Risleys built — all three still are standing today. But in the first decade of the 20th Century, the scene was still country-like, and distance to the nearest neighbors was measured in miles, not feet. On her visiting day, Mrs. Charles Risley would take her younger children and visit some of those closest neighbors — the Roethes, Meldrums and Naefs, among others.

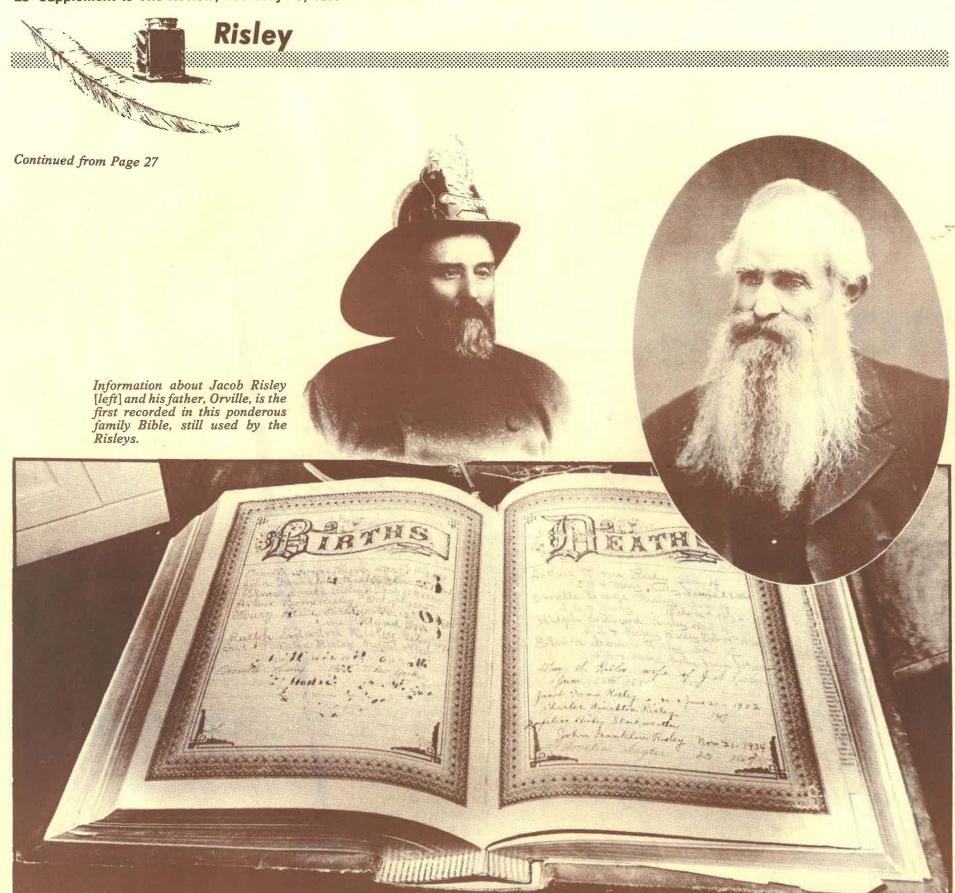
Olive Risley Gilbert, the youngest of Charles Risley's four children, is now 80. But she has no trouble remembering her childhood circa 1900. "We played a lot with

our cousins. Grandfather (Jacob Risley) had given my brother Jake a pony and we all rode that. We fell off, too, but with 4" to 5" of soft dust (on River Road) we didn't get hurt."

Despite the road in front of the two houses, most of the travel still was by river, especially in the rainy, muddy winter months. Olive remembers her father giving her mother a gold piece for a shopping expedition to downtown Portland; early in the morning she would board a steamer at Risley Landing on the Willamette River and return by boat that afternoon.

The Risleys and other Concord-area families literally were closer to Portland than Milwaukie in those days, and Olive has few memories of "the Dogwood City of the West" until her high school years, when she passed by Milwaukie daily during her inter-urban

Continued on Page 28



train ride into Portland for high school.

Before that time, school for Olive Risley and her cousins was the little white one-room Concord schoolhouse that stood on the present Concord School site. It was a considerable walk home at night, but Olive remembers it as "one of my happiest memories ... we followed a small stream or ditch down Concord Road. At that time, many pretty wildflowers and small plants bordered it and there were pollywogs in it sometimes.

"When the weather was wet, we wore rubber boots. We always waded in the little stream, and usually found a place deeper than we thought and the water would go over the top of our boots."

