

of Missouri; Robert, of Kansas; Dr. Francis Graffis, of Portland, Oregon; Mrs. Emma Reissner, a widow, who is a twin sister of D. B. Reasoner and who resides in Los Angeles, California; and Dr. Nettie Bawn, of Long Beach, California.

D. B. Reasoner acquired his education in the frontier schools of Iowa and remained at home until his marriage in 1881. Two years later he came to the northwest, settling at Pomeroy, Washington, where he worked at the carpenter trade for about a year, having learned the trade some time previously. In 1884 he removed to Newberg, Oregon, where he engaged in contracting and building for about four years and then took up his abode in Middleton, Washington county, Oregon, where he became prominent in public life and was the first county commissioner elected to a four-year term. Through reelection he served eight years and later he was the first to be chosen county judge for a six years' term. While filling the office of county commissioner he bought the first rock crusher used in Washington county and also built the first rock road in that county. Through all this period he was likewise engaged in farming, meeting with very satisfactory success. He lived in Hillsboro until 1923, when he sold a part of his holdings in that county and established his home in Vernonia, where he took charge of the construction of a logging railroad. In 1924 he was appointed city clerk and recorder and is still serving in the dual capacity. In 1898 he was engaged in cutting piling on the Molalla river, rafting the piles to Oregon City, where he brailed them together and ran them through the locks to St. Johns, whence they were shipped to Salt Lake, Utah, and used in the construction of the Oregon Short Line Cut-off railroad to Salt Lake City. Mr. Reasoner owns several residence properties in Vernonia which are rented and also has real estate in Hillsboro. He occupies a comfortable and attractive home in Vernonia, situated in the midst of beautiful grounds.

In 1881 Mr. Reasoner married Miss Julia Janeway, who was born and reared in Iowa and who passed away July 4, 1927. They were parents of four children, three now living: Raymond F., who was born in Iowa and now lives at Grants Pass, Oregon, is married and has two children, Dorothy and Evelyn, aged respectively sixteen and ten years. The daughters are Mrs. Jennie Beach, of North Plains, Washington county, Oregon, and Mrs. Ina Bowman, of Hillsboro, Oregon, who is the mother of a daughter, Grace.

Mr. Reasoner is particularly fond of flowers and in his well kept garden has over two hundred different varieties, of which one hundred and ten are dahlias. His gardens are acclaimed a beauty spot of Vernonia and Mr. Reasoner finds the greatest delight in cultivating his plants. Throughout his entire life he has shown the courageous spirit which carried his ancestors into various frontier regions to become community builders, and his own record is in harmony therewith.

LE ROY C. ANDERSEN

Le Roy C. Andersen is the secretary and manager of the Portland Iron Works, one of Multnomah county's notable industries which has been in successful operation for over forty-five years and has gained a wide reputation for the superior quality of its products. Mr. Andersen has been identified with the business for more than twenty years in various positions and during this period his loyal and efficient service has been a definite factor in its success. Mr. Andersen was born in Manistee, Michigan, June 13, 1888, a son of Ole and Mary Andersen, who brought their family to Portland in 1890 and who are now living here, the father having retired from active business.

Le Roy C. Andersen had the advantage of public and high school education, after which he attended a law school for a short time. In March, 1908, he entered the employ of the Portland Iron Works in the capacity of stenographer and clerk. Realizing the benefit and value of educational training, for many years he attended the Benson Polytechnic Night School and also the Jefferson high school, taking up studies pertaining to mechanical subjects in order to promote his efficiency and make his service of greater value to the organization which he represents. As the years passed he won promotion through various departments until he was elected secretary and manager of the business and has since filled this dual position. The Portland Iron Works were established in 1882 by Orlando Clarke and E. H. Thompson. The former

died in 1888 and the latter sold his interest about 1885. A few years after the business was founded James A. Gowanlock acquired an interest and remained identified with the company until his death in 1903. Orlando Clarke at his demise was succeeded by his son, Harry T. Clarke, who remained the president of the company until 1919, when he was succeeded by his wife, Mrs. Inez R. Clarke, who is still at the head of the corporation. J. A. Gowanlock, Jr., filled the office of vice president from 1903 until 1913, when he was succeeded by his sister, Edith M. Gowanlock, who died in 1928. The next incumbent of the position was R. W. Gowanlock, who died in August, 1928, when James K. Gowanlock, nephew of Edith and R. W. Gowanlock, became vice president. The first secretary of the company was Harry T. Clarke, who served until he was called to the presidency in 1888, when H. A. Moser took up the duties of that position. A few months later, however, he was followed by A. S. Collins, who served until February, 1895, when J. A. Gowanlock became secretary and so continued until January 1, 1906. W. I. Harris then filled the office until December 3, 1920, when Le Roy C. Anderson became secretary and general manager. The company owns a block of ground approximately three-fourths of which is covered with buildings two stories in height. Employment is given to from fifty to seventy-five men, practically all skilled workmen, and the principal products of the plant are sawmill and transmission machinery, floor and roof drains, while a general jobbing business in all kinds of machinery is likewise carried on. The output of the plant is largely sold throughout the northwest. The Portland Iron Works is widely known throughout the United States because of its floor and roof drains, which are made in a great variety of styles, meeting all conditions and requirements and receiving the approval of the leading architects and plumbers of the country. During all the years of its existence the company has enjoyed unqualified public confidence due to its sound business methods and square dealing and has been accorded a steady and substantial increase in patronage. For more than twenty years Mr. Andersen has continuously concentrated his energies upon the work of the company and is now in official position, giving his attention to executive direction and administrative control. Every phase of the business is thoroughly familiar to him and his labors are constituting a vital element in its continued success.

In 1913 Mr. Anderson was married to Miss Clara Gunderson, of Boring, Clackamas county, Oregon, and they are the parents of three children: Lester, Myrtle and Lillian. Mr. Andersen is a member of the Knights of Pythias, the Benevolent and Protective Order of Elks and the Modern Woodmen of America. He belongs also to the Chamber of Commerce, the United Metal Trades Association, of which he is a past president, the United Metal Trades Association of the Pacific Northwest, of which he is first vice president, and the Oregon Industrial Council, of which he is also vice president. He gives his political support to the republican party and has ever shown loyal support to those projects which promote the general welfare and upbuilding of city and county. He deserves much credit for what he has accomplished, being a self-educated and self-made man, his advancement being due to his inherent powers and the wise use he has made of his time and opportunities. The hours which most young men devote to pleasure and recreation were by him given to study and research that he might make his service more worth while to the company which he represented and in which he is now occupying important official position, thus gaining a place among the prominent representatives of industrial activity in the northwest.

CLYMER MARLAY NOBLE

Clymer M. Noble, who is engaged in the investment business in Portland, with offices in the Lumberman's building, is meeting with well merited success and bears a reputation as a capable and trustworthy business man. He was born in Portland on April 8, 1896, is a son of Henry E. and Ella T. (Trimble) Noble, and is of Scotch-Irish lineage. His father was born in Syracuse, New York, and was reared and educated there. In 1893 he came to Portland and engaged in the mortgage and timber land business, in which he met success, becoming owner of large and valuable tracts of timber. His death occurred in January, 1926, at the age of seventy years.



CLYMER M. NOBLE

The mother was born in Hillsboro, Ohio, and died in December, 1926, at the age of sixty-eight years.

C. M. Noble attended the public schools of Portland, and entered the Preparatory School at Lawrenceville, New Jersey, from which he was graduated in 1916. He had one year at Yale University, laying aside his textbooks in April, 1917, to enlist for service in the World war. He entered the first officers training camp at the Presidio, San Francisco, and before the close of the war was commissioned a second lieutenant. He was then engaged in training troops and was an instructor in the fourth officers training camp. In September, 1918, he was ordered overseas with the One Hundred and Sixteenth Field Artillery, with which command he was in training in France when the Armistice was signed. He was honorably discharged at Atlanta, Georgia, in January, 1919, with the rank of second lieutenant. Returning to Portland, he was for a few years associated with his father in business and for several years has devoted his attention to the investment business.

On November 23, 1920, at Atlanta, Georgia, Mr. Noble was united in marriage to Miss Lilla Lynam, who was born and reared in that city, where her father, Edward E. Lynam, was engaged in business. Mr. and Mrs. Noble are the parents of a son, Clymer, Jr., born May 31, 1925. Mr. Noble is a member of the University Club, the Multnomah Club and the American Legion. Possessing an attractive personality, backed by sterling integrity of character, Mr. Noble holds a high place in the esteem and confidence of all who know him, while, socially, he is extremely popular throughout the range of his acquaintance.

CHARLES W. WENTWORTH

Charles W. Wentworth, manager of the Nash sales and service department of Wentworth & Irwin, Inc., of Portland, has shown high business qualifications and is an important factor in the success of this well known organization. He was born in Portland in 1896, and is a son of George G. and Anita (Bishop) Wentworth, both of whom were natives of San Francisco. His paternal grandfather, Jackson G. Wentworth, was one of the pioneers of San Francisco, having gone to California, by way of Cape Horn, in 1849. George G. Wentworth and his wife came to Portland in 1895, on their wedding trip, and Mr. Wentworth became identified with the Honeyman Hardware Company, with which he remained until 1903, when he formed a partnership with Charles G. Irwin, under the style of Wentworth & Irwin, Inc. Mr. Wentworth is president and Mr. Irwin, secretary and treasurer. They started as manufacturers of wagons and carriages, in which line they continued until 1911, when they took the agency for the General Motors line of trucks, and are today the oldest distributors of that line in the United States. In this agency they have enjoyed remarkable success, their volume of sales showing a steady increase year after year, and they have sub-agencies throughout Oregon. In 1922 they also acquired the agency for the Nash cars, in the sale of which they also have been very successful. The company maintains a large and well equipped body manufacturing plant at East Second and Oregon streets, and also a trailer factory, which was established in 1916, in which they make the widely known Wentwin trailers, which are sold extensively throughout the west. In the factory and truck department one hundred people are employed, while the Nash plant gives employment to sixty people. The store at Twenty-first and Washington streets, where the company maintains a splendid show and sales room, as well as offices, is two stories high and two hundred by seventy-five feet, affording seventy thousand square feet of floor space, and is exceptionally well arranged for the purpose which it serves. Here also complete service facilities are afforded, the repair department being well equipped as to machinery and tools; and all jobs are done efficiently and promptly, the company making it a rule that every customer must leave their place absolutely satisfied, as to both work and prices, fair dealing having been the basis on which the company's success has been builded.

Charles W. Wentworth received his educational training in the public schools, and then entered his father's business, with which he has been connected to the present time. He now has complete charge of the Nash plant, in the management of which he has been more than ordinarily successful, having shown a continuous increase in sales. He gives his close attention to every detail of the business, pos-

sesses splendid executive ability and all who have dealt with him have found him an enterprising and honorable business man.

In 1922 Mr. Wentworth was united in marriage to Miss Ann Dowd, of Portland, whose father, James Dowd, was one of the early settlers of this city. Mr. and Mrs. Wentworth have two children, Patricia Ann and Charles W., Jr. Mr. Wentworth is a member of the Benevolent Protective Order of Elks, the Knights of Columbus, the Ad Club, the Multnomah Athletic Club, the Alderwood Country Club, the Chamber of Commerce, and the Auto Dealers Association, of which he is a director. He is a veteran of the World war, having enlisted in the United States Navy in 1918, serving eighteen months, when he was honorably discharged. A brother, Jackson G. Wentworth, who was also identified with the Wentworth & Irwin organization for a number of years, passed away in 1925.

O. R. WAYMAN

O. R. Wayman is one of the substantial business men of Portland and a well known contractor whose labors have been a direct agency in the upbuilding and improvement of the city as well as a source of individual success. He was born August 23, 1886, in Chicago, Illinois, and is a son of A. and Sophia (Peterson) Wayman. His education was acquired in the public schools of his native city, in which he remained until he reached the age of twenty-three years, gradually working his way upward in the commercial world. In 1909 he journeyed to the Pacific northwest, choosing Portland as the scene of his activities as a general contractor, and is now at the head of a large business, developed by close attention to details, good management and honorable dealing. His skill in construction work is exemplified in the Medical Arts and Fitzpatrick buildings, the first unit of the Kenton school, the Kellogg and Fir schools, and public dock No. 1, all of which are located in Portland.

Mr. Wayman married Miss Sophia Nystrom, of this city, and they have become the parents of a son, Earl Kenneth, who is sixteen years of age. Mr. Wayman is identified with the Benevolent Protective Order of Elks and has attained the thirty-second degree in Masonry. He is an adherent of the republican party and cooperates in all movements for Portland's growth and betterment. Early in life he realized the value of industry, determination and perseverance and these traits have shaped his career, which has been crowned with success.

H. J. ANDERSON

Herbert J. Anderson, of Portland, has achieved success in the lumber industry and his musical talent has made him a prominent figure in the cultural life of the city. A native of Minneapolis, Minnesota, he was born in 1881, a son of Charles A. and Emily (Johnson) Anderson, who are deceased. He attended the public schools of the Flour city and at the age of eleven, when his father passed away, became a wage earner, acquiring his first knowledge of commercial affairs with the C. A. Smith Lumber Company, a former Minneapolis firm. For six years he remained with the company and on the completion of his high school course went to Lindsborg, Kansas, entering Bethany College, in which he had been given a scholarship by his employer, Mr. Smith. For three years Mr. Anderson was a student at that institution and during the summer months sold lumber on the road. His course included vocal and instrumental lessons and one summer the college quartette, of which he was a member, gave thirty-nine concerts in forty days. That was a strenuous season for Mr. Anderson, who sold lumber during the day and appeared on the concert stage at night. While attending college he was a lumber salesman during the winter as well as the summer and secured many orders in the Swedish settlements, owing to his knowledge of the language. While on a concert tour he was driving a team of mules, being accompanied by the college quartette. One of the traces broke and the team ran away and could only be stopped by steering the mules into an embankment. The wagon was wrecked but Mr. Anderson managed to save his violincello. This instrument he had mastered while a college student and also had developed a fine tenor

voice. In 1906 he went to the state of Washington and for two years was manager of three sawmills at Newport. On the expiration of that period he located in Spokane, Washington, and from 1908 until 1912 was engaged in the wholesale lumber business in that city. He has since followed the same line of activity in Portland and is president of the H. J. Anderson Lumber Company, Inc. The firm handles cedar poles and other specialties and makes shipments to many parts of the country. Mr. Anderson is thoroughly conversant with the various phases of the lumber industry, with which he has been identified for more than three decades, and controls a large business, which has resulted from carefully matured plans and wise management.

In 1907 Mr. Anderson married Miss Alice E. Thompson, of Wisconsin, and to this union has been born a daughter, Elizabeth Jane. Mr. Anderson is vice president of the Apollo Club, of which he was formerly president, and has contributed materially toward Portland's prestige as a musical center. He is also a member of the Young Men's Christian Association and the Chamber of Commerce. Along fraternal lines he is connected with the Masonic order and his political allegiance is given to the republican party. Throughout life he has been a tireless worker, never losing sight of his objective, and the qualities to which he owes his success are such as constitute the basis of all honorable and desirable prosperity.

MILTON REED KLEPPER

Milton R. Klepper occupies a foremost place among the able and influential citizens of Portland, being distinguished both for his prominence in the legal profession, in which he has gained marked success, and for his activities and effectiveness in civic and political affairs. Mr. Klepper was born in Jasper county, Missouri, on the 11th of January, 1883, and is a son of Gaines A. and Sarah Jane (Delp) Klepper, both of whom were born in Hawkins county, Tennessee. His father was engaged in farming for many years but later turned his attention to mercantile pursuits. In 1910 he took his family to Pasadena, California, where he established his permanent residence, but his death occurred in Kansas City, Missouri, while on a visit there in 1915. He is survived by his widow, who is still living in Pasadena, at the age of eighty years.