When school was not in session, the children might visit their Grandfather Jacob, whom Olive remembers as a very quiet and very strict man. But he always had a cookie jar for the children, and allowed them to go into

the attic and dress up in his Masonic uniform and come tripping up and down the long, stately staircase.

For the Risleys, life at the turn of the century was only of comparative ease and prosperity. A pioneer family with roots in the Concord area as far back as the early 1850s, the Risleys had built a thriving farming enterprise on nearly 1,000 acres of cleared land along the Willamette.

The original Oregon Risley, Orville, had owned property in downtown Portland, too, at the corner of 7th and Morrison, where he once lived. By 1900, the Broadway Building stood there, and the Risley descendants were collecting \$1,125 a month in rent for the land.

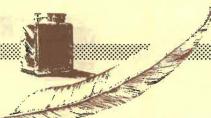
Orville's son, Jacob, who had crossed the continent as a 13-year-old with his father in 1845, was still alive at the turn of the century. In the evenings, as he sat in the old platform rocker in the living room of the big house he

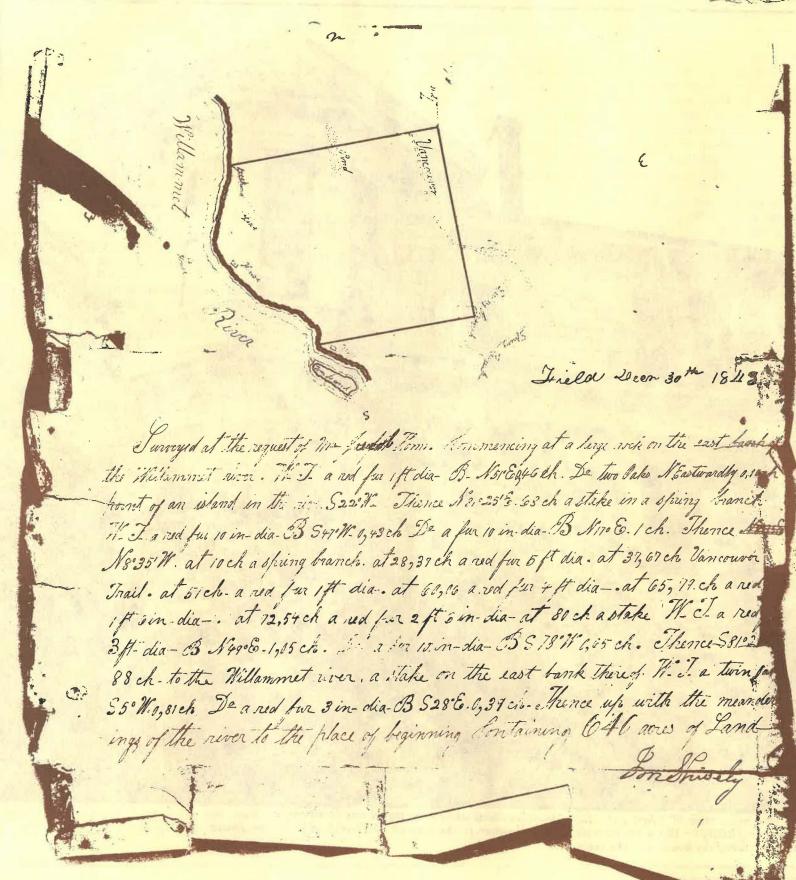
had built on the east bank of the Willamette, he might have reflected how changed were the lives of his grandchildren from his own rough and precarious childhood.

Little is known about the Risley family before they headed West. Old Orville Risley had been born in the East -- New York City, says the family Bible -- but migrated west to Ohio with his parents in the early years of the 19th Century. There, in Delphos, Ohio, Jacob was born in 1832.

Of the Risleys' migration to Oregon, again little is known. Descendants say that the father and son were part of the early wagon trains to use the developing Barlow Trail. But the trail was not finished and winter was coming, so the party herded their stock down off the mountain passes, leaving their wagons until the following spring.

Oregon may have been the promised land but, like many other early settlers, the Risleys





A rough map dated 1843, of the property which later became the Risley farm. Note the spelling of the "Willammet" River, and the location of the Vancouver Trail at the east end of the property. Map courtesy of the Victor Risley Jr. family.

Continued on Page 30

could not resist the lure of easy riches in the gold fields. After settling for three years in Yamhill County, father and son left for California in 1848 and mined for a year or two. Orville Risley then bought an interest in a boat line running between California and Oregon, and by the early 1850s they were back in the Portland area.