Milton R. Klepper attended the country schools of Jasper and Barton counties, Missouri, and the public school at Golden City, that state. In 1900 he came to Oregon, locating first at La Grande, where he lived during two summers, being employed as a clerk in a grocery store. In the fall of 1900 he entered Washington State College, from which he was graduated in the preparatory school in 1903. In 1902 he clerked in the City Hotel in Salem, Oregon, for Mr. Berry, formerly superintendent of the Oregon state prison. In the summer of 1903 he worked in logging camps in Benton county, near Olympia, Washington, being employed as flunkey on a donkey engine, working long hours and receiving a wage of one dollar and a half per day. In 1904 he went to the St. Louis fair, where he worked through the summer, and in the fall went back to college with fifteen dollars. He was determined to secure a good education and worked his way through, having then entered upon the classical course of Washington State College. During 1905 he was at the Portland fair, working at whatever he could find to do; was employed as a clerk by the Oregon Mercantile Company, and then went to Astoria, where he worked for A. P. Stokes until school opened. While at the fair he had charge of the Washington State College exhibit. In the summer of 1906 he worked in the harvest fields in eastern Washington, and in the spring of 1907 was graduated from college with the degree of Bachelor of Arts. During the ensuing summer he visited his parents in Missouri, and in the fall of 1907 entered the law school of Columbia University in New York city. He was still paying his own way and during the summer of 1908 he taught in a boys' camp. In 1909 he served as a private tutor in New York city and also lectured at county fairs for the Tuberculosis Committee of the New York State Aid Association. In 1910 he was graduated from Columbia University, with the degree of Bachelor of Laws, and was admitted to the bar of New York. In the same year he was, on motion, admitted to the bar of Oregon and soon afterward entered the law office of Coobert & Stapleton, with whom he remained one year. In 1911 he opened his present office in the Yeon building and has practiced alone to the present time. He specializes in corporation and insurance law and has gained a large and lucrative clientele. Well grounded

in the law and a determined and resourceful practitioner, he is found capable and dependable at all times and has been uniformly successful.

On September 27, 1922, in Portland, Mr. Klepper was united in marriage to Miss Anna Lee Miller, a daughter of Fred O. and Mary Kinney (Byerly) Miller. Her father, who was born in Maine, has been in business in Oregon for forty years, being president of the Miller Mercantile Company. Her mother was born in Staunton, Virginia. Mr. and Mrs. Klepper are the parents of two children, Virginia Lee, born December 2, 1923, and Mary Louise, born December 14, 1927.

Politically Mr. Klepper is a republican and has long been actively interested in public affairs. He was elected to represent his district in the state senate in 1923, and was reelected in 1925, being still a member of that body, and is proud of the fact that during the last session he did not introduce a bill, holding to the belief that there are too many laws being enacted. He is now being prominently mentioned as a candidate for the republican nomination for governor. He is a member of the First Presbyterian church, the American Legion and of Imperial Lodge, No. 159, A. F. & A. M.; Portland Consistory, A. A. S. R.; Al Kader Temple, A. A. O. N. M. S.; Portland Lodge, No. 142, B. P. O. E., of which he was exalted ruler in 1925, when the grand lodge met in this city, while in 1926 he was a representative to the grand lodge in Chicago; the Woodmen of the World; for two years was a director of the Portland Royal Rosarians and the Portland Ad Club; was for three years a director of the Portland Community Chest, and was the first president of the Aero Club of Oregon. In 1919 he was the first civilian to fly as a passenger from Portland to San Francisco, accompanying Governor Olcott. In recognition of his activities in promoting aviation, the city council named the local aviation field for him, but he declined the honor, insisting that it be named after an air service man who had sacrificed his life in action, and this was done. Mr. Klepper was financially interested in and a director of the Portland club of the Pacific Baseball League, being associated with his brother, William H. Klepper, who now owns the Seattle Club of that league. Mr. Klepper sold his interest in the Portland club, but is still a baseball fan. He owns a very attractive home which he built at 1245 Powhattan terrace, in Westover Terrace, Portland. A man of great native ability, liberal education, sterling integrity and high purpose, he has honored his profession by his able service as a lawyer, while in his private life he has exemplified the highest type of citizenship, so that he commands the uniform confidence and respect of his fellowmen.

JOHN COLUMBUS BRALEY

John Columbus Braley, formerly numbered among the leading citizens of Yamhill county, where he long figured prominently in public life, in financial affairs and in agricultural circles, became the owner of one thousand acres of land adjoining McMinnville in 1870. He was born in 1833, a son of Rev. James E. and Susan (Hyde) Braley. His father, born in North Carolina in 1805, was of Scotch-Irish lineage and a preacher of the Presbyterian denomination. It was in the spring of 1847 that the family started across the plains from Missouri for the Pacific northwest. One of the party, John Hyde Braley, has written a complete story of this great adventure, which entailed considerable hardship and suffering. In October, 1847, the weary travelers at length reached the old Whitman Mission in Washington, where they remained for several weeks, Mrs. Susan (Hyde) Braley having an attack of mountain fever. One day she told her husband that she had a vision in which it was revealed to her that the Indians were planning to kill all the white people and that they must leave the mission at once. Ten days after their departure the country was shocked by the horror of the great Whitman massacre. The Braley party made their way to The Dalles and thence down the Columbia river to Portland, where they camped in the forest while John B. Braley went to what is now Forest Grove, then known as "The Settlements." The latter returned to Portland and brought the entire party with him to "The Settlements" for the winter. In the meantime the men of the party went back to The Dalles to bring the stock which had been left there, and in the spring of 1849 they started for California. While en route they stopped at Fremont and engaged in freighting to the mines in California and Nevada. In January, 1850, they

settled ten miles west of San Jose, where they began farming. Their first house had been shipped "knocked down" via Cape Horn and subsequently many other dwellings were transported in the same manner. Rev. James E. Braley and his five brothers were all ministers of the Cumberland Presbyterian church, and he engaged in farming and preaching until his death at the age of seventy-five years. His wife reached the very advanced age of ninety-three.

John C. Braley, whose name introduces this review, was a lad of fourteen years when he crossed the plains in company with his parents, the family eventually settling in California. He turned his attention to agricultural pursuits, in which he met with a very gratifying measure of success. In 1870 he came to Oregon and purchased a thousand acres of land adjoining McMinnville, on the Yamhill river, which he developed into one of the best farms in the state. The prosperity which attended his undertakings enabled him to enjoy all of the comforts and many of the luxuries of life. He erected a very attractive and commodious residence and equipped it with furniture shipped by boat. He owned one of the first two Chickering pianos in Oregon and one of the first fine carriages in the state. He opened a private bank at McMinnville but in 1887 closed its doors and removed to San Diego, California, where he organized the San Diego Bank in association with his brother. Later he returned to California, where he spent the remainder of his life, passing away in Los Angeles.

It was in California that John Columbus Braley was united in marriage to Miss Elizabeth Whispman, who had crossed the plains in 1846. They became the parents of nine children, eight of whom grew to maturity. Susan Isabelle is the widow of William D. McDonald, who is mentioned at length on another page of this work; Mary Elizabeth became the wife of C. C. Hakes, of Los Angeles; Carrie Lee is the wife of William H. Willebrands; J. C., is with the Braley Auto Company of Portland. Mrs. Susan Isabelle McDonald cherishes as an heirloom a beautiful Spanish mantilla which was purchased by her grandfather Whistman in 1849.

John C. Braley took a prominent part in politics and was sent as delegate to the republican national convention in St. Louis. He represented Yamhill county as state senator for the term 1874-76, giving thoughtful and earnest consideration to the vital questions which came up for settlement. His record indeed deserves a place in the annals of the Columbia River valley.

JOHN SANDE

Strong, capable and self-reliant, John Sande has hewn his way through a forest of difficulties and although greatly handicapped by the loss of his eyesight, he has become one of Portland's substantial business men and large property owners. He was born in Aalesund, Norway, in 1884, and was educated in his native land, where he learned the trade of a ship carpenter. While thus employed he attended a night school, taking up the study of architecture. In 1900 he severed home ties, securing passage on a ship bound for South America, and for about a year followed his trade in Valparaiso, Chili. In 1901 he arrived in San Francisco, California, sailing soon afterward for Astoria, Oregon, and paid for the voyage by working as a ship carpenter and in other connections. He had intended to go to South Africa but owing to an accident lost his thumb and had to leave the boat at Astoria. There he was employed as a shipbuilder for two years and then came to Portland, securing a position in the shipyards, where he remained until 1905. Going to the state of Washington, he continued in the same line of work at Hoquiam and Aberdeen and later had a business of his own. It was conducted by the firm of Sande & Chilman, who built a number of river boats and prospered in the undertaking. Mr. Sande remained in Washington until 1909 and on his return to Portland opened a cigar store on the northwest corner of Front and Morrison streets. A year later he disposed of the store and located in Vancouver, Washington, where he built two scows and an oil barge for the Columbia Construction Company.

In September, 1910, Mr. Sande left Vancouver and went to Marysville, California, as foreman of the Yuba Construction Company, building gold dredges until July, 1911, when he suffered a great misfortune, becoming totally blind. He consulted various eye specialists but received no benefit from their treatments and used all of his

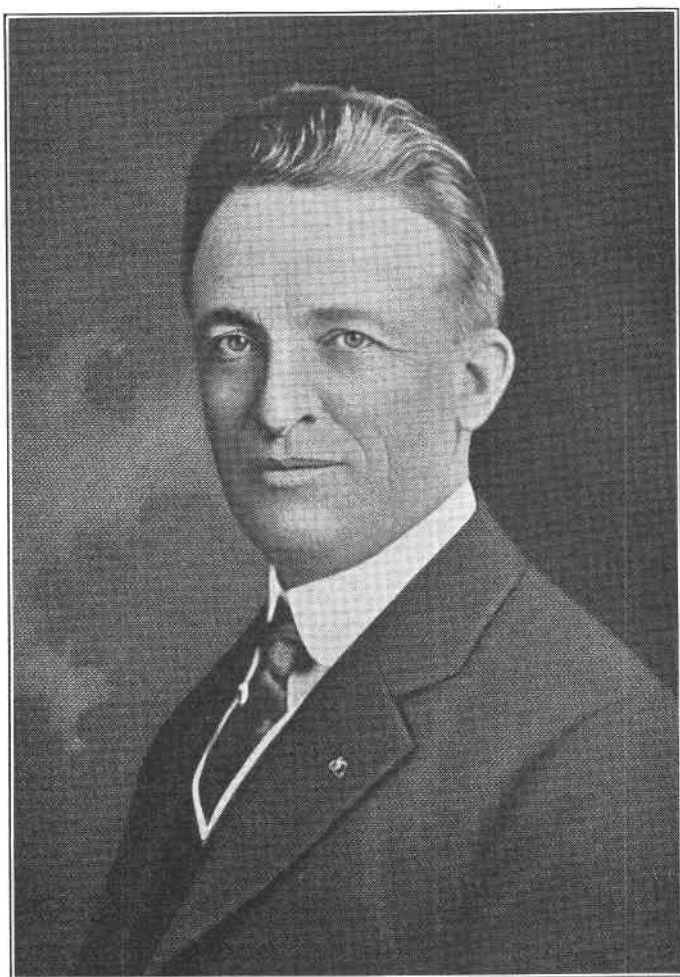
means in the effort to regain his eyesight. Late in 1912 he returned to Portland and as a last resource wrote to his relatives in Norway. The World war was then in progress and they were unable to assist him as they had no funds. Borrowing ten dollars from a friend, Mr. Sande raffled it off for sixty-five dollars and continued this method of selling watches until he accumulated a small capital. In 1916 he purchased the equipment of a rooming house at the corner of East Clay street and Grand avenue, securing a four-years' lease of the place, which he conducted until August 1, 1923, and during that time made a profit of sixty-five hundred dollars. A portion of this capital was used to purchase the furniture in the Marvin Court apartments at No. 431 East Taylor street and he also leased the building, which he still retains. He devoted his attention to its management until 1926, when he erected the Sande Court building, of which he is the owner. It is located at No. 425 East Taylor street, next door to the Marvin Court apartments, and constitutes one of the chief architectural ornaments of that neighborhood. The building is completely furnished and represents an investment of two hundred and five thousand dollars. Recently Mr. Sande purchased the property at the corner of Sixth and East Yamhill streets and is planning to erect a fine hotel of ten stories on this site. His mechanical skill is unimpaired and notwithstanding his blindness he does much of the necessary repair work on his buildings. Endowed with keen sagacity, he has received good returns from his investments and his property is constantly increasing in value. Adversity has brought out the strongest and best traits in Mr. Sande's character and he is deserving of great credit for what he has accomplished. He has contributed materially toward Portland's up-building and improvement and occupies a high place in the esteem of his fellow citizens.

WILLIAM CLIFTON CULBERTSON

In the opinion of Fred Lockley, William Clifton Culbertson is one Portland citizen who has numerous irons in the fire and manages to keep them all hot. It has been said that if you want a thing done promptly and well, go to a busy man. Mr. Culbertson's friends and associates certainly believe in this maxim, for before he had been in Portland a year he was made a trustee of the Progressive Business Men's Club. Shortly thereafter he was made a director of the Portland Ad Club and at various times has filled numerous public offices of trust and importance. In business affairs he has achieved the full measure of success, being the proprietor of four up-to-date hotels in Oregon, and is also a well known journalist and a progressive agriculturist. The history of his career is best told by Mr. Lockley, the author of the following article, published in the Journal of June 9, 1926:

"I was born at Rolla, the county seat of Phelps county, Missouri," said Mr. Culbertson in answer to my question as to his birthplace. "The School of Mines and Metallurgy is located at Rolla. It was established there in 1870, four years before my arrival, for I was not born until September 12, 1874. Rolla is about midway between St. Louis and Springfield and is on the St. Louis & San Francisco Railroad. During the Civil war it was the terminus of this road and there was a fort at Rolla. My father, Benjamin Culbertson, was of Scotch-Irish descent and was born in West Virginia. My mother, whose maiden name was Harriet Momen, was born in Missouri. My brother, Benjamin Franklin Culbertson, is and has been for the past thirty-six years with the Rolla Herald. My mother died when I was a little shaver and from then on I had pretty hard sledding. The first job I landed was in a combined grist mill and woolen mill run by a Seventh Day Adventist. My job was carding wool. The next job was printer's devil on the Rolla Herald. I worked there four years and I would not have quit then, but I was drawing only three dollars a week and the proprietor of the other paper offered me a job as foreman at six dollars, providing I would also serve as a reporter on the side. Six dollars a week meant a dollar a day, and that looked like pretty big wages, so I changed jobs. In those days we were required to have coats off and be at the case promptly at seven A. M. We worked till six P. M. except on press day, when we came back after supper and worked until about eleven P. M.

"I forgot to tell you that before landing the job as printer's devil I carried the mail from the post office to meet the St. Louis train, which came in about two A. M. I



WILLIAM C. CULBERTSON

secured the morning papers—the St. Louis Post Dispatch and the Chronicle—and delivered them to the subscribers, after which I rounded up our cows, milked them and delivered the milk before breakfast. After that I ate my breakfast and got cleaned up to go to school. When I was eighteen the proprietor of the Rolla New Era made me manager of his paper. I ran it for a year. This occupied my week days pretty well, but on Sundays I preached at eleven A. M. in country schoolhouses near Rolla, preached again at three P. M. and came back to Rolla to preach or conduct revival services in the evening. They called me the “boy exhorter.” I planned to devote my life to preaching, but my father had other plans and wanted me to become a lawyer. I started preaching when I was seventeen. The church I established in the schoolhouse at the crossroads a few miles from Rolla is now one of the flourishing Baptist churches of that part of the country.

“When I was nineteen I realized I needed more education, so I went to Liberty, Missouri, and attended William Jewell College, a well known Baptist institution. I made my way through college by doing job work on the Liberty Advance. It was while working on the Advance that I heard for the first time of the Mergenthaler linotype. We rather scoffed at the idea that such intricate and expensive machines would ever be used except on large papers. While attending college I put in my afternoons and Saturdays working on the paper, but I got my board and lodging by serving as night clerk at the hotel. I studied law during intervals of leisure while clerking at the hotel. One night a man came in and registered and, noticing the book I had laid down, he said: “What are you doing, young man?” I said: “I have been studying law for the last two years and I am going to take my examinations for the bar next week. They tell me the judge before whom I will appear is a pretty hard case.” He said: “They told you right. I know him well. You can’t run any bluffs on him. You have to know the answers to the questions he will ask you.” The next week when I appeared for my examination I discovered the man I had been talking to was Judge E. J. Broadbush. I shivered in my shoes when I remembered what I had said to him. He laughed, and while he gave me a stiff examination, I passed successfully.

“I was a junior in college, but I was twenty-two and, having been admitted to the bar, was anxious to get to work. So I quit college, went to Kansas City and secured a position with the law firm of Wallace & Wallace. Judge William H. Wallace was considered, and rightly so, the greatest orator in that part of the country. His father and a brother were Presbyterian ministers. He himself was a regular crusader. He feared neither man nor devil. He was death on jury-bribers and one of his favorite pursuits was sending them to the penitentiary. He was a great criminal lawyer. Within a year I was admitted as a member of the firm, at which time the style of Wallace, Wallace & Culbertson was adopted.

“I practiced law in Kansas City eighteen years. From Kansas City I went to Stevensville, Montana, where I ran a farm for six years. Although my legal residence was on my farm, nevertheless my fellow townsmen elected me city counsellor and I served for two terms. I practiced law in Ravalli county, Montana, while running my farm. From Stevensville I moved to Missoula, Montana, where I made my first venture in the hotel business, buying a half-interest in the Florence Hotel. I took a few months off and traveled through Oregon and California, looking for a suitable location. I decided Portland had a greater future than any other city I had visited, so in July, 1919, I purchased the Cornelius Hotel, which is seven stories in height and contains ninety rooms and forty-five baths. On June 1, 1920, I bought the Seward, a modern hotel of six stories, provided with one hundred and twelve rooms and sixty-four baths. Located at Tenth and Alder streets, it is properly termed the “House of Cheer” and Hotel Cornelius, which stands on the corner of Park and Alder streets, has been named the “House of Welcome.” In 1926 I acquired the New Hotel Salem, “Where Hospitality Awaits You,” and on November 18-19, 1927, opened Hotel Corvallis, also known as the “House of Cheer.” This is a four-story structure, supplied with sixty rooms and forty-five baths. I am also interested in Hotel Tacoma, which was designed by the noted architect, Stanford White, and contains two hundred rooms. Until recently I published the Hubbard Enterprise and am now the owner and editor of the Canby Herald.

“In 1919 I married Katherine M. Bateson, of Montana. My stepson, Cornelius Bateson, is managing my Twin Rivers Farm in Clackamas county. I get a lot of pleasure out of this farm. It is located where the Molalla joins the Willamette. Pudding river is almost in the center of our place. On the farm is a slough, fed

by springs, sufficient to irrigate two hundred acres. We raise most of the things, such as butter, cream, vegetables, chickens, eggs, etc., that are used in our dining room at the Hotel Seward.

"One of the things that I am rather proud of is that I had full charge of the two Thanksgiving Day rose shows held here in Portland," said Mr. Culbertson. "You yourself know that they were very successful, but when I agitated the matter practically everyone told me it would be impossible to secure enough roses so late in the year to hold a good show. I like to keep busy and I long ago discovered that Solomon was right when he said, 'There is that scattereth and yet increaseth and there is that withholdeth more than is meet, but it tendeth to poverty.'" In other words, the man who is willing to give his time, his own business is increased by his efforts to promote the welfare of his fellowmen. Too many people forget that they can't fish in a pond all the time without putting any bait back into the pond. I certainly get a lot of pleasure out of running the newspaper I own. If I had my life to live over again, I would carry out my original intention and be a minister in place of a lawyer. However, a man can do a lot of preaching without occupying the pulpit, so I try to do my preaching through my daily contact with my fellowmen and through the columns of my paper."

On Easter Sunday, April 8, 1928, he married Charlotte Kandace Bowen, a member of an old family of Bellingham, Washington. On August 4, 1928, he was elected chairman of the state democratic central committee of Oregon, after he had been nominated on May 18, 1928, for congress, on the democratic ticket, in the third Oregon congressional district. He was afterwards endorsed by the independent ticket and the progressive party in Multnomah county for congress.

As a true editor Mr. Culbertson always has in mind the dignity and worth of his profession and its responsibility to the public. He stands for progress, reform and improvement in public affairs, and exerts his influence to further the best interests of the city and state of his adoption. He was elected a director of the Rose Festival Association of Portland and in 1925 was made prime minister of the Royal Rosarians. As a member of the trade and commerce committee he takes a leading part in the activities of the Portland Chamber of Commerce and is also serving on the World war veterans' state aid commission, receiving his appointment from Governor Pierce. Along fraternal lines he is connected with the Benevolent Protective Order of Elks and is also a Knight Templar Mason and Shriner. Systematic and methodical, Mr. Culbertson is dominated at all times by an accurate sense of business exigency, and that he is an executive of exceptional capacity is indicated by the high standard of efficiency maintained in the management of his hotels and newspaper. Endowed with the ability to relate not only cause and effect but the separate elements essential to important achievement, he has assembled the machinery of his dreams and made it serve the largest practical purpose. An earnest, sincere Christian, Mr. Culbertson is a firm believer in his fellowmen and the ultimate triumph of the right, and his efforts have been directed into those channels through which flows the greatest and most permanent good to the greatest number.

EDWARD E. GRAY

Edward E. Gray, who has been engaged in the practice of law in Astoria for the past twenty years, has gained not only eminence in his profession, but also a place among his city's most progressive and public-spirited citizens, having been effective and influential in promoting the welfare of the community. Although his parents had never taken up any actual or permanent residence in Missouri, Mr. Gray was born in that state, and is a son of Robert and Katherine Gray, both of whom are deceased. Mr. Gray is descended from Scotch-Irish ancestry, one of his paternal progenitors having been born on a British man-of-war in New York harbor during the Revolutionary war. After his preliminary education, Mr. Gray entered the law college of the University of Wisconsin, from which he was graduated with the degree of Bachelor of Laws in 1904. Soon afterward he went to Pasadena, California, where lived his parents and one of his uncles, Dr. William Gray, who was one of the pioneer medical practitioners of that city. Mr. Gray entered upon the practice of law there but in 1908, being in search of a cool and moist climate for health reasons, came to Astoria,

where he has since been engaged in the practice of law, and for many years has enjoyed a large and lucrative practice. A close and constant student of his profession, Mr. Gray has been uniformly successful, both as a trial lawyer and office counselor, and commands the respect of his professional colleagues, as well as the confidence of the public.

In 1919 Mr. Gray was united in marriage to Miss Ida Hahn, of Pasadena, California, a daughter of a prominent family of that city. Mrs. Gray matriculated in Pomona College, in southern California, but completed the last year of her collegiate course in Throop college, in Pasadena. She also had taken a year's training as a nurse in the Presbyterian Hospital in Chicago, specializing in dietetics. Prior to her marriage Mrs. Gray taught in the Domestic Arts department of the Pasadena and Los Angeles high schools. Mr. and Mrs. Gray have two children, Robert Stuart, now eight years of age, and Barbara Katherine, aged four years. Mr. Gray has been active in local public and civic affairs, having rendered capable and appreciated service as mayor of Astoria, as a member of the board of education for several terms, and as a present member of the park commission. He also served as president of the Chamber of Commerce, and of the Clatsop County Bar Association. Fraternally, he is a member of Temple Lodge, No. 7, A. F. & A. M., at Astoria; Oregon Consistory, No. 1, A. A. S. R., at Portland, and Astoria Lodge, No. 180, B. P. O. E. Mr. Gray is deeply interested in the study of the history of the Old Oregon country, in which he has done much research work, and has frequently been called upon to address gatherings on historical subjects, being a very entertaining and instructive speaker. Personally, he is a man of strong character, genial manner and attractive personality, and throughout the community in which he lives he commands uniform respect and esteem.

CHARLES J. DONDERO

Enterprising, resolute and resourceful, Charles J. Dondero has all of the qualities essential to success in the business world and for nearly a quarter of a century Portland has numbered him among its prominent manufacturers. A native of Genoa, Nevada, he was born in 1876, a son of J. B. and Rose Dondero, who were married in New York. They went to Nevada early in the '70s and the father devoted his attention to the occupation of mining.

During the childhood of Charles J. Dondero the family migrated to California and his education was acquired in that state. When a youth of fifteen he laid aside his text-books and a year later left home. Going to Oakland, California, he secured a position in a sash and door factory, in which he spent two years, and about 1895 located in San Francisco. There he entered the employ of Thomas Furlong and became proficient in the line of work which he has since followed. The firm had been making large shipments to Portland and he decided to identify his interests with those of the city. Here he embarked in business in 1904, at the corner of Union avenue and East Oak street, as a manufacturer of cement laundry trays. The building was destroyed by fire in 1905, after which he spent about four months in California. On his return to Portland, Mr. Dondero established his business at East Clay street and Union avenue and in 1908 transferred his activities to Sixth and Main streets. There he remained until 1927, when he erected a substantial building of concrete construction, one story in height. It is one hundred feet square and located at No. 415 East Eighth street. Mr. Dondero makes only laundry trays, using the Anchor trade-mark, and has developed a concrete composition of great density and powers of resistance which enable it to withstand expansion from hot water. This process is known only to Mr. Dondero, whose trays never leak or crack and are superior to all others on the market. His plant has a capacity of twenty trays per day and requires four men when running at full speed. Shipments are made to various points in Oregon, Montana, Idaho and Washington and also to northern California. Sales are made through plumbing jobbers only and the output is marketed by Crane & Company, the Consolidated Supply Company, the Plumbers Supply Company, the Stone Supply Company and the Stulsaft Company. Through deep thought and intensive study he has evolved methods resulting in increased efficiency in the operation of his business, and has left the deep impress of his individuality upon his work.

Mr. Dondero is identified with the Benevolent Protective Order of Elks, the East Side Commercial Club and the Manufacturers Association. His commercial transactions have always balanced up with the principles of truth and honor and he has many friends, whose esteem he has won by a life of industry and rightly directed endeavor.

MORRIS H. JONES

The Jones Lumber Co. has played an active part in the industry of Portland. Morris H. Jones, who is now president of the company, is of the fourth generation of his family to be identified with this mill. The Jones family in this country is an old one, having been established at Ogdensburg, New York, during the War of 1812. In 1830 members of the family moved to Carthage, New York, and in 1845 to Buffalo, that state. From there Mr. Jones's great-grandfather, Justus Jones, and his son, John Halsey Jones, went to Keokuk, Iowa, where they lived about three years. In 1852 they started westward with ox teams and covered wagons, and crossed the Missouri river near where the city of Omaha, Nebraska, now stands. They proceeded up the Platte river, over the mountains and thence down the Snake river to The Dalles, and from there down the Columbia river, arriving at Portland on November 27, 1852. In their party were Justus Jones and his wife, Lois, and their sons, John Halsey, who was at that time twenty years of age; King, who died on the way, and another son, Elihu K., five years old at that time. There were also Henry Hastings, with his wife and four small children, Oren Webb, with his wife and one child, Alvin Fulton, Ila Bennet, who was scout and guide, and a number of others. After arriving in Portland, the party spent their first night in wet blankets at what is now the foot of Alder street. In 1853 the Jones family went to Clatskanie, where they remained two years, and in 1855 located at Cedar Mills, where, in 1859, they built the first mill in that locality, the old dam of which is still in evidence. They bought a squatter's right to land there and built a cedar-shake house, in which the family lived for twelve or fifteen years. In 1861 John Halsey Jones went back east, going by boat to the Isthmus, thence by boat to New York, and married. He and his bride, Jane Catherine, came to their new home in the west. To them were born four children, as follows: Elizabeth L., who is the wife of William E. Towne and lives in Holyoke, Massachusetts; Lavina D., who was the wife of William Grindstaff, and died February 29, 1928; Bettie L., the wife of George D. Schalk, of Portland; and Herman Halsey, who died November 8, 1923.

Herman Halsey Jones received his education in the public schools of Portland and in 1891 became actively identified with the Jones Lumber Company, of which he became president, which position he held to the time of his death. In 1893 he married Miss Minnie C. Morris, who was born in Youngstown, Ohio, and is a daughter of David A. and Rebecca Morris, who came to Portland in the '80s and here established their permanent home. Her mother died in 1921 and her father, who came from England to this country in 1868, is still residing in this city, being now eighty-three years of age.

Morris Halsey Jones, the only child of Herman H. and Minnie C. Jones, was born in Portland in 1894, and received his educational training in the public schools, Portland Academy and one year in Belmont Military Academy, in California. In 1914, when twenty years of age, he entered the office of the Jones Lumber Co., to the interests of which he has devoted his attention continuously since, and on the death of his father he became the executive head of the business.

The Jones Lumber Co. was incorporated in 1899 and its present officers are as follows: Morris H. Jones, president; B. L. (Mrs. George D.) Schalk, first vice president; E. L. (Mrs. William E.) Towne, second vice president; Mrs. Minnie C. Jones, treasurer; H. E. Jenkins, secretary; and H. H. Jenkins, assistant secretary. The company is located on twenty acres of ground between Macadam road and the Willamette river in South Portland and here has an up-to-date and modern plant, which has a productive capacity of two hundred and fifty thousand feet of lumber a day. The firm buys its logs and sells both retail and wholesale, about one-third of the production being exported, one-third going to domestic wholesale dealers and one-third being retailed. The business has had a steady increase through the years, as may be seen by the following figures: In 1880, the average cut was twenty thou-

sand feet per day of ten hours; 1900, forty thousand feet for each ten-hour shift; 1920, sixty thousand feet in eight hours; and now a quarter million feet a day, comprising two eight-hour shifts. The company maintains its office and a small retail yard at 291 Fourth street.

Mr. Jones married Miss Clara Hirschberger and to them were born two children, Elizabeth Jane and John Halsey. On June 18, 1927, Mr. Jones married Miss Margaret Mary Hawkins, who was born in Portland and is a daughter of William J. and Agnes M. Hawkins, the former of whom died in 1923. Mr. Jones is a member of the Masonic order, has received the degrees of the York Rite bodies, is a Noble of the Mystic Shrine, and also belongs to the Benevolent Protective Order of Elks and the Multnomah Amateur Athletic Club.

H. H. NEWHALL

For a third of a century H. H. Newhall has been at the head of the Bank of East Portland and during this period has so conducted the affairs of the institution as to gain for it a steady and healthy growth and a reputation as one of Portland's solid and substantial banks. It was established in 1884 as the First National Bank of East Portland by the Summerville and Breyman families and B. H. Bowman. The capital was fifty thousand dollars and its first location was at the corner of old L and Fourth streets, now East Washington street and University avenue. The capital was later increased to one hundred thousand dollars. The first president was Werner Breyman, who was succeeded by B. H. Bowman, and the cashiership was held first by B. H. Bowman, who was succeeded by E. T. Holgate. In 1895 the owners decided to liquidate the bank and retire from active affairs, and at the same time H. H. Newhall, who took charge of the liquidation of the old bank, started the East Side Bank, which took over the old banking room. The actual cash capital of the new bank was two hundred and fifty dollars and it was operated as a private bank, there being no laws at that time regarding state banks. Mr. Newhall was the first president of the East Side Bank and has held that position continuously to the present time. E. T. Holgate continued as cashier until the first Alaska gold rush, when he went to that territory and was lost at sea while returning home. W. J. Lyons then became cashier, and was succeeded by Roger Newhall. When the present state banking laws were enacted, Mr. Newhall incorporated the Bank of East Portland, with a capital of twenty-five thousand dollars, which took over the East Side Bank, and erected a banking building at the corner of East Alder street and Grand avenue. The present capital of the bank is one hundred thousand dollars, the surplus and undivided profits amount to seventy-five thousand dollars, and the total resources are one and a quarter million dollars. The present officers and directors are, H. H. Newhall, president; Roger Newhall, cashier; Mrs. L. Newhall and G. R. Pooley, vice presidents.

H. H. Newhall was born in Rhode Island in 1857 and is a son of Dr. Thomas K. and Eliza Ann (Harris) Newhall. He received his educational training in New England and in young manhood was employed at office work. In 1883 he went to Idaho and for several years was at Coeur d'Alene, where he was connected with the Post Traders Company. Later he went to Wardner, Idaho, where he built the first board house. After living there a short time, he went to Spokane, Washington, where he was connected with the Spokane Review, and later he went to Seattle, where he remained until 1889, when he came to Portland, where he has lived continuously since, being engaged in the real estate business to the time when he entered the banking business.

In 1888 Mr. Newhall was united in marriage to Miss Louise Pape, who is a native of Illinois and a daughter of B. and Dorothy Pape, both of whom are deceased. They brought their family to Oregon in 1870. Mr. and Mrs. Newhall have two children: Roger, who is cashier of the Bank of East Portland, married Miss Ann Nichols and they have a son, Roger, Jr.; and Dorothy is the wife of G. R. Pooley, of Hood River, Oregon, and they have two children, Randolph and Barbara.

Mr. Newhall is a member of the Masonic order, the Improved Order of Red Men, the Woodmen of the World, the Chamber of Commerce and the East Side Commercial Club, and Mrs. Newhall is a member of the Order of the Eastern Star. He has always been interested in public affairs and while living in Kootenai county, Idaho, was a

member of the board of county commissioners. The qualities of keen discrimination, sound judgment and executive ability enter very largely into his makeup and have been contributing elements to the splendid measure of success which has crowned his efforts. Because of his sterling character and consistent support of those things which tend to promote the best interests of his fellowmen, he commands the uniform confidence and respect of those who know him and has a large circle of admiring friends.

JOSEPH K. CARSON, JR.