The ponderous family Bible, which still rests on a shelf in the house Jacob Risley built along the river, tells the history of the Risley family's next three decades in sketchy terms. In 1857, Jacob married Mary Scholls and proceeded to raise a family of seven children, only three of whom survived into adulthood.

Given a childhood and young manhood spent in unsettled areas, Jacob Risley's formal education could not have been extensive. Yet he apparently was a man for whom an education was important; his biographers were later to describe him as

"broad-minded and constantly increasing his store of knowledge by reading and observation." And his daughter-in-law recalled him late in life spending his evenings in an old platform rocker reading through all the books and encyclopedias in the considerable Risley library.

Many of those books remain on their appointed shelves to this day, marked with the mysterious letters "L.L.A." Not until recent years did the Risley descendants discover in the attic the bylaws and other records of the "Laroche Library Association," founded by the Risleys and other early settlers in 1857.

It must have been one of the earliest "public" libraries in Oregon, although membership was limited to those willing to invest in shares of \$2.50 each. Jacob Risley bought two shares, his father one; other early pioneers, including the Kelloggs, the Wallings from the Lake Oswego area, the

McNarys and Bullocks and Bunells, subscribed to a total of about \$65 worth of stock.

The books they purchased were largely general histories or geographies or technical works, including a volume on fruit orchards. Weighty reading matter, but then the settlers were allowed to check out only one book per share of stock (for most families, that meant one book). Jacob Risley himself apparently served as librarian for the lifetime of the LLA, opening his house from 2-6 p.m. every Saturday for checkouts.

The Risleys also were leaders in the organization of a school for the scattered children of the area between Milwaukie and Oregon City. Orville Risley presided at the first meeting of School District 28, in 1856, and the first schoolhouse was built not far from the Risley homestead. By 1860, Jacob's ornate longhand filled the surviving minute



The Jacob Risley house, now more than 90 years old, still serves as home for a generation of Risleys -- Victor Jr., his wife and two daughters. This west side of the house was the main

entrance then, when most travel was by riverboat. Now, the "front" door is the one on the north side of the house.

Continued from Page 29

book that records school district affairs between 1856 and the 1880s.

During those years, Jacob served as district clerk for at least nine years, and sent his children to the sporadic school sessions taught by ever-changing itinerant teachers.

His only daughter, Mary Alice (later Starkweather), is among those children standing before the second schoolhouse in the only existing picture of that rough board structure. Constructed in 1866 with donations and labor from neighborhood families, it became the community center and was used for church and social occasions as well. The Wallings and other children from the Oswego area rowed across the Willamette to school, and it seems understandable that in an area with only a few rough roads the settlers across the river were as close as the Jennings, Rinearsons, Worthingtons and Oatfields on the east side.

The education received by this third generation of Oregon Risleys — Jacob's children, Charles, Orville, John, Elmer and Ralph — must not have been substantially better than that offered their father. School terms were usually but six or eight weeks long, and there were several years in the 1860s and 1870s when no school was held at all.

Perhaps no qualified teacher was available, but more likely no money was on hand during some of those hard times to pay even the \$50 a term that appears to have been the going rate.

During some years, in fact, the school district lent its meager treasury to one or another of the settlers at 2% interest. Such loans usually were taken out in the spring, when cash would have been needed to buy seed and supplies for the next planting season, and the loans apparently were all re-paid.

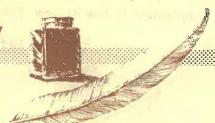
But the fact that Jacob Risley never had to

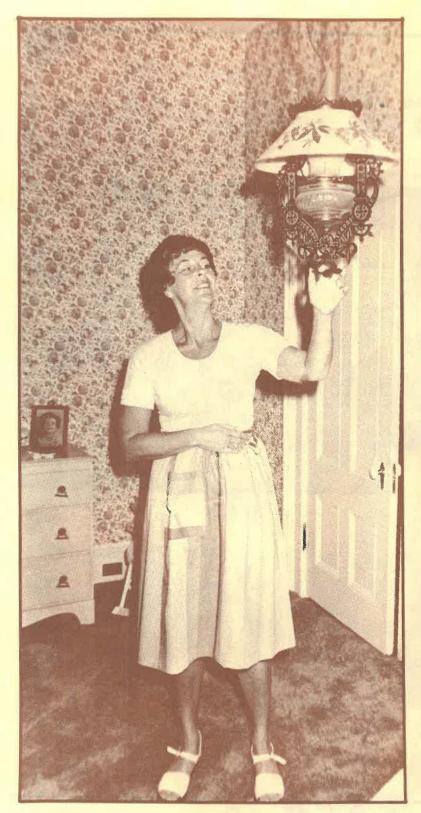
borrow from this crude bank may indicate he was at least somewhat better off than many of his neighbors.