Joseph K. Carson, Jr., has gained a creditable place among the capable and successful lawyers of Portland, and through his close application, his painstaking care of all cases entrusted to him and his honorable methods, has gained a large and representative clientele. He was born at McKinney, Lincoln county, Kentucky, December 19, 1891, and is a son of Joseph K. and Sallie Elizabeth Adeline (Johnson) Carson. The family came to Oregon in 1903, locating in Hood River, where the father was for some time engaged in mercantile affairs and is now serving as city marshal. Joseph Carson, Jr., is the oldest of twelve children, all of whom are living excepting William Lucian, who was killed in the air service during the World war, and the new airport at Hood River was, in his honor, dedicated as "Carson Field."

Joseph K. Carson, Jr., received a good public school education and entered the law school of the University of Oregon, from which he was graduated, with the degree of Bachelor of Laws, in 1917. He then enlisted in the Coast Artillery Corps, in which he was commissioned a first lieutenant, and was sent overseas, where he spent one year. On his return to this country he was honorably discharged and in 1921 entered upon the practice of law in Portland. He specializes in corporation law, in the practice of which he has gained a wide reputation, both as trial lawyer and consultant, and is regarded as one of the most reliable and trustworthy members of the Multnomah county bar.

On March 25, 1926, Mr. Carson was united in marriage to Miss Hazel Irene Jenkins, of Portland. He is a Mason and also has membership with the Woodmen of the World, the Knights of the Maccabees, the Veterans of Foreign Wars and the American Legion, being adjutant of Portland Post, No. 1. He is affiliated with the Multnomah County Bar Association and the Oregon State Bar Association, and in his political views is a democrat. A man of courteous and pleasing manner, Mr. Carson has many warm friends in Portland and all who know him hold him in high respect and esteem.

ELMER A. CLARK

Elmer A. Clark, president of the Citizens Bank, at Grand avenue and East Alder street, Portland, has had extensive banking experience and has been active in the affairs of the Citizens Bank for the past ten years. Sound and reliable in his judgment and courteous and accommodating in his relations with the patrons of the institution, he is well liked by all who have come in contact with him and is regarded as particularly well qualified for the position which he holds. The Citizens Bank was established in 1890 by A. W. Lambert, who became its first cashier, Joseph Paquet, its first vice president, Cyrus Buckman and others, and was located at the southeast corner of East Washington and University avenue. Its original capital stock was twenty-five thousand dollars. The presidents, in order of succession, have been, J. H. Lambert, A. W. Lambert, N. U. Carpenter and Elmer A. Clark; cashiers, A. W. Lambert, D. C. Southworth, Mr. Fulton and E. A. Clark (no successor has yet been elected to Mr. Clark as cashier). The present splendid building, at the corner of Grand avenue and East Alder street, was erected in 1916 and has a frontage of over one hundred feet, of which structure the bank occupies fifty by ninety feet, the remainder of the space being rented. The bank is now controlled by the West Coast Bancorporation and employs forty-one people. It has a paid-in capital of two hundred thousand dollars, surplus and profits of over one hundred and ten thousand dollars and total resources in excess of five million dollars. The present official roster of the bank is



JOSEPH K. CARSON, JR.

as follows: E. A. Clark, president; A. A. Binford, Ralph B. Lloyd and George W. Weatherly, vice presidents; Will H. Bennett, H. Ambler and J. R. Young,, assistant cashiers; directors, E. A. Clark, A. A. Binford, Ralph B. Lloyd, George W. Weatherly, George W. Burt, C. W. Norton and A. W. Lambert.

Elmer A. Clark was born in northern Nebraska in 1877, and is a son of J. L. and Ruth N. (Beckwith) Clark. The father fought in the Union army throughout the Civil war and after the close of that conflict moved to Nebraska, where he took up a homestead. They were pioneers of that locality, which at that time was infested by Indians and rattlesnakes, but the father created a good farm and lived there until 1893, when he retired and moved to Corvallis, Oregon. Elmer A. Clark received his educational training in the public schools of Nebraska and Corvallis, and was first regularly employed in the First National Bank of Corvallis, with which he was connected about four years. His next position was with the First National Bank of Baker City, where he remained one year, and in 1901 he organized the First Bank of Vale, with which he was identified until 1906. He was then made cashier of the Caldwell Commercial Bank, at Caldwell, Idaho, which position he held for four years, when he went to Salt Lake City and entered the claims and taxes department of the Utah Power and Light Company, remaining with that corporation until 1917, when he returned to the First National Bank of Corvallis. In May, 1918, he came to the Citizens Bank as teller, and later in that year was made cashier, which position he filled until 1924, when he also became a vice president. He held that dual relation until July 1, 1928, when he was elected president.

In 1901, at Baker, Oregon, Mr. Clark was united in marriage to Miss Leila Privett, who was born in Stayton, Marion county, Oregon, and is a daughter of W. R. and Mary (Shelton) Privett, the former now deceased, while the latter resides in Portland. Mr. Privett was one of the first graduates of the Oregon Agricultural College and was identified with educational affairs for many years. Mr. and Mrs. Clark have four children, as follows: Warren, who is district manager for the General Motors Acceptance Corporation at Walla Walla, Washington; Louise and Myrtle, who are students in the University of Oregon; and Elaine. Mr. Clark is a member of the Ancient Free and Accepted Masons, the Independent Order of Odd Fellows, the Woodmen of the World, in which he has filled all the chairs, the East Side Commercial Club, the Chamber of Commerce and the Laurelhurst Country Club. He has shown a deep and effective interest in his fellowmen, stands consistently for the best things in the life of the community and is regarded as one of its dependable citizens, well worthy of public confidence and respect.

WILLIAM FARQUHAR MCGREGOR

To enter fully into the interesting details of the career of the late William F. McGregor, touching the struggles of his early manhood and the successes of his later years, when he ranked among the leading business men and influential citizens of Astoria, would transcend the limits of this article. He filled a large place in the ranks of the enterprising and progressive men of his day and the memories which attach to his name and character form no inconsiderable chapter in the commercial and industrial history of his locality, where he worthily did his work and achieved well merited success. His career was a long, busy and useful one, and his activities added materially to the prosperity of his community, while his personal relations with his fellowmen earned for him their loyal esteem. Mr. McGregor was born in Cincinnati, Ohio, on the 8th of October, 1859, and was a son of William Farquhar and Elizabeth (McKenzie) McGregor, who were natives of Scotland. He was a direct descendant of the clan McGregor, one of the most noted chiefs of which was Rob Roy McGregor, who has been immortalized in song and story, particularly by Sir Walter Scott in his "Waverly" novel. Mr. McGregor's father came to the United States in the early '50s and lived in Cincinnati and other places in Ohio for several years, but eventually returned to Cincinnati, where his death occurred. The mother died in Aberdeen, Washington, which town was named by her daughter, Mrs. Jean Stuart, some years later.

William F. McGregor received his early educational training in the public schools of Cincinnati and when fourteen years of age came to Astoria, Oregon, where he

learned the trade of a blacksmith and wheelwright. He was ambitious for an independent business career and, in order to equip himself for it, returned to Indianapolis, Indiana, where he attended a business college for one year. In 1877, when nineteen years of age, he built a sawmill at Astoria, which he ran for many years, and also established a box factory, in which he converted much of the product of the sawmill into box lumber for the big canneries in Astoria and other parts of Oregon and Washington. This enterprise steadily grew in importance and today is one of Astoria's leading industries, its products being shipped to all parts of the world. The original box factory was destroyed by fire in 1916, after which Mr. McGregor bought the old Clatsop mill at Astoria, which he greatly improved and enlarged, continuing actively at the head of the business to the time of his death, which occurred November 8, 1926. Subsequently the Astoria Box and Paper Company was organized and incorporated, with a capital stock of one hundred and sixty thousand dollars, and a new board of directors. The present official roster is as follows: William F. McGregor, Jr., president; W. P. O'Brien, vice president; J. B. Kearney, secretary and treasurer; W. C. Tremblay, manager; and Mrs. W. F. McGregor, William F. McGregor, Jr., W. P. O'Brien, W. C. Tremblay, J. L. Hope and C. H. Callander, all of Astoria, directors. The capacity of the sawmill is now one hundred thousand feet for each eight-hour daily run, fifty per cent of which is made into box shooks, which are shipped to practically every part of the globe, besides supplying the local trade. The company employs about one hundred and twenty-five men in the mill and box factory, and the concern is now one of Astoria's most substantial industries. In addition to his mill interests, Mr. McGregor was president of the Altoona Packing Company and was president of the First National Bank of Astoria from 1912 to the time of his death.

On June 2, 1891, Mr. McGregor was united in marriage to Miss Augusta Rosenquist, who was born in Sweden and is a daughter of Olaf P. and Elisa (Norberg) Rosenquist. They became the parents of three children, namely: Mrs. W. E. Church, of Portland, who is the mother of two sons, Dudley C. and William; Mrs. C. H. Gray, who lives in Maine and is the mother of two sons, McGregor and Carlisle; and William Farquhar, who is now president of the company. Mr. McGregor was a member of Temple Lodge, No. 7, A. F. & A. M., at Astoria; and Oregon Consistory, No. 1, A. A. S. R., and Al Kader Temple, A. A. O. N. M. S., at Portland. He was appointed and served four years as collector of customs for the port of Astoria. He was keenly interested in matters concerning the material, civic or moral welfare of his community, while his generosity led him to assist many less fortunate than he. His marked success in the world of business was achieved by close attention to and intelligent direction of his affairs, and by an honorable and consistent course he rose to a worthy position among the enterprising and influential men of the city with which his interests were so long identified, his death being regarded as a distinct loss to his community.

H. J. CARMAN

H. J. Carman, who for some years has made his home in Portland, is identified with the Carman Manufacturing Company, one of the leading furniture manufacturing concerns in the northwest. A native of Illinois, he acquired his education in that state and afterward became a resident of Des Moines, Iowa. In 1891 he arrived in Tacoma, Washington, and two years later entered into active association with his brothers in the organization of the Carman Manufacturing Company, which established a plant for the manufacture of furniture. The business steadily grew and developed and in 1896 H. J. Carman opened a branch house at Seattle, of which he had charge until 1908. His powers of organization and initiative are shown in the fact that he has successfully established and promoted several branches. The Spokane house came into existence largely through his efforts and he remained in charge there for about ten years or until 1918, when he took over the immediate management of the branch at Portland, which had been in existence since 1910, a plant being erected at Eighteenth and Upshur streets in that year. This was soon outgrown, however, and in 1913 the company acquired the business of the Oregon Furniture Company and occupied its plant. Later the factory was greatly enlarged until it covered about seven and one-half acres, affording one hundred and sixty thousand feet of floor space. The Portland enterprise became one of the important productive industries of the

city, its output comprising bedroom, dining-room and living-room furniture, including overstuffed furniture, to the value of about a million dollars a year, while employment was given to three hundred and fifty workmen. On the 1st of August, 1928, the Portland factory of which H. J. Carman had charge for ten years was sold to Bruno P. John. The company, however, still owns factories at Seattle, Tacoma and Spokane, the head office being maintained at Tacoma. The business furnishes an excellent market for native woods, which the company uses as far as possible, although domestic and foreign hardwood is also handled in the manufacture of their furniture.

In 1899, in Seattle, H. J. Carman was married to Miss Maude Braden, of Tacoma, and they have two children, Virginia and Helen, the latter the wife of Patrick M. Tidmarsh and the mother of a daughter, Patricia. Mr. Carman is a Mason, belonging to the York Rite bodies and to the Mystic Shrine. He is also identified with the Waverly Club and the Portland Chamber of Commerce. In the decade covering the period of his residence in Portland he has won a place among its leading business men, and the visible evidence of his ability, executive power and keen business discrimination was seen in the large furniture manufacturing plant which he developed and successfully conducted.

OSMON B. STUBBS

Osmon B. Stubbs, president of the Stubbs Electric Company, Inc., of Portland, is one of the largest dealers in electrical and radio supplies in the northwest and is one of his city's leading business men. His advancement has been gained through tireless and determined effort, backed by right principles, and no concern in Portland stands higher than his in public confidence. Mr. Stubbs was born in Lawrence, Massachusetts, and was educated in the public schools of Concord, New Hampshire. On leaving Foster & Robertson in 1897, he engaged in the retail hardware business on his own account, and from this gradually worked into the electrical business, which finally grew to the extent that the hardware stock was eventually eliminated entirely. One day Mr. Stubbs received a call from the chief quartermaster of the army, who stated that a complete lighting and ventilating plant was needed to convert a tramp steamer into a horse transport for Manila. He had previously done business with the quartermaster, so he decided to get the plans and specifications, although entirely ignorant of naval equipment and construction. The job, which had to be completed in forty days, included conduit work, waterproof boxes and marine fitting. For this, many items had to be manufactured locally and patterns and castings had to be made. There being no regular conduit in Portland, he used second-hand pipe. Four huge Sturtevant exhaust fans and two general electric generators were required, and these were brought from the east by express. Speed was essential and the strangeness of the work caused Mr. Stubbs considerable worry, but the job was finished, the current turned on and the job accepted a few hours before the ship sailed. He was justifiably proud of this work, and through it he was given the contract for similarly fitting out another ship. From that time on for ten years Mr. Stubbs did considerable electric contract work, under the name of the Western Electrical Works, and in 1900 the business was moved to its present location at 75 Sixth street. In 1902 a retail store was opened and the business continued to grow, every year showing a substantial advance. In 1910 Mr. Stubbs bought out his partner and incorporated the Stubbs Electric Company, of which he has been president ever since. In those days, while he was doing contract work, the methods of installation were crude as compared with present-day regulations—for instance, wooden cleats were used, the wires were run under the floors, and carbon lamps were uniformly used. At that time a large part of his work was installing electric doorbells and gas lighters. However, Mr. Stubbs kept pace with every advance in installation methods and was the first man in the northwest to put in conduit installation. His business has grown to an extent that he now occupies the entire building, three floors and basement, fifty by one hundred feet in size. He has not done any contracting for many years, his wholesale and retail business requiring all of his attention. He is the distributor for Oregon, Idaho and part of Washington for the Kolster radio and equipment, which is one of his largest lines, in addition to which he carries a complete line of all kinds of electric appliances and material, including refrigerators, washing machines, vacuum cleaners,

stoves and other articles, and is the only Portland-established and owned electric jobbing house in the city. Before radio telephony came into practical use, he had carried wireless telegraph supplies and he is now reputed to be the largest wholesale radio distributor in the entire northwest. He keeps four traveling representatives on the road and forty people are employed in the house.

Mr. Stubbs is the father of two sons: Robert W., who is president of the S. & S. Manufacturing Company, whose plant is in South Portland, is married and has two children, Jack and Dorothy; and John O. is connected with the Lee Higginson Company in Boston, Massachusetts. Mr. Stubbs has been a member of the Chamber of Commerce from the time of its organization and belongs to the Advertising Club, the Waverly Country Club, the Arlington Club, the Northwest Golf Association, and the Pacific Coast Division of the Electrical Supply Jobbers Association, of which he was chairman during 1925-6. A man of stanch qualities, unimpeachable integrity and straightforward manner, he has proven worthy of the unqualified confidence of his fellowmen and is greatly esteemed by all who know him.

J. A. FULTON, M. D.

Dr. J. A. Fulton, of Astoria, is recognized as an able physician and surgeon of his section of the state and has built up a practice which extends beyond the limits of his own locality. He was born in Harrison county, Iowa, and is a son of Jacob and Ann (McAllister) Fulton, the former a native of Ohio, while the mother was a native of Scotland and lost both of her parents by death on shipboard while the family was en route to America. The Fulton family is of English origin and was first established in this country about 1700, the emigrant ancestor settling on Long Island, New York. Two of the Doctor's great-great-uncles, by the name of Tompkins, fought in the war of the Revolution, one on the British side and the other on the side of the colonies. In the War of 1812 several members of the Fulton family fought against the British and in the Civil war the Doctor's father served as a lieutenant in an Iowa regiment of infantry until the close of the war. On returning to civil life he went back to Iowa, where he lived until 1870, when he moved to Nebraska, being a pioneer of the locality in which he settled, and there followed his trade of carpentering. He was very active in church work, being a choir leader and class-leader. He was a member of the Masonic order and the Grand Army of the Republic. His death occurred in 1890 and his wife passed away about 1915.

J. A. Fulton received his elementary education in the public schools and, after studying medicine, in 1886 he went to Europe, where he attended noted clinics and took postgraduate work at the universities of Vienna, Austria, Berlin, Germany, London, England, and Edinburgh, Scotland. On his return to this country he entered upon the practice of his profession at Astoria, where he has remained to the present time. An able physician and skilled surgeon, he has during the forty years of his practice rendered a distinctive and appreciated service to his community and is held in grateful regard by thousands who have been benefited through his ministrations. Dr. Fulton served two terms as state health officer and during the World war was chairman of the board of medical examiners of his district.

On June 27, 1888, Dr. Fulton was united in marriage to Miss Virginia Edee, who is a native of Illinois and is a daughter of C. H. and Virginia (Barnett) Edee, both of whom died in Nebraska. Dr. and Mrs. Fulton have two children: Madge graduated from the University of Oregon, after which she took a course in journalism at Whitman College, in Washington. She also attended the University of Washington and took a special course at the University of California. She is the wife of Max Whittlesey, of Tacoma, Washington, and they have two children, Robin and Barnett. Constance is the wife of Lloyd Van Dusen, of Astoria, a member of a prominent pioneer family of this city, and they have two children, Fulton and Brenham. Dr. Fulton is a member of the Clatsop County Medical Society, the Oregon State Medical Society, of which he is a past president, and the American Medical Association and is a Fellow of the American College of Surgeons. He also belongs to the Woodmen of the World. He has always taken an effective interest in those things which concerned the progress and well-being of his community and was a member of the committee of twenty-one who induced A. B. Hammond to extend the railroad to

Astoria, since which time he has served as its surgeon. In many other ways his public spirit has been in evidence and no citizen of Astoria commands to a greater degree the respect and confidence of the people.

DAVID CLARK PELTON

There was a long period in which the Pacific northwest was regarded as unfit for agricultural and horticultural interests, but it offered a wonderful field to the lumberman. Its great forests, with trees towering one hundred, two hundred or three hundred feet, stretched away mile after mile and it must have been with an intense thrill that an experienced lumberman of the east looked upon such a sight. That thrill must have come to David Clark Pelton, who after operating extensively in connection with the lumber industry in Michigan came to Oregon. The story of his life is a most interesting one.

He was born in Lagrange, Ohio, April 16, 1837, and there pursued his education but in young manhood went to Michigan, where he followed various activities for a time but finally concentrated his interest, attention and activities upon the lumber industry, which thereafter he made his life work. He acquainted himself with every phase of the business and in 1861 he located at Racine, Wisconsin, where he was interested in the shingle industry. Transportation is always of vital importance to the lumberman who must get his products to market, and it was therefore a logical step when Mr. Pelton became interested in navigation in Wisconsin. With notable thoroughness he mastered every phase of the lumber business, gaining a knowledge that constituted the foundation of further success in his extensive operations in Oregon. As the forests of Michigan were cut over he sought new fields and in 1899 was attracted by the great timber districts of the northwest. Establishing his home in Portland, he soon formed a partnership with John B. Yeon and this firm became one of the largest logging concerns in the northwest, meeting with notable success in its operations. Mr. Pelton also had many other interests and took a leading part in the organization of the Lumbermen's National Bank of Portland, of which he became the first president.

In 1856 Mr. Pelton was married to Miss Ellen Williams, who was born in Unity, Maine, November 29, 1833, and in November, 1927, celebrated her ninety-fourth birthday at the home of her daughter, Mrs. William Reid, in Portland. In early life she engaged in teaching school and has ever been a woman of intellectual force, keeping in touch with the trend of modern thought and progress. She has been especially active as a member of and worker in the Methodist church and even at her advanced age attends church services. Recently she interested herself in the building of the Community House and contributed liberally thereto, furnishing a complete parlor unit. As prosperity attended her husband and brought to her liberal financial resources she has given of her means most generously to advance church work and to support worthy projects for the uplift of her fellowmen. She was called upon to mourn the loss of her husband, October 12, 1912. While Mr. Pelton was not an Oregon pioneer, there are few names more closely and prominently identified with the lumber development of the northwest than his and as a business man he figured prominently in Portland's circles for more than a decade. His resourcefulness and enterprise in the field of commerce were widely recognized, while all who knew him bear testimony to the sterling traits of his character.

BRUNING-HOWELL-SKEWES, INC.

Bruning-Howell-Skewes, Inc., owns one of the most complete and modern mortuaries of the northwest. The business is one of the newer enterprises of this character in Portland but already a liberal patronage has been secured and the future promises success to the company.

M. Newton Howell, who is the president of the company, was born in Visalia, California, a son of D. P. Howell, who at one time was coroner of Stanislaus county, California. He turned his attention to the undertaking business in Modesto and under

his father's direction M. Newton Howell became an undertaker. He afterward went to Oakland, California, where he was employed for a time, and later in San Francisco he worked for N. Gray & Company, having the largest undertaking establishment in that city and one of the largest in the country, with the highest type of trade. At the time of President Harding's death in September, 1923, Mr. Howell was one of the funeral directors who were called upon to take charge of the funeral and both by the trade and the medical profession was highly complimented for the skill which they showed in that connection. He is known as one of the most able undertakers on the coast, doing his work in the most thorough and scientific manner and accomplishing results that are thoroughly satisfactory to those who employ him. He is an expert in plastic surgery and among the members of his profession he ranks very high because of the skill which he has developed. In December, 1924, he came to Portland, where he was associated with the firm of Holman & Lutz for three years, acting as the funeral director and embalmer for that house. In 1927 he established his present business, which is carried on under the name of Bruning-Howell-Skewes, Inc., of which Mr. Howell is the president and general manager.

In 1900, Charles H. Skewes arrived in Portland from Salt Lake City and here entered the employ of J. P. Finley & Son. In 1911 he and his wife purchased a corner at Third and Clay streets and the following year erected the present building now utilized by Bruning-Howell-Skewes, Inc., and there began business. Mr. Skewes was continuously associated with the enterprise until 1927, when he sold most of his interest and the present company was organized.

The third partner in the enterprise is L. L. Bruning, who conducts an undertaking business in Colfax, Washington, where he spends most of his time, occupying a high professional position in that state. He was formerly president of the Washington State Funeral Association and for four years served as a member of the Washington state board of embalmers under Governor Hay. He removed to Washington from Nebraska and for a time was connected with the firm of Smith & Company of Spokane, having the largest undertaking establishment in that section. He then went to Colfax, where he still makes his home. The building occupied by the company in Portland covers a half block and a recent purchase was made of an adjoining lot which is now used by the firm as a free parking space. Plans are being made for an enlargement of the plant at a later date. Even now theirs is a very complete and modern mortuary and they have the finest equipment of hearses and motor cars, with every facility to care for their patrons and meet the demands of the public.

Mr. Howell continues as the active head of the business in Portland and has won a place of prominence in his chosen field of labor. He married Mrs. Isabelle Story, of Dallas, Texas, and they are well known here. Mr. Howell is a member of the Independent Order of Odd Fellows, the Woodmen of the World and the Loyal Order of Moose, and that he is interested in the city's progress and development is shown by his membership in the Portland Chamber of Commerce.

JOHN HOWARD SECREST

The history of Longview is a notable one in the record of city building in America and its marvelous development is the outcome of the combined effort of men of high civic ideals as well as of marked capability in their particular fields of labor. In this connection it is imperative that mention be made of John Howard Secrest of Longview, who is recognized as one of the ablest and most dependable attorneys of this section of Washington, where he has built up a large and remunerative practice and where he is also numbered among the men prominent and influential in the public affairs of the community. He has had much to do with shaping public policy and promoting civic development and his broad-minded attitude on questions of general importance has had a marked influence in directing public thought and action.

Mr. Secrest was born near Hartford in Guernsey county, Ohio, March 29, 1871, a son of Noah E. and Eliza J. (Spriggs) Secrest. In the paternal line the family is of German origin but was established in America prior to the Revolutionary war. One of his grandmothers in the paternal line bore the name of Clark and was a relative of William Clark, the companion of Meriwether Lewis on the historic expedition which opened the northwest to civilization, while her grandfather, Benjamin



JOHN HOWARD SECREST

Clark, was a captain in Washington's army during the struggle for independence. The Spriggs family is of Scotch-Irish lineage and was established in Washington county, Pennsylvania, in colonial days, representatives of the name subsequently removing to Ohio. J. W. Spriggs, a well known Portland journalist, now deceased, was a brother of Mrs. Secrest, who was born in Hartford, Ohio, in 1842. She became the wife of Noah E. Secrest, whose birth occurred at Hartford, December 9, 1836, and both continued lifelong residents of that locality, the father passing away there in 1917, while the mother's death occurred in 1877.

J. H. Secrest acquired his early education in the district schools near Hartford, Ohio, and then entered the Ohio Northern University at Ada, in which he pursued a literary course and was graduated in 1894 with the degree of Master of Arts. He then took up the study of law in the same institution and following his graduation with the class of 1897 was admitted to practice at the Ohio bar. For fifteen years he engaged in teaching in his native state, serving a part of that time as superintendent of schools, and in 1903 he entered actively upon the practice of law in Lima, Ohio. The same year he was named the democratic candidate for state school commissioner but was defeated with the entire ticket, which was headed by Tom L. Johnson of Cleveland as the gubernatorial candidate. In 1911 Mr. Secrest went to Columbus, Ohio, as assistant secretary of state and in 1914 became the democratic candidate for secretary of state on the ticket headed by James M. Cox for governor. Though the entire ticket was defeated, Mr. Secrest had the satisfaction of carrying more counties in the state than any of his fellow candidates. He continued in the practice of law in Columbus from 1915 to 1919, when he went to Portland, Oregon. He practiced his profession there for four years, during which period he assisted the state banking department in the liquidation of the state bank of Portland. In 1923 Mr. Secrest moved to Longview, which was then just being started, and has been engaged in the practice of law there to the present time. In 1924, on the incorporation of the place, he became the first city attorney and the first chairman of the school board, both of which positions he has held to the present time. He is also attorney for the Long-Bell Lumber Company, the First National Bank, the Lumberman's Bank & Trust Company, the Surety Finance Company and about a dozen other corporations.

On November 6, 1907, in Lima, Ohio, Mr. Secrest was united in marriage to Miss Nellie Oberbeck, who was born at Ottawa, Ohio, December 9, 1879, and is a daughter of Aaron and Jane (Cartwright) Oberbeck, the latter of whom was of English descent. Aaron Oberbeck, who was born in Pennsylvania, was of Swiss-German ancestry, belonging to a well known Pennsylvania Dutch family. In an early day he went to Putnam county, Ohio, where he became successful and prominent, holding a number of public offices. When seventeen years old he enlisted in the Union army and served over four years in the Civil war. He died at the age of seventy-two years. Mr. and Mrs. Secrest are the parents of two children: Jane, who was born in Lima, Ohio, May 3, 1909, and is a student in Mills College at Oakland, California; and Betty Nell, born in Columbus, Ohio, October 29, 1918. Mrs. Secrest is a member of the Women's Club and takes an active interest in the social and civic affairs of her community.

Mr. Secrest is a member of Longview Lodge, F. & A. M., the Longview Country Club and the Lions Club and is a trustee of the Longview Memorial Hospital. He and his wife attend the Community church. Well grounded in the law, careful and painstaking in the preparation of his cases and determined and resourceful as a trial lawyer, Mr. Secrest has been uniformly successful and in every relation of life has proven worthy of public confidence and esteem. He is recognized as a public speaker of prominence and is frequently called upon to act as orator on public occasions. As chairman of the board of education of the city of Longview, in a few well chosen words, he officially accepted the deed from Robert A. Long to the new six hundred and fifty thousand dollar high school building with its surrounding campus of thirty-five acres, which was the gift of the founder of the city, its presentation being made the outstanding feature of a two days' celebration of the fifth anniversary of the establishment of Longview. Mr. Secrest's oratory has been likened to that of William Jennings Bryan, who upon the invitation of President H. S. Lehr, himself a republican, delivered the commencement oration to the graduating class of 1894, of which Mr. Secrest was a member. In other words, Mr. Secrest is a fluent, forceful, earnest speaker, making direct appeal to his hearers, while broad knowledge and liberal culture enable him to clothe his utterances with eloquence, although rhetorical effect has no place in his plan. His purpose is ever to win the endorsement of his auditors through

his clear presentation of a cause, and when he was called upon as president of the Longview school board to accept the gift of Robert A. Long he did it most graciously in a few well chosen words that marked an appreciation of the real purpose and real value of the gift. His entire life has thoroughly qualified him for the high respect which is uniformly tendered him and he is justly popular among a circle of friends that is almost coextensive with the circle of his acquaintance, and there is no more hospitable home in Longview than that of Mr. and Mrs. Secrest at No. 1332 Kessler boulevard.

CHESTER G. HALL, M. D.

For twenty-two years Dr. Chester G. Hall has been engaged in the practice of medicine in Portland and is a pioneer of that section of the city in which he is located, for at the time of his arrival here the district was largely undeveloped, the residents were widely scattered and there were few thoroughfares, so that patients had to be visited on horseback. With all the passing years Dr. Hall has witnessed remarkable changes as the work of improvement and development has been carried forward and throughout the intervening period he, too, has made substantial progress, at all times keeping abreast with modern methods in medical and surgical practice, so that he is now classed with Portland's foremost physicians. While not a native of this city, he has always been identified with the northwest, his birth occurring in Goldendale, Washington, May 5, 1881, his parents being Alfred C. and Celina (Sells) Hall, who came from Missouri in 1852, taking up their abode in Goldendale, where they remained for a short time and then removed to Cedar Mill, Oregon, where the father secured a donation land claim.

Dr. Hall was reared in Sherwood, Oregon, pursuing his preliminary education in the public schools there, while later he attended the Pacific University at Forest Grove and was graduated in 1900, having completed a classical course. He then entered upon preparation for the medical profession and won his M. D. degree in 1904. He first opened an office at Cottage Grove, where he remained for a few months, while later he spent two years in practice in Halsey, Oregon. Portland numbered him among her citizens in 1906, at which time he opened an office on Greeley street, on the corner on which he is still located, meeting the medical requirements of the few scattered families in this district but building up a large practice as settlement increased here. He was alone until 1925, when he admitted Dr. George H. Bendshadler to a partnership. In 1907 Dr. Hall took postgraduate work in Chicago and further has studied in New York and New Orleans, utilizing every available opportunity to broaden his knowledge and promote his efficiency in medical practice. He has ever been actuated by a laudable ambition to make his service of the greatest possible benefit to his fellowmen and is the loved family physician in many households in his section of the city.

Dr. Hall married Miss Minnie M. Mount, daughter of Henry D. Mount and representative of a pioneer family of Silvertown, Oregon. More extended reference to Henry D. Mount is made on another page of this work in connection with the sketch of his son, Dr. Hugh Stevens Mount. Dr. and Mrs. Hall occupy an enviable social position and he is also well known in Masonic circles, belonging to Hawthorne Lodge, No. 111, F. & A. M., and to the Scottish Rite bodies, in which he has attained the thirty-second degree. The major part of his time and attention, however, is concentrated upon his professional interests and duties, and to the end of furthering his knowledge he holds membership in the City and County Medical Society, the Oregon State Medical Society and the American Medical Association.

ARTHUR C. JONES, M. D.

Dr. Arthur C. Jones, a physician and surgeon of Portland, with offices at 1533 The Alameda, was born in Oberlin, Ohio, September 4, 1896, and traces his ancestry in direct line back to the Mayflower, which brought to the new world the band of Pilgrims who planted the seeds of civilization on the soil of New England. The Jones family is of Welsh and English lineage. His father, the Rev. Burton H. Jones, is a

Congregational minister now residing at Forest Grove, Oregon. He married Angie Tallmon, whose people were of English and Amsterdam Dutch lineage.

During his early years Dr. Jones resided at various points at his father's ministerial duties called him to different places. He therefore obtained his education in the schools of various states, spending three years amid the sand hills at Hyannis in Nebraska. That district was particularly a frontier region, wild and unsettled. He also passed three years of his early life in Kansas and in 1904 reached California. The year 1906 witnessed his arrival at Oswego, Oregon, where his father was minister of the Congregational church for five years. There Arthur C. Jones largely acquired his early education but finally completed his eighth grade work at Beaverton and his high school course at Forest Grove. From 1916 until 1921 he also attended Pacific University at Forest Grove save for the period in 1918 when he was on active service in the army with a machine gun battalion. He was made mounted orderly but the war closed before the command was sent overseas.

On being discharged Dr. Jones returned to Forest Grove and again entered Pacific University, from which he was graduated in 1921, the Bachelor of Arts degree being at that time conferred upon him. He next attended the Medical School of the University of Oregon and was graduated in 1926. He made his own way through college, much of his money being acquired through playing in orchestras. He also taught in the medical school a part of the time for four years, giving instruction in anatomy.

In 1925 he won his Master's degree from the University of Oregon, in anatomy. For more than a year he had practical experience as interne in St. Luke's Hospital in Chicago, his work there being of great benefit to him as a training for later professional duties. In August, 1927, he opened an office at 1514 Sandy boulevard in Portland and is now located in The Alameda, having a pleasant suite of rooms. He is a member of the Else Dudman Nelson Clinic in the Medical Arts building and he is steadily building up a good practice in medicine and surgery for which his thorough training well qualifies him, while in all his professional service he is most conscientious and earnest.