The early schools where the Risley children acquired an education were rude buildings and not at all weatherproofed. The second (1866) school, called the Riverside School, was of unpainted 1"x12" boards set vertically, with some of the cracks battened. Still, there were holes large enough for squirrels to get into the building and raid the children's lunch baskets.

The common stove in the center may have dispersed the chill from winds blowing through the cracks, but the stove also caused frequent chimney fires. Since this meant an abrupt end to studying while water was carried to the roof from an old tree stump nearby, some of the fires may have been the result of mischevious children rather than accidents of nature.







Many of the original furnishings of the Jacob Risley house remain in use today. At left, Mrs. Victor [Sally] Risley Jr. pulls down a hallway lamp that has been converted to electric power. At right is a bedroom set that was shipped around South America to Oregon in the days before even good rail transportation was available overland.



Continued on Page 32

The crudeness of these early schools is a clue to the general condition of life away from the cities in the 1850s and 1860s. Families still lived in log cabins and cooked their meals over open fireplaces. Indian villages still mingled with the scattered homes of settlers.

The Risleys escaped this hard pioneer life by moving into Portland about 1869. There, Orville was to become manager of the International and Occidental hotels before his death in 1874.

After 1874, Jacob Risley and his family evidently stayed on in Portland, though they maintained ownership of large chunks of land in the Concord area all the while. But in 1876 tragedy struck in the form of an epidemic.

The family Bible again records only names and dates. Fifteen-year-old Orville George Risley died on Oct. 16, 1876, followed by his 5-year-old brother, Ralph, three days later. Whatever the disease, it must have afflicted

other members of the family as well. The two boys' sister, Mary Alice, carried scars for the rest of her life, her own daughter recalls.

The epidemic may have been the reason why Jacob Risley moved his family back again to the more primitive life on the Concord acreage. Portland may have been more civilized but it also was felt to be more dangerous, suggests one of Jacob's surviving grandchildren, 80-year-old Olive Risley Gilbert.

Gradually, however, the precariousness of the pioneer era passed. By the mid-1880s, Jacob Risley was able to build the substantial house that his great-grandson still occupies at River Road.

It was a considerable undertaking for the day, it would seem, since construction of the two-story house took two years to complete. His three surviving children now nearly grown, Jacob Risley nevertheless built six

bedrooms upstairs -- no doubt planning that his sons would use the house after him.

The ornateness of the late Victorian era appears in the abundance of porches and railings, the elaborate design of everything from doorknobs to stair posts. It was a well-built house that has withstood almost 100 years with its original siding and brickwork intact.

of a bare hill, facing west to the Willamette River, its grassy sloping yards cropped by a part of the Risley herd of sheep. Certainly the site must have been forested once, but logged, and the abundant vegetation that all but conceals the house today was not planted until the turn of the century.

Jacob's wife, Mary, enjoyed her new home but a year before her death in 1886, and for the next 13 years Jacob lived alone in the house with his son John and, for a time, his eldest