In September, 1924, Dr. Jones married Miss Doris Wolcott, of Portland, and they are well known socially here. Fraternally he is a Mason, belonging to Holbrook Lodge, No. 30, A. F. & A. M., of Forest Grove. He is a member of the Nu Sigma Nu, a medical fraternity, and he belongs to the City and County Medical Society and to the Oregon State Medical Society.

JOHN BADOLLET

One of the most conspicuous figures in the early history of Astoria was the late John Badollet, to whose enterprise in the canning industry the community was largely indebted for its prosperity and whose sound judgment, sagacity and sense of fair dealing gave him great influence among his fellowmen. Mr. Badollet was born in Lexington, Kentucky, and when six weeks old was taken by his parents to Vincennes, Indiana. There he attended the public schools and prepared himself for entrance to West Point Military Academy, but was prevented by ill health from following his ambition in that direction. In 1849 he joined the gold rush to California and engaged in mining on the American river, where in a short time he cleaned up fifteen hundred dollars. However, he was again taken sick and spent a large part of his money in his efforts to regain his health. In 1851 he came to Astoria, where lived one of his uncles, Colonel McClure, a veteran of the Mexican war, who had come some years previously and secured a donation land claim, a part of which he laid out in town lots, the tract being now known as McClure's addition to Astoria. For several years after coming here Mr. Badollet clerked in Leonard & Green's general store, and in the late '50s was elected county clerk, in which office he served several years. In 1873, in partnership with C. Leinenweber, Hiram Brown, John Hobson and Robert Adair, he built the first salmon cannery in Astoria, it being also the first cannery established west of Tongue Point and one of the first on the Columbia river. He devoted his attention closely to this enterprise, which proved very successful, and operated it until his death, which occurred June 2, 1881.

On February 17, 1869, in Astoria, Mr. Badollet was united in marriage to Miss Mary Jane Nowlen, who was born in Tazewell county, Illinois, and was a daughter of

Michael and Nancy (Bowman) Nowlen, of Revolutionary ancestry. Her father was born in Dublin, Ireland, and the mother in Columbus, Ohio. Mr. Nowlen crossed the plains to Oregon in 1851 and lived in Portland a short time. He then moved to Silverton, Marion county, Oregon, where he bought a farm, and soon afterwards built a sawmill and a gristmill, known to the pioneers as Scott's mills. In 1854 he sold out there and came to Astoria, where he built and operated a blacksmith shop and foundry. He carried that business on for many years, retiring sometime prior to his death, which occurred here in 1903. His wife died in 1909. To Mr. and Mrs. Badollet were born five children. Dora, who was born in Astoria, received her early education in the public schools of this city, and St. Helen's Hall at Portland, subsequently attended the State Normal School at Monmouth, and the University of Oregon, and has since taught in the public schools of Astoria, being now dean of girls in the high school; Mrs. W. G. Howell, second of the family, of Astoria, is the mother of four children: Herbert, who lives at Grants Pass and is county agricultural agent of Josephine county, is married and has two children, Jean and Joan; Genevieve, who is the wife of Roy Tate, of Portland, and has four children, Josephine, Elizabeth, Robert and Margaret; Lucille, who is the wife of Victor Nielsen and has two children, Richard and Beverly; and Mildred Howell, who is principal of the Olney school in Astoria. Georgia, the third daughter, is the wife of T. S. Trullinger, a member of one of Oregon's pioneer families, and has two children, Clyde, who is married and has a daughter, Mary Jane, and John. The son, J. P. Badollet, is married and is engaged in business in Astoria in partnership with his brother-in-law, Mr. Trullinger. Mary died at the age of four years. The mother of these children died May 15, 1926.

Mr. Badollet was a member of Temple Lodge, No. 7, A. F. & A. M., of which he was secretary for a number of years. He served many years as a member of the school board and the city council and took a keen and effective interest in everything pertaining to the betterment of his community along material, civic or moral lines. As an evidence of his strength of character, his forceful individuality and his standing in the community, he was the one man who stopped the fishermen's strike here in the early '80s, when hundreds of angry men paraded the streets of Astoria, carrying banners which bore the inscription, "Fifty Cents or No Fish," his influence over the men undoubtedly preventing serious rioting. He was essentially a man among men, commanding respect by innate force as well as by superior ability, and as a citizen he easily ranked with the most influential of his compeers in matters looking toward the welfare of the community. His death removed from Astoria one of its most substantial and highly esteemed citizens and the many tributes to his high standing in the world of affairs and as a man and citizen attested the high place he had in the hearts of the people.

WILLIAM E. SAVAGE, M. D.

Few physicians of Portland have received more thorough and comprehensive training or have made better use of their opportunities in this field than has Dr. William E. Savage, recognized as one of the capable of the younger physicians of the city. He is making steady advancement, winning that success which is the direct outcome of ability and close application. The Doctor was born in Baltimore, Maryland, June 17, 1893, and is a son of William Penn and Ann Elizabeth Savage. The father was a railroad man who started out in the humble capacity of telegraph operator but worked his way steadily upward until he became general freight and passenger agent with the Baltimore & Ohio Railroad, while later he was associated with the Louisville & Nashville Railroad at Belleville, Illinois.

The father's business taking him to the middle west, Dr. Savage obtained his training in the grade schools at Mount Vernon, Illinois, while later he attended a high school at East St. Louis. In 1912 he entered the University of Illinois and was graduated in 1916 with the Bachelor of Arts degree, having pursued a four years' course of study. With broad literary learning to serve as the foundation upon which to rear the superstructure of professional knowledge, he entered the Harvard Medical School and four years later the M. D. degree was conferred upon him. Following his graduation he became interne in the Boston and Worcester city hospitals and thus put to the practical test the knowledge that he had acquired during his collegiate days.

In May, 1922, Dr. Savage arrived in Oregon and for a year thereafter was physi-

cian at the state university. In August, 1923, he came to Portland, first opening an office at 1312 Sandy boulevard, while at the present writing he is located at 1179 Sandy boulevard. He entered upon the general practice of medicine and surgery but in later years has largely specialized in surgery and has displayed remarkable skill and efficiency in this field, basing his ability upon a thorough knowledge of anatomy and the component parts of the human system. He is now an instructor in surgery technique at the Oregon Medical College and his ability enables him to speak with authority on this subject.

Dr. Savage was married to Miss Lillian E. Gaddis, of Alton, Illinois, and they have three children: William E., Jr., David Ellis and Nancy Jean. The Doctor belongs to Friendship Lodge No. 160, A. F. & A. M., but the major part of his time, thought and effort is devoted to his professional activities and duties. He is, however, a member of the Alpha Kappa Kappa and he belongs to the City and County Medical Society, the Oregon State Medical Society and the American Medical Association. Through their proceedings he keeps in touch with the latest scientific researches and discoveries and he readily adapts improved methods to professional needs, rendering a most valuable service to his fellowmen in his active professional work.

EDWARD HOLMAN

On the list of those who occupied high place in public regard in Portland is found the name of Edward Holman, deceased, who was one of Oregon's honored pioneers. Starting out in life empty-handed, he worked his way steadily upward, acquired a handsome fortune and built up one of the most successful undertaking business enterprises in the northwest. His many sterling traits of character, his laudable ambition and his progressive spirit gained him not only prominence but the respect and good will of all who knew him. His birth occurred in Brooklyn, New York, November 21, 1854, and he was about seven years of age when his parents, Robert B. and Sophia (Jervis) Holman, came to Oregon. The father was born in 1806 and the mother on the 14th of November, 1811. Her death occurred in April, 1865, while Robert B. Holman passed away in 1862. In their family were four sons and a daughter: Edward, Charles, Robert and John, all now deceased; and Sarah, who became the wife of Walter Norton. They, too, have passed away.

Starting out in the business world, Edward Holman accepted any employment that would yield him an honest living. He was only a young lad of eight years at the time of his father's death and the family was left without funds. He made good use of his time and opportunities and carefully saved his earnings until he and his brother John were able to start out independently in the transfer business, establishing one of the leading concerns of Portland. Eventually success came to him, but there were years of earnest, persistent struggle in which he met hardships and difficulties and in which he learned the value of industry and perseverance. He made his start in life at a salary of fifty cents per week and board, and when he started in the transfer business, he drove a dray. He became known to everyone in this way and his kindly spirit and agreeable qualities made him loved by all. He was known as "Ted" to those with whom he came in contact and even as the years passed this name, which meant companionship and likable qualities, clung to him. As the years passed Mr. Holman utilized every opportunity for advancement. Eventually he became associated in the undertaking business with his father-in-law, Andrew P. Delin. Owing to the insistent demand for such a service Mr. Delin and Mr. Holman formed a partnership and purchased the business previously established in 1854. It was Portland's first mortuary located in a small wooden building on Second and Morrison streets, and in 1877 Mr. Holman purchased the interest of his partner and a little later removed the business to Fourth and Yamhill streets. In 1901 a further removal was made to Third and Salmon streets. Mr. Holman ever kept abreast of the times in introducing the latest improvements and methods and had already built up a very substantial business when in 1919 he admitted his son, Walter J., to a partnership. This association was continued until the death of Edward Holman in December, 1920.

On the 11th of October, 1874, Edward Holman was united in marriage to Miss Mary Delin, who passed away February 24, 1880, when but twenty-three years of age, leaving two sons, Walter J. and Guy Edward, both now deceased. In the death of Edward Holman, Portland lost a most substantial, worthy and valued citizen. He was

public-spirited to an eminent degree and did everything in his power for the welfare and development of the city. In 1901 he started a campaign for the first free baths in Portland and the project was brought to successful completion six years later, being opened on the 11th of July, 1907. In this movement Mr. Holman was a prime factor, putting forth every effort to interest the people. He would not give up the idea but clung to his purpose until it was accomplished, the cost being about five thousand dollars. The baths consisted of a sunken tank at the foot of East Yamhill street, there being a cage one hundred by thirty-five feet with sloping floor, the water being from shallow depth to ten feet. There were sixty private rooms with modern equipment and by an arrangement of smoke stacks surrounding the tank the water was heated. There is in existence today an old list of the contributors on which one finds the names of many of the early pioneers of the city. The project was one of great benefit to Portland and Mr. Holman deserved much credit for instituting the new plan. He was a most generous man, giving freely of his time and his money to assist others. For many years it was his habit to annually present a turkey to all of his employes and also to all married employes of the city. It is said that no one ever sought his aid in vain and from no public project was his help withheld. Back of his generosity was a most kindly and genuine interest in his fellowmen and his was an agreeable personality which brought to him the friendship of all who knew him. His memory is yet cherished and revered by those with whom he was associated and not infrequently he is spoken of in terms of the warmest and most enduring regard.

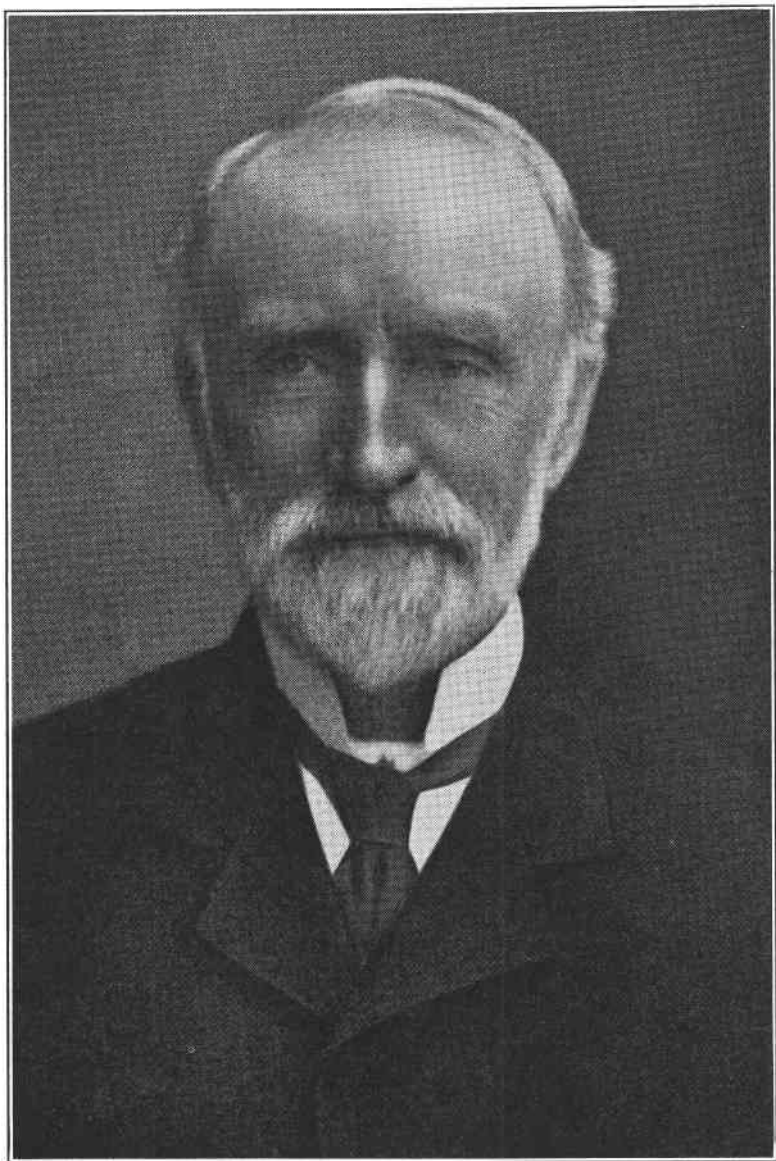
DANIEL K. WARREN

None of the old families of Warrenton, Clatsop county, has held a higher place in public esteem than has the Warren family, which has been worthily represented by the late Daniel Knight Warren and his son, George W. Warren, the latter today recognized as one of his community's most successful and influential citizens. Daniel K. Warren was for many years one of the most important factors in the development and progress of his section of Clatsop county and is well deserving of specific mention among the representative men, dead and living, of the Columbia River valley. Some years prior to his death, Mr. Warren wrote an extremely interesting and historically valuable account of his life, incorporating pertinent facts relative to the family history, and it is deemed entirely consonant to reproduce the same verbatim in this sketch, as follows:

"My great-grandfather, Phineas Warren, who was first cousin to General Joseph Warren, was born in Boston, Massachusetts, about the year 1745. My grandfather, Phineas Warren, was born October 12, 1776, in Marlborough, Windham county, Vermont. On December 22, 1799, he married Mary Knight, of the same place, who was born on May 12, 1777. The fruit of this marriage was ten children, who grew to manhood and womanhood, seven boys and three girls. My father, Danforth Warren, who was the fourth child of Grandfather Warren, was born September 22, 1806, in Edinburg, Saratoga county, New York. My mother, Amanda Pike, was born April 9, 1809, in Springfield, Massachusetts, and they were married in Bath, Steuben county, New York, December 16, 1830. From this union four boys were born, of whom the writer was the youngest.

"I was born March 12, 1836, in Bath, New York. My father died August 23, 1837, with brain fever, at the age of thirty-one years. Thus my mother was left on a small and unproductive farm in western New York, to battle for herself and her four little boys, the eldest of whom was scarcely six years old; and the heroic struggle which she made in the discharge of this sacred duty, and the hardships she was compelled to endure, is fully attested by the following facts. Our little farm contained only one hundred and ten acres, two-thirds of which was covered with timber and brush, and but a few acres was susceptible of cultivation, the rent of which would little more than pay the taxes. Therefore my mother was compelled to support her little brood in some other way. This she did for four years after the death of my father by spinning the wool and flax, weaving the cloth and making the clothes, not only for her family, but burning the midnight oil (or tallow candle) in making clothes for others, or for the trade, with which to buy the food for her little children.

"On March 1, 1841, my mother married Gardner Baxter, of Plattsburg, New York,



DANIEL K. WARREN

and then her real troubles began. The commendable traits of this man's character were that he was temperate and industrious, and in later years accumulated considerable property in Illinois. His brutality to our family, however, cannot be fully portrayed by feeble powers of description. Therefore I will not attempt it here; suffice to say, however, that his conduct was so brutal that the neighbors interfered and drove him from the community, and he went to southern Illinois, where one of my mother's brothers resided. He remained there for five years; joined the church, which he continued to do on divers and sundry occasions, quite frequently in later years. While in southern Illinois he seems to have behaved himself for a time and won the friendship of my uncle, who recommended him to my mother as a reformed man. He returned to New York in the winter of 1847-48 and induced my mother to give him another trial, which she did, and we started for the west with a team in January, 1848, and arrived in Princeton, Illinois, in March of that year. But the leopard could not change his spots for any considerable time, and our home soon became a leading branch of Dante's 'Inferno,' and the four Warren boys soon left home, and mother struggled on as best she could until death relieved her in September, 1881.