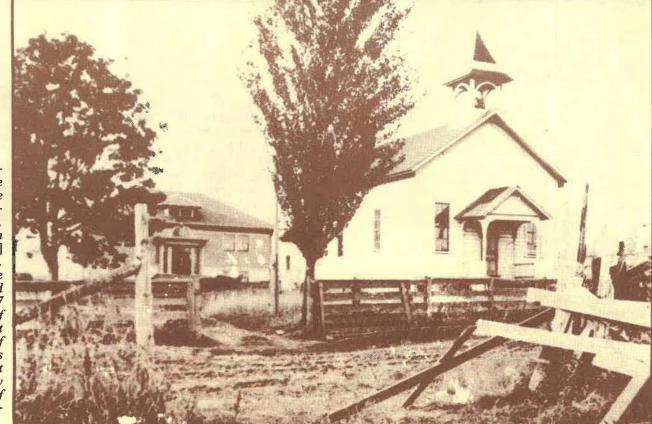


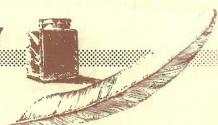
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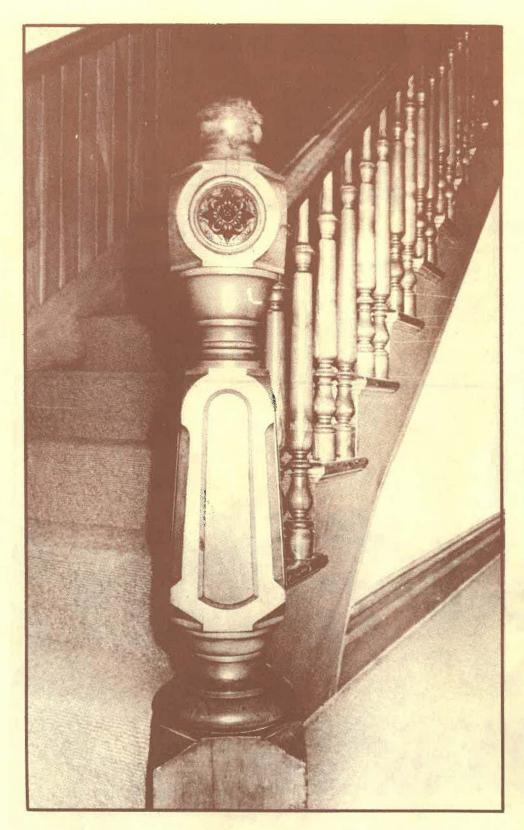


The second Concord School, called Riverside School, was located near River Road and used between 1866 and 1890. Students in this picture, taken during the 1880s, were [back row, from left] Charlie Tucholke, Will Oatfield, Alice Risley, teacher Neita N. Barlow, Annie Tucholke, Herman Wetzler and Charlie Meldrom.
[Front row, from left] Gaylord Worthington, Eva Meldrum and Willie Hoess.

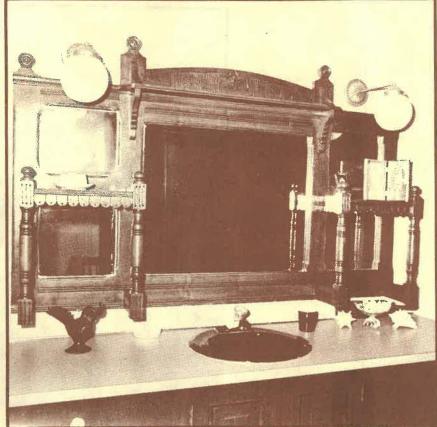
The third Concord School -the first to be built on the
present site -- was the white
one-room schoolhouse pictured here. Raised in 1890,
it was used until the fourth
school [at left in picture]
was constructed about 1910.
It was in the "little white
school" that the Concord
PTA was founded in 1907
under the leadership of
Mrs. John Risley, the first
PTA in Oregon outside of
Portland. The bell from this
school still is displayed at
Concord Elementary
School. Photos courtesy of
Milwaukie Historical Society.







The elaborately decorated stairpost at left is a good indication of the care and detailed work that went into the construction of the Jacob Risley house in the late 19th Century. Mrs. Victor Risley Jr. has converted the old fireplace mantle [below] into a mirror frame for one of the bathrooms.



Continued on Page 34

son, Charles, and only daughter, Mary Alice.
After she married in 1894 and Charles married in 1888, building his own home nearby, Jacob and son John hired an ever-changing parade of housekeepers to do the chores of cooking, cleaning and washing.

The financial records for the Risley farm, preserved by later generations, prove that housekeepers did not last long — half a year at most. Average pay was about \$4 a week in 1898; at times, the entries show that Chinese workers were employed instead of local widows. (One ledger was for "China Tom, the fool cook.")

fool cook.")
The farm records, which cover the years between 1892 and 1912, draw a picture of a diverse enterprise that slowly was moving away from self-sufficiency to specialization and trade. The crops were grains, potatoes, hay and vegetables, but income also came from sales of lumber and building stone from

the rock quarry on the place. Many of those products were moved up or down the river from the Risley landing, which was visited frequently by barges and steam vessels.

The farm records in Jacob Risley's hand, from 1892 until his death in 1902, reveal that the barter economy of pioneer days had not completely disappeared. Some entries show the Risleys being paid for produce in freight and lumber or even pigs, then worth \$2 apiece.