"The writer, at the age of thirteen years, went to work for E. P. Judd, of Princeton. I worked for him in summer for three years, or until the spring of 1852. I hired out to work for Mr. Judd on his farm at eleven dollars per month. This was the price he paid his men by the year; and on settlement he paid me twelve dollars a month, or one dollar more than his full-grown men. I worked for my board and attended school in the winter, and by economy and a judicious investment of my limited earnings—in colts and young horses—I found at the end of three years that I had a good span of horses and two hundred and fifty dollars in cash; and I cannot remember to have done any better financiering since.

"In the spring of 1852 the four Warren boys (the eldest of whom was not yet twenty-one years old, while I was only sixteen) fitted out a four-horse team for a trip to Oregon. We joined a company which was then organizing in Princeton, and sold our team to the captain of the company, Mr. Thomas Mercer, at one hundred dollars per head for the horses, reserving the option to redeem them at that figure upon their arrival in Oregon. We also agreed to pay Mr. Mercer one hundred dollars each and do our share of the work, which included standing on guard every fourth night. The company was not fully organized until we reached the Missouri river at Council Bluffs. We left Princeton, Illinois, about the first of April, and crossed the Mississippi river near the mouth of the Iowa at New Boston. Thence via Pella, Oskaloosa and Winterset in Iowa, and from Winterset to Council Bluffs (or Kaneshville, as the town was called), which was then a wild and uninhabited country. We rested at Kaneshville for two weeks or more, resting our horses and awaiting the arrival of some of the parties who were to form a part of our company, and on the 24th of May we crossed the Missouri river into a wild Indian country and camped where Omaha now stands. Our company was then fully organized and consisted of the following: Capt. Thomas Mercer, wife and four children; Aaron Mercer and wife; Dexter Horton and wife; Rev. Daniel Bagley, wife and child; Rev. W. F. West and wife; Ashbey West, James Rossnagel, William Shondy; George Gould, wife and two children; John Pike, Daniel Drake and four Warren boys; also a few others who did not travel with us throughout the entire trip. We had but fourteen wagons and forty horses. Sixteen men of our company constituted the guard. Thus we had each to stand guard half the night, every fourth night, two men at a time, who were relieved at midnight. As above stated, we left the Missouri river on the 24th of May, and reached The Dalles of the Columbia on the 2d day of September, where we found the first white men who had established homes at this then the eastern outpost of the few hardy pioneers who had previously settled in Oregon. The Dalles is now a flourishing little city on the banks of the Columbia, two hundred miles from the Pacific ocean.

"It would be too long a story to tell at this time to give any adequate description of this long and tedious journey over desert and plain, mountain and forest, with their bands and tribes of savages, herds of buffalo and howling wolves along the track of more than one hundred campfires which dotted the line for more than two thousand miles of this long and toilsome journey. This simply outlines a broad field for a thrilling story, but I must hurry along, as we were not yet to the end of our journey. At The Dalles we embarked our wagons, baggage, women and children and an escort

of men on barges which we had to row with sweeps and oars for forty miles down the Columbia to the Cascade rapids on this great river, then make a portage of six miles around the rapids, where we met a small steamboat, which transferred us to Portland, some sixty miles distant. In the meantime our horses were taken over the Cascade mountains into the Willamette valley by a number of men of our company.

"As I rush along with this little narrative, I will stop to mention a few facts in regard to our trip across the plains. First, in regard to the general health along the line. That dread scourge, the cholera, broke out among the emigrants on the Platte river, and for days and weeks we were rarely out of sight of a grave along the line, but our company left but one, a Mrs. Gould, from Iowa, who died with cholera at Elm creek, on the Platte river; but many members of our company were sick along the line from Omaha to the South pass of the Rocky mountains. My health was good until we reached the end of our journey. The wife of Captain Mercer died at the Cascades of the Columbia, leaving four little girls. Second, the Indians. We were very fortunate in getting through without serious trouble from them. On one occasion, however, on a very dark night, they made a bold attempt to steal our horses, but were promptly checked by the guards; and with the knowledge I now have of the Indian character it seems remarkable, and we were indeed fortunate, that we were not left on those desolate plains without a single horse, as they could easily have stampeded our horses, in spite of the guards, almost any day between the Rocky mountains and the Snake river, for, on account of the scarcity of grass in that desolate region, we were often compelled to send our horses from one to three miles from camp for the night, in order to obtain sufficient grass to keep them alive, and only the regular guard of four men would go with them. We lost only one horse on the route, however, and that one was bitten by a rattlesnake. Third, our route. As before stated, we crossed the Missouri river at Omaha, thence up the north side of the Platte river and up the Sweet Water river to South pass. Thence to Green river, and at Soda Springs, on Bear river, we diverged from the California route toward Fort Hall, on the Snake river; thence practically down that stream to its junction with the Columbia, or substantially over the present line of the Union Pacific railroad. We arrived in Portland September 9, 1852. Here one of my brothers, P. C. Warren, was taken sick, and we remained with him until he was convalescent, when brothers Frank and George hired out to work in a sawmill at Astoria and the writer, a boy of sixteen years, started for the southern Oregon gold mines, some three hundred miles distant; and after traveling some two hundred miles into the Umpqua valley engaged to attend a ferry across North Umpqua river, and remained in this occupation until December, when I continued my journey to the gold mines on the Rogue river. Here I had a severe attack of lung fever for some six weeks, and, upon regaining my health, worked in the mines until spring. Then, as I could see no prospect of financial success, I left the mines and started for Astoria, some four hundred miles distant, with less than two dollars to defray my expenses, and this in a country where the rudest fare cost one dollar a meal. I worked my way, however, and arrived at Astoria early in June, 1853. My worldly possessions then consisted of the clothes that I wore and three dollars in cash, and after a time I succeeded in finding employment in a lumbering camp at seventy-five dollars a month, where I remained for three months, when my employer broke up and ran away. I did not claim all the credit for his failure, however, for there were nine or ten other employees in camp during this time. I then engaged in the same business on my own account, which I continued until the summer of 1855, when I tried the mines once again, this time up the Columbia, some six hundred miles nearer the British line. Here I worked only a few weeks, when the Indian war broke out and the few miners there were compelled to seek safety in flight. I then returned to Astoria and resumed the lumbering business, which I followed until the winter of 1859-60. In the meantime, I had bought three hundred and sixty acres of land on the banks of the Columbia river thirteen miles above Astoria, and upon which there was a small house, a good orchard and a few acres under cultivation. Here I lived for one year, part of the time keeping 'batch,' and at times boarding with a neighboring family. Tiring of this mode of life, however, I, in company with my brother, P. C. Warren, returned to Illinois in the winter of 1859-60, via the isthmus of Panama and New York, thence by rail to Princeton, where we arrived April 19, 1860. During the summer we visited the home of our childhood and the friends of our youth, and before the golden tints had faded from the autumn leaves in that memorable year an alliance had been formed and a pledge given which carried me to a higher plane and

a better life. In short, it opened up a new world to me. That pledge was redeemed, but not until the 24th of February, 1863, when we were married at eight o'clock A. M., and started for Oregon at twelve M. We went to New York, where we visited our friends and relatives for a few weeks, and took the steamship 'North Star' for Aspinwall (now Colon), where we arrived, after encountering a most terrible storm off Cape Hatteras on the 14th, being thirteen and a half days on the trip that was usually made in seven days. We crossed the isthmus by rail, and took the steamship 'Constitution' and sailed for San Francisco, where we arrived April 26th, and immediately transferred to the steamship 'Brother Jonathan,' and arrived at Astoria on the 2d of May. Here my brother George and family were living, and they gave us a most hearty welcome. On the 12th of May, 1863, we moved onto my farm, above referred to, thirteen miles above Astoria, and I well remember that, after procuring a meager supply of cheap furniture and provisions for possibly one month, we had just four dollars in cash; and not a cow, horse, or any kind of stock with which to carry on our little farm, which by the way was little more than a garden, as my place was all heavily timbered. But we were very happy, and I do not think our happiness has at all diminished through these thirty-seven years. When I think, however, of the confidence that this dear little girl must have had in me to take her life in her hand, as it were, and go to a wild and new country more than seven thousand miles from anyone she ever knew, I can but feel that I owe her a debt of love and gratitude that can never be fully repaid. Well, we remained on this farm nearly seven years, where we spent some of the happiest days, and certainly the hardest work of our lives up to the present time. I was during that time engaged in the lumbering business and rafting logs on the Columbia river. In the fall or early winter of 1869, I rented our farm and engaged in the market and grocery business in Astoria. We sold our farm the following year and continued the business in Astoria for fourteen years, in the meantime purchasing the lands where we now live and upon which the town of Warrenton is located. We built our home in 1885, intending to retire in a measure from our former active business life; but how difficult it is for one whose life has been one of great activity and energy to retire at the age of forty-nine, may be shown by our own experience. After we had retired, as we thought, and lived in our quiet home for five or six years, at the end of which time we had only a farm, a town site, a railroad—the little Seaside road, sixteen miles long, of which I was president and manager—a store, bank, steamboat, sawmill and a few other little things to look after; but now conditions have changed somewhat. We have sold our interest in the railroad, steamboat, and our half interest in the mill, and sold the store, and are slowly unloading the burden. Our daughters, the dear girls, have left the home nest and have assumed the duties, the joys and cares incident to homes of their own, and our boys—noble and manly fellows that they are—just approaching the threshold of early manhood, may in the natural trend of human life soon followed the same unwritten law and prepare to take up the burden when the father lays it down. While we have been prospered and successful in many ways, and beyond our fondest hopes in the ability to provide all the home comforts of life, and, above all, in that love and affection without which the word 'home' is a misnomer and a mockery, yet as I look back over the past fleeting years I cannot say that I desire to travel the same road again, and especially with the limited light I then had to guide the steps of a fatherless boy. A few short years at most and we shall have finished our work, and whatever mistakes we have made, and however little we may have accomplished, we are at least proud of our girls and boys, and we trust, and think we know, that the world will be better for their having lived in it. In this thought, and with this assurance, there is a world of comfort to us in our declining years."

The pioneers or first settlers on the land covered by the town of Warrenton were J. G. Tuller, J. W. Wallace, D. E. Pease, N. A. Eberman and G. W. Coffinberry, who located here during the period from 1845 to the early '50s. Very little improvement was made on the land, however, until the early '70s, when D. K. Warren bought out some of the first settlers and, with the help of Chinese labor, reclaimed a large tract of the land by constructing a dike about two and a half miles in length, which was completed in 1878. Mr. Warren laid out the town of Warrenton about 1891, and in the following year built the first schoolhouse, at a cost of eleven hundred dollars, and gave it to the school district.

The lady to whom Mr. Warren was married on February 24, 1863, was Miss Sarah Eaton, who was born in Meriden, New Hampshire, in 1840, and died in 1922.

Mr. Warren passed away in 1903. To them were born four children, namely: Mrs. Lulu Thompson, of Portland, Oregon; Mrs. Maude W. Higgins, also of Portland; George W. and Frederick L., who is now at Tulsa, Oklahoma. Mrs. Warren was by nature sympathetic and philanthropic and gave largely of her time and means to all worthy or deserving subjects. Among her philanthropies was the presentation to the Astoria Y. M. C. A. of the site on which their building is erected.

George W. Warren received his education in the public schools of Astoria and the Portland Academy. Returning to his home city, he took a position in the Astoria National Bank, of which his father had been one of the organizers and was at that time president and the largest stockholder. He remained in the bank several years, serving in various capacities, and was president of the institution seven years, resigning in 1920. Mr. Warren erected a modern residence, containing fifteen rooms, which is surrounded by well kept and attractive grounds, ornamented with trees, shubbery and flowers, and which is regarded as one of the most beautiful country homes in the state.

In 1906 Mr. Warren was united in marriage to Miss Florence Elizabeth Baker, of Sacramento, California. Mr. and Mrs. Warren are the parents of a son, Daniel Knight Warren, born on the old homestead at Warrenton, November 16, 1913, and is now attending high school. Mr. Warren has been interested in local public affairs, giving his earnest support to all measures for the promotion of the best interests of the community. He served for eight years as port commissioner at Astoria and has gained wide recognition as a man of sterling character and substantial qualities, dependable in his citizenship and reliable and constant as a neighbor and friend, and therefore commands the uniform respect and confidence of his fellowmen.

WALTER J. HOLMAN

Walter J. Holman ranked as one of the prominent club and business men of Portland, where he was widely known, having passed his entire life here. He was born August 5, 1875, a son of Edward and Mary (Delin) Holman, who after their marriage lived in a house near the present site of the Lincoln high school. The birthplace of Walter J. Holman was on the site of the Imperial Hotel. He pursued his education in the public schools and in the old Bishop Scott Academy, and soon after he was admitted to a partnership in the undertaking business by his father and shared with him in his ambition to develop the finest business of this character in the city. With his father's death he became head of the enterprise but only lived for a brief period thereafter.

On the 14th of October, 1896, Walter J. Holman was united in marriage to Miss Mabel May Bird, a representative of one of the old pioneer families of the state. Her father, Nathan M. Bird, was born in Yamhill county, Oregon, December 12, 1846, and was a son of Henry Bird, whose birth occurred in New Jersey in 1767 and who in young manhood went to Kentucky. Henry Bird was married in 1841 to Margaret Jane Hussy and soon afterward they came to Oregon. Nathan M. Bird was united in marriage to Alice Talbot, whose brother, Charles B. Talbot, made the survey for Portland's first water supply—the Bull Run system. He and his companion, after a long time spent in the mountains surveying the route for the pipe line, dams, etc., were returning to Portland and stopped at a ranch where they were chased by a bull. It was this incident which caused them to name the clear mountain stream from which Portland's water supply was secured, Bull Run. Mabel May Bird, daughter of Nathan M. and Alice (Talbot) Bird, became the wife of Walter J. Holman and to them were born four sons: Walter Edward, Herbert, Howard and Kenneth, all residing in Portland. The family circle was broken by the hand of death when Mr. Holman passed away in June, 1921, surviving his father for only six months. He was very prominent in club circles and as a sportsman as well as in business. He occupied a leading position in Masonic circles, belonging to the various York and Scottish Rite bodies, and at the time of his death was orator for Al Kader Temple of the Mystic Shrine, also a lieutenant of the Temple Patrol and a member of the Court of Honor. He likewise held membership with the Benevolent and Protective Order of Elks, the Knights of Pythias, the Woodmen of the World, the United Artisans and several other organizations. He was also prominent and active in civic affairs, having membership in the

Portland Chamber of Commerce, the Kiwanis Club and the Rosarians, and in the year prior to his death acted as treasurer of the Rose Festival. His sterling traits of character made him esteemed and honored by all who knew him and his social qualities brought to him the friendship of those with whom he came in contact. He was regarded as one of Portland's most popular residents.

Since the death of her husband Mrs. Mabel Holman, now Mrs. Mabel Osborn, and her sons have carried on the business which was established by the maternal grandfather of her former husband, and today the "House of Holman" is a notable feature in the business circles of Portland. It is indeed a home mortuary. On the 30th of November, 1924, the Holman company opened this place, which stands in the midst of two city blocks and is a beautiful old mansion of thirty spacious, sunny rooms, located at Twenty-seventh street and Hawthorne avenue. In this has been developed the ideal long entertained by Edward Holman and his son, Walter J. Holman, to establish the finest mortuary in the northwest.