The Risley farm at the turn of the century still produced most of the family's needs, and little was purchased -- in 1903 only guano (for fertilizer), coal oil, sugar, salt, skunk oil and a few other recorded items.

The remaining purchases largely were items needed for growing the hops that had become a major farm product for the Risleys. In 1902, the family even purchased insurance from the Hopgrowers Fire Relief Association,

as well as a hop stove and floor cloths. Receipts from the sale of hops that year included a \$900 sale to Lullenthal Brothers.

The hops harvest was a major event of the year, recalls Olive Risley Gilbert. Whole families came to the Risley farm for the harvest, some of them from great enough distance that they camped out in tents near the house for the duration. They were paid by the hopper.

A good many acres of Risley ground had been planted with fruit trees and vineyards. Orchards produced cherries, peaches, apples and plums for sale as well as for family eating; later, Charles Risley took out many fruit trees to plant three or four acres of concord grapes.

The crop was sold fresh — shipped to Portland first by boat and later by the Interurban rail line, says Charles' daughter, Olive. And although grape juice frequently was served to the family, she remembers none



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The hops harvest was a time of the year when neighbors, itinerants and their children would unite at the Risley place to gather and sack one of the primary cash-producing crops. Photo courtesy of Jean Starkweather Vermilye.

of the fruit being used in winemaking. "People just didn't drink wine then," she remembers.

There was a large family garden, too, below the house. In his later years, John Risley would visit his neighbors with abundant shares of the produce, including the melons that are remembered as especially tasty.

The Jacob Risley place, once described as "a commodious residence (with) substantial barns and granaries" and more than 100 acres of cultivated ground, was still an isolated farmstead at the turn of the century. As the years passed, portions of the land holdings were sold, other houses were built and the outbuildings were torn down.

The unusually designed building that housed the Chinese laborers was one of the last to disappear; its site today is Risley Park, land donated to the county in 1959 by John Risley's wife, Ella.

Ella's influence can still be felt in the venerable house she called home for 63 years. A talented woman who was an accomplished singer, artist and photographer, several of her paintings hang in the home and a collection of her photographs lines one hallway. Even the negatives, now old and yellow and brittle, have been carefully preserved by the Risley family.

It was Ella who planted the trees that shade and conceal the old Risley home today, as well as a unique "sand garden" below the house. Despite the many burdens of running a household in the early 1900s (she alleviated the need for a Chinese cook or housekeeper when she married John Risley in 1899), she found the time to be active and interested in many activities outside the home.

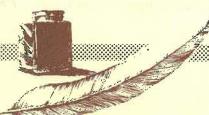
Ella (short for Gabriella) was a woman with progressive ideas, it would seem. Members of the family recall that she was interested in

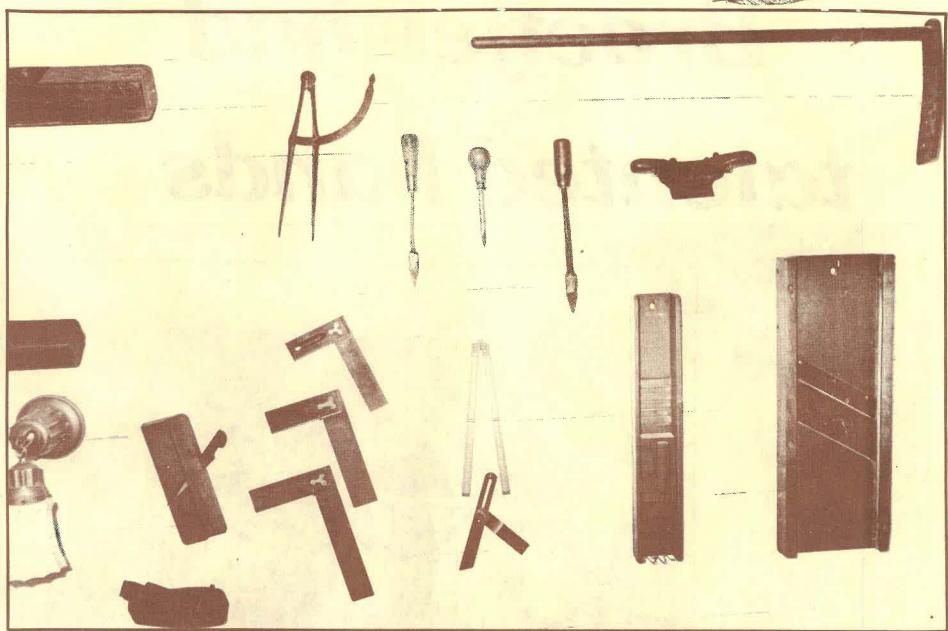
child nutrition and entered her two children in 'healthy baby' contests. She was the founder and the first president of the Concord School's PTA -- the first in the state outside of Portland.

The first decade of the 20th Century apparently was the peak years for the Risley farm. A sure sign of the coming urbanization of the area was the removal in 1910 of the family's private cemetery, a small plot north and west of Jacob Risley's home near a beautiful butternut tree, and a small pond where the children skated in the coldest winter weather.

Here, Jacob Risley had been buried upon his death in 1902. Here, too, were the graves of other Risleys, including many young children who did not survive infancy or succumbed to contagious disease at an early age.

(Years later, workmen digging a foundation





This collection of tools, which includes some of the important equipment used in farming and gardening around the turn of the century, was found on the Jacob Risley place and today is displayed on one wall of the old home. home.

would come across a few coffin handles and other reminders of the family plot, and would superstitiously refuse to go back to work.)
Risley's death in 1902 symbolized the end of the rural, pioneer life for the Risleys -- and for the area they settled. Unfortunately, the stories he could have told about crossing the plains and beginning a new life in Oregon were never told or written, but went to the were never told or written, but went to the grave with him.



In the kitchen of the Jacob Risley house, kitchen utensils and tools of 75 years ago are mere decoration today -- reminders of the hard work of the family's homemaker.

Broetjes had talented hands



John F. Broetje and Marie Broetje with John H. Broetje and Elizabeth Broetje, at their home on Oatfield Road in September 1892.



Looking north on an Oatfield Road that knew horse hoofs and mud. The Broetjes homesteaded the land shown here. Photos courtesy of Dora Broetje.

The same hands that built the house which stands today behind the towering Redwoods at the corner of Oatfield and Courtney roads once brought Abraham Lincoln his morning mail.

Despite this factual historic tidbit, in the Milwaukie area the Broetje family hands are more often remembered for bringing hand-nurtured vegetation here, from grapes and rhododendrons to Redwood trees.

John F. Broetje was one of the first florists to settle in this area. He was a descendant of a renowned German gardening family.

Born in Rastede, Germany Mar. 1, 1833, his father, Anton Broetje, was a combination gardener-farmer who lived to be 74 years old. He was born in 1782. Anton's wife, John's mother, lived to the age of 90.

John Broetje and his wife, Marie, and their family sailed from Germany to this country in 1850. The fresh transplants settled in Springfield, III. To keep his family fed, Broetje took up temporary work as a blacksmith. He spoke no English at the time.

Later, the ambitious immigrant became a porter and janitor in the Illinois State Capitol building, where he learned to speak the native tongue.

"Lincoln was a state senator of Illinois at the time and Grandfather was always proud of the fact that he delivered mail to Sen. Lincoln's office each morning," recollected Dora Broetje, his 83-year-old granddaughter, born and raised in the Oatfield Road home that her grandfather built with timber he himself had cut. The energetic Dora still lives there today.

In 1860, her grandfather moved with his family to southern Illinois, where he resumed his inherited expertise in gardening and farming. In addition, he taught school for 13 years as a bilingual teacher.

In 1883, the Broetjes packed up their immediate belongings and relocated once again. They took a batch of young seedlings with them.

This time, they traveled cross-country by rail to San Francisco, then sailed by steamship to Portland. The Broetjes settled first in the Mt. Tabor region on 60th Street between Morrison and Division.

Grandfather Broetje was quick to build a greenhouse, and proceeded to strike up a lucrative florist business, the first of its kind in the area.

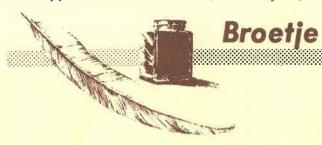
"Their old Mt. Tabor home is still standing," Dora informs, "although it's been remodeled." She said a Redwood tree planted in the front yard still stands.

After seven years, the German descendant and his family moved to Milwaukie, where he cleared land and built the house in which Dora lives today.

At that time, Oatfield Road was virtually what the name implies: a road that runs through a field of oats. The narrow, dirt-lined thoroughfare passed quietly through clumps



Dora Broetje could touch the top of this Redwood tree when she was a child.



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In the late 1800s, this ship was the Tri-Met of the Willamette waterway. It transported passengers from Milwaukie to Prtland. Photo courtesy of Dora Broetje.

John Broetje and a friend clearing land for the Broetje farm, circa 1889. Photo courtesy of Dora Broetje.





of timber and gentle, newly-tilled farmland. Horses grazed freely on wild thistles and sweet grasses.

The original Broetje barn and three-storyhigh water tower stand today, also. In fact, Dora leases the curious one-time water tower, which rubs shoulders with the northern face of her house.

Designed much like a lighthouse, it now contains a kitchen, living room and bedroom, all on individual floors. The original barn, now remodeled, is also rented out as living quarters.

Dora's father, John H. Broetje, took over the large homestead of berries, grapes and holly trees after his elderly father went to live with John's youngest brother, Julius, also a florist.

"He was one of the first florists to import rhododendrons from the Orient," Dora will tell you. Two of these stately rhododendrons planted in the sod on the east side of her long-time home, before Oatfield Road had ever held a motorcar, have grown as tall as the eaves of the two-story house.

John met his wife-to-be, Elizabeth Konig, during social activities at the German Methodist Church in Milwaukie. She was of Swiss-German descent.

The fruit from Broetje's farm was sold in markets in Portland. Broetje would rise at 4 a.m. and harness his team of horses, then hitch them to a wooden wagon full of freshly picked berries, grapes and other fruits. The reins would crack along the rutted, rough dirt road all the way down into Portland. Broetje and his team would repeat the journey with a lighter load in the evening.

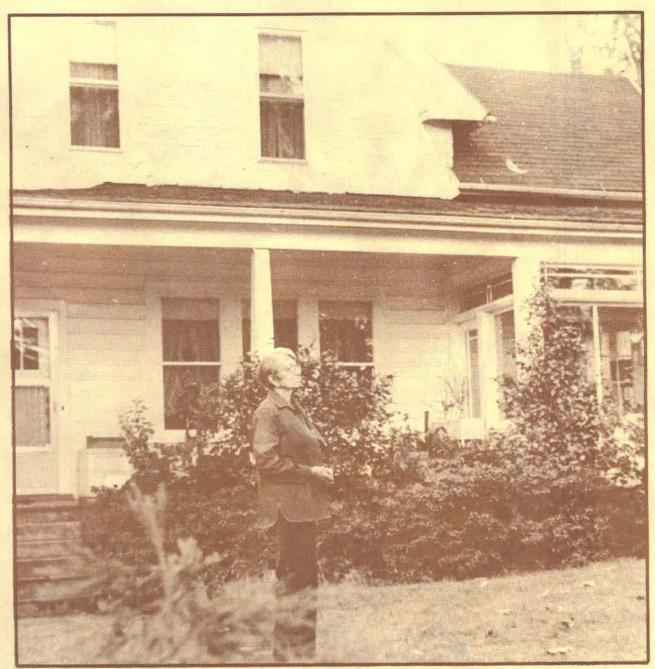
"It was a different world than we know now," maintains Dora, who used to help her father in the fields, picking berries and toiling with other chores. When Dora was a young girl, the putter of automobiles was nonexistent. Residents depended on a street car line that ran from Portland as far as Jennings Lodge.

"We didn't seem to need entertainment back then," Dora, an only child, recollected. "We had our plants and flowers ... that's all we needed."

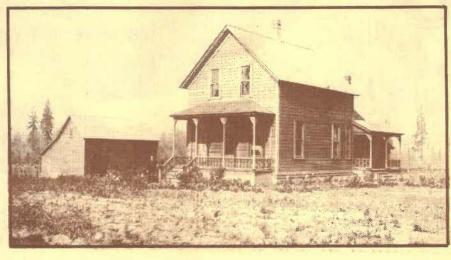
The stately grandpa Redwoods whose trunks grow from the yard around her house have received widespread attention. They recently were featured in an article in Sunset magazine.

How did the indigenous California flora arrive at the old Broetje homestead? Legend has it that a hopeful gold seeker returned from the publicized California gold rush without gold, but with two sacks of Redwood cones tied to the back of his saddle. Some of those seeds ended up on the Broetjes' property. They were planted in 1892.

As a young girl, Dora could touch the tops of these seedlings. Today, the trees dwarf the house and reach into the Milwaukie skyline, like green-capped space needles.



Dora Broetje in the front yard of the house she was born and raised in. She still lives in the stately white-painted home today.



John F. Broetje built this house just off Oatfield Road. He was the first to grow grapes in this part of the state.

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