J. C. TEN BROOK

J. C. Ten Brook, who is rendering efficient service as mayor of Astoria, holds also a responsible government position, the duties of which have close relation to the proper maintenance of the harbor at this place and have been handled by him in a very capable manner. Mr. Ten Brook was born in Lakeview, Lake county, Oregon, in 1874, and is a son of Abram and Harriet (Moon) Ten Brook, the former born in Indiana and the latter in Pennsylvania. In both paternal and maternal lines he is of old Holland stock, both families coming to this country prior to the war of the Revolution, the Moons settling in Pennsylvania and the Ten Brooks in New York state. Abram Ten Brook joined the gold rush to California in 1849, crossing the plains with ox teams and covered wagons, and for two years he followed gold mining on the American river, meeting with very satisfactory results. He returned to his eastern home, by way of the isthmus of Panama, and there spent his fortune. In 1852 he again crossed the plains, traveling with mule teams and covered wagon, and arrived at San Francisco, California, where he boarded a sailing vessel for Oregon. Going to Jackson county, he took up a homestead on the present site of the town of Jacksonville, and also mined for gold in that locality. In the early '60s he sold his interests in Jackson county and moved to Lake county, which at that time comprised what is now Lake and Klamath counties. He there engaged in the cattle business, being one of the first settlers in that locality. Conditions in this section of that state were extremely primitive and he was compelled to freight his supplies from Ashland, Oregon, a distance of two hundred miles. He employed a six-mule team and generally also brought in supplies for his neighbors. In 1860 he made another trip east, going by way of the isthmus of Panama, and was shipwrecked in the gulf of Mexico, being compelled to wait six weeks for another vessel. In the following spring he piloted a train of emigrants across the plains to Oregon. He remained in the cattle business in Lake county to the time of his retirement, about 1890, and he died at the home of his son at Merrill, Oregon, in 1909, at the age of eighty-eight years. His wife passed away in 1912, when seventy-five years old. He was a prominent and active member of the Masonic order, having been a charter member of the lodges at Jacksonville and Lakeview, in both of which he passed through the chairs. Mr. Ten Brook was married twice and to his union with Miss Moon were born four children, namely: Abram, who was the first white child born in Lake county, Oregon, and is now living at Klamath Falls; J. C.; William, of Bandon, Oregon; and Mrs. Nellie Miller, who lives near Baker City, Oregon. By a second marriage Mr. Ten Brook became the father of two children, B. C., who is now a manufacturer of candy at Oroville, California, and Mrs. Lillie M. Fisk, whose husband is an extensive sheep raiser at Lakeview.

J. C. Ten Brook received his educational training in the public schools of southern Oregon, after which he clerked in a grocery store in Coos county, this state, for a few years. In 1898 he entered the employ of the United States government at Sinslow, Oregon, working on the construction of a jetty. From there he was sent to Grays Harbor, Washington, and put in charge of construction work, being later similarly engaged at Coos Bay, Oregon. In 1903 he was transferred to Astoria, where he had

charge of construction of Fort Stevens and the building of the jetty and wharves. On the completion of that work he was appointed superintendent of dredging for the port of Astoria, which position he has filled to the present time. He has full charge of all dredging operations and in every respect is well qualified for the position.

In 1899, at Montesana, Washington, Mr. Ten Brook was united in marriage to Miss Cassie Lawrence, who was born in Michigan and is a daughter of Stephen B. and Elizabeth Lawrence, both of whom are deceased. Mr. and Mrs. Ten Brook have two children: Mrs. Nellie Ann Rambo, was born in Montesana, Washington, and now lives in Tacoma, that state, is the mother of a daughter, Joan Katherine; and John Lawrence, who was born at Fort Stevens, Clatsop county, Oregon, is now in Los Angeles, California, where he owns and operates a speed boat, which is largely used in the motion picture work of that locality. Mr. Ten Brook has always shown a deep interest in the welfare and progress of Astoria and in 1926 was solicited to run for the office of mayor, for which he was nominated by the republican and democratic parties, and he was elected without soliciting a single vote. He is filling a four-year term and is giving an able and creditable administration of the affairs of the city. He is a member of Temple Lodge, No. 7, A. F. & A. M., in which he has passed through the chairs, as he has also in the other York rite bodies to which he belongs. He and his wife belong to the Fern Chapter, O. E. S. Mr. Ten Brook is president of the Astoria park board and is active in the work of the Chamber of Commerce. His religious membership is with the Presbyterian church, of which he is an elder. He is a strong advocate of good schools and improved roads and is a particularly strong booster for the Roosevelt highway. He has been conscientious in the performance of every duty laid on him, has been loyal to every obligation of citizenship and his social relations have been such as have gained for him the friendship of all who know him.

JOHN FRANCIS SHEA

Locating in Portland soon after attaining his majority, John Francis Shea made good use of his opportunities and progressed with the city. Diligent and successful in business, he left the deep impress of his individuality upon his work and he belonged to that class of men who, although modest and unassuming, nevertheless shape the character and influence the development of the communities in which they live.

Mr. Shea was born March 14, 1856, in Dayton, Ohio, and was a son of Austin and Catherine (Raids) Shea. His father was a native of Ireland and the mother's birth occurred in Dayton, Ohio. In that city John F. Shea was reared and educated, supplementing his public school training by a course in Dayton University. When a young man of about twenty-one he responded to the call of the west and spent a year in San Francisco, California. For about a year he was in the employ of the Donnerberg Plumbing Company, filling the position of manager, and then ventured in business for himself. Mr. Shea chose Portland, Oregon, as the scene of his activities, opening a plumbing shop at the corner of Sixth and Washington streets, and remained at that location for ten years. On the expiration of that period he erected a substantial building at the intersection of Second and Ankeny streets and there conducted the business until his death on December 18, 1926. About 1917 he had broadened the scope of his labors, entering the field of contracting, and his ability and energy placed him in a position of leadership. He installed the plumbing in many of Portland's fine residences and public buildings and owed his prosperity to tireless effort, good management and close conformity to a high standard of commercial ethics.

Mr. Shea was married April 26, 1880, to Miss Anna M. McGinn, who was born in Portland in a house which stood near what is now the corner of Washington and Third streets, and her studies were pursued in St. Mary's Academy of this city. Her father, Charles McGinn, was born July 13, 1831, in Montreal, Canada, and left the Dominion in 1849. For some time he lived in New York city and in 1858 started for the Pacific coast, making the trip on the first steamer to reach Oregon after it assumed the dignity of statehood. He was one of the pioneer business men of Portland and conducted a bakery at the corner of Main and First streets, later moving to Madison and First streets. In 1858 he was married in Hamilton, Canada, to



JOHN F. SHEA

Miss Anna Maria Hill, also a native of Montreal, and ten children were born to them. Mr. and Mrs. Shea became the parents of nine children. Ethel M., the eldest, is the wife of William P. Castleman, of Louisville, Kentucky, and they have two sons. Charles Austin Shea is now at the head of the business founded by his father and under his judicious management its continued growth is assured. He married Miss Leslie Lind, by whom he has four children. Anna C. has become the wife of Irving R. Stearns, of Portland, and is the mother of two children. Mabel Helen is Mrs. Roland Chapman, of Portland, and has a family of three children. John Francis Shea (II) is a well known actor and at the present time is filling an engagement in London, England. Ivelou is the wife of Harry L. Kuchins, of St. Louis, Missouri, and their family numbers two children. Gilbert James Shea is a contractor and one of the successful business men of Portland. He married Miss Lucille Morrow, by whom he has two children. The younger members of the family are Edmund Hill, who is associated in business with his brother, Charles Austin; and Dorothy Hill, whose husband is Harry Connacher Murphy, of Portland.

In politics Mr. Shea was a republican and his religious views were in harmony with the doctrines of the Roman Catholic church, of which he was a devout member. Along fraternal lines he was connected with the Benevolent Protective Order of Elks and the Woodmen of the World. His life was useful and upright and his many good qualities endeared him to all with whom he was associated. Mrs. Shea resides in the family home at No. 583 Johnson street and is highly esteemed in the city in which her life has been spent.

WILLIAM J. HAWKINS

William John Hawkins was born in Nevada, March 27, 1857. He traced his ancestry back to Erastus and Betty Hawkins, who were the parents of John Hawkins, born in Poultney, Vermont, January 12, 1814. This child grown to manhood, left New England to become a resident of Ohio and there he met and married Mary McKee who was of Scotch-Irish lineage, having come from Agnesville, Ireland. In 1851 they started westward with their family, then numbering Sarah Jane, Theodore Perry, Daniel Robert and Lester Leander. They traveled by canal boat from Cleveland to Pittsburgh and thence by river boat to Cairo, Illinois and on by way of the Mississippi and Missouri rivers where wagons were secured for the further trip westward. They proceeded to Council Bluffs, crossed the river by ferry and established camp on the present site of Omaha. There they were joined by other wagons and the train proceeded across the Nebraska plains. They forded the North Platte at Fort Laramie and continued on through South Pass, Wyoming, to Fort Bridger, a government station where they obtained supplies from the soldiers. Many hardships and dangers were encountered and it was necessary to put out guards at night for protection from the Indians. At length the family reached Washoe county, Nevada, where William John was born—the first white child to be born in Nevada. They next established a home in Carson valley, Nevada.

It was in his native state that William John Hawkins was reared and obtained his education, meeting also the usual experiences of life on the frontier. Later he and his elder brother, Leander, went to California and in San Francisco he attended Heald's Business College. From his early boyhood William proved to be an individual of great reliability. He said little and thought much and though quiet he accomplished many things.

In the year 1881 Mr. Hawkins went, at his brother Leander's advice, to Portland, Oregon. On arriving he went to work as time keeper for graders on the O. W. R. & N. railway from Troutdale to the Cascade Locks. It was at this time that Mr. Villard took over the Northern Pacific Railway. Mr. Hawkins knowing of the extensive improvements of that road bought out a Chinese contractor who had contracted to furnish three hundred laborers. Seeing the possibility of handling more men he had the contract extended to five thousand for construction work on the Northern Pacific Railroad. He established a camp between Ainsworth on the Snake River and Lake Ponderay. He secured financial aid from his brother, Colonel L. L. Hawkins, Captain

J. C. Ainsworth and Captain George Ainsworth, each taking one fourth interest in the business. Mr. Hawkins was then twenty-five years of age.

Within a short time four thousand men were obtained but an additional one thousand were needed. He cabled to various ports of the world for a ship to bring coolies from China. When the ship arrived, one thousand men were landed in Seattle just in time to begin the contract.

The railroad was unable to pay Mr. Hawkins for two months, after the time stipulated for payment. He had promised to pay his laborers on a certain date so he secured the necessary funds from various banks on his personal note. The railroad agreed to deliver supplies at reduced rates but failed to meet its agreement. In the emergency Mr. Hawkins brought in teams to carry supplies until such time as the railroad should keep its contract. After the last spike was driven on the Northern Pacific, Mr. Hawkins moved three thousand men to the Blue Mountains division. Here he went in with R. R. Thompson and R. M. Steel on the Oregon Construction Company. He stayed with this company until the road reached Huntington and then sold his interest in the company.

At this time he returned to Portland with the forty thousand dollars cleared in the Northern Pacific contract and divided the money with the partners of W. J. Hawkins & Company. It was decided to combine interests and establish a bank at Eagle City in Coeur d'Alene county, Idaho, to be known as Ainsworth, Hawkins & Company. During this period the Coeur d'Alene mining district was being opened. The only mode of transportation was by means of toboggans, so the supplies and the forty thousand dollars were taken in by hand over Old Baldy, the highest mountain in the Bitter Route range.

Logs for cabins cost eight thousand dollars apiece, whip saw lumber two hundred and fifty dollars a thousand and the bank received as high as twenty dollars for changing a one hundred dollar bill. About ten thousand people came into the mining country that winter and the bank prospered, but by the first of June almost the entire settlement had moved to Murray, Idaho. Having sold the bank to one Warren Huzzy, Mr. Hawkins came to Portland with the proposition to the partners to continue the banking business in Portland. This was done under the name of Ainsworth & Co. Out of this finally grew the Ainsworth National Bank of which W. J. Hawkins was a director.

Mr. Hawkins' attention was then turned to the improvement of property both for himself and others. In this connection he was administrator for several estates including the Captain J. C. Ainsworth's holdings in Oregon, the R. R. Thompson estate and others, accomplishing with promptness when attorneys and others said it could not be done. In the conduct of business he displayed great ability as an organizer. He looked into matters, studied the situation thoroughly, made his decision and then drove ahead, overcoming all obstacles. He never lost sight of his objective and he never deviated from a straight and honorable path.

In 1892 Mr. Hawkins was married to Miss Agnes M. Parson, a daughter of John and Elizabeth Mary (Bird) Parson, both of whom were natives of England. Coming to this country, they settled in Nevada, where they always remained. In early womanhood Mrs. Hawkins taught school and in her girlhood she had attained the same school as her husband. Mrs. Hawkins feels that her husband owed much to his experiences in Nevada in pioneer times and to that country is due much of the credit for molding the man. In his early years there he had engaged in the cattle business and rode the ranges where every man had his own way to make, standing on his own feet and gaining his progress through sheer ability and force of character. All through the years he had the assistance of his wife, who was to him a wise counselor and companion. They became the parents of four children: Margaret Mary, William J. Jr., Helen and Harriet.

Mr. Hawkins was a thirty-second degree Scottish Rite Mason and member of the Mystic Shrine and loyally adhered to the teachings and high purposes of the craft. He likewise belonged to the Auld Lang Syne society. In politics he was a republican, believing firmly in the party principles, was a deep reader and student of world affairs and supported all plans and projects which he believed would make for public benefit and progress.

In a review of his life, it will be seen that he was connected with many picturesque phases of western development, as a stage driver, as a cowboy, as a horse

trainer, as a railroad builder, as a banker and in other ways contributing to that activity which has brought about modern-day civilization and development. Though reserved in speech and action, he was always genial, always kindly, always faithful, and a wonderful friend, steadfast and true. In every relation of life he measured up to high standards and thus he left to his family not only a substantial fortune but a beautiful memory and the priceless heritage of an untarnished name.

WILLIAM DOUGLAS McDONALD

William Douglas McDonald, who spent the evening of his life in honorable retirement in Portland, following many years' identification with financial affairs, came to Oregon with his parents when a lad of seven years and had attained the age of sixty-three when he passed away November 19, 1921. He was born in Page county, Iowa, January 3, 1858, his parents being M. M. and Mary A. McDonald, who came to this state in 1865 and settled in Yamhill county. The father died when his son William was fourteen years of age.

William D. McDonald obtained his initial experience in the business world as an employe in a private bank conducted at McMinnville by his father-in-law, John Columbus Braley. When this institution discontinued business he entered the First National Bank of McMinnville, which he represented throughout the remainder of his active career. Following his retirement in 1908 he took up his abode in Portland, where he continued to reside until the time of his death.

In early manhood Mr. McDonald was united in marriage to Susan Isabelle Braley, daughter of John C. Braley, extended reference to whom is made on another page of this work. Mr. and Mrs. McDonald became the parents of a daughter, Mary Effie, who is now the wife of Lew Wallace Going and a daughter-in-law of Alvin C. Going, mentioned at length on another page of this publication. Mr. McDonald was a prominent figure in the local ranks of the democratic party and long enjoyed high standing as a worthy and influential citizen. His widow makes her home at 273 East Sixteenth street, north, in Portland, where the circle of her friends is a wide one.

HENRY J. JACOBSON

Henry J. Jacobson conducts a modern and handsomely equipped undertaking establishment as head of the Jacobson Company, funeral directors of Portland. He was born in Council Bluffs, Iowa, March 11, 1889, a son of Lawrence and Johanna (Johnson) Jacobson. It was in 1907 that the father took up his abode in San Francisco, California, where he preached the gospel as a minister of the Christian church for several years. He has passed away and his widow now resides in Oakland, California.

Henry J. Jacobson, who was largely reared in San Francisco, pursued his early education in the public schools and subsequently entered Healdsburg College of California, of which he is a graduate. He was engaged in real estate operations in the Golden state for a number of years prior to 1922, when he came to Portland, where two years later, in 1924, he embarked in the undertaking business by purchasing the enterprise that had been established by the A. D. Kenworthy Company at Lents. He has since carried on his interests of this character under the name of the Jacobson Company and maintains a splendidly appointed funeral home which is modern and complete in every detail, having been especially built for the purpose. Mr. Jacobson is secretary of the Portland Funeral Directors Association and also has membership in the Oregon State Funeral Directors Association.

In early manhood Mr. Jacobson was united in marriage to Clarissa Hibbard, who left her native state of Pennsylvania for California. They are the parents of two sons, Harold and Eugene. Mr. Jacobson joined the Masonic fraternity at Modesto, California, and is now a member of Lents Lodge, F. & A. M. He is likewise affiliated with the Order of the Eastern Star, the Independent Order of Odd Fellows, the Rebekahs, the Woodmen of the World, the Modern Woodmen of America, the Knights of Pythias and the Grange. He is a valued member of the East Side Business Men's

Club and the Mount Scott Chamber of Commerce and enjoys an enviable reputation as one of the enterprising, progressive and representative young residents of his adopted city. Greatly interested in music, he finds inspiration and pleasure in the art. The Jacobson Quartette, composed entirely of professional members, has won favorable recognition among the best known musical organizations of the Pacific northwest.

C. W. LAUGHLIN

One of the most successful cooperative dairymen's organization on the Pacific coast is the Lower Columbia Cooperative Dairymen's Association, of which C. W. Laughlin is manager and under whose capable supervision it has gained a wide reputation, not only for the outstanding benefits derived by its members, but also for the superior quality of its products, for which there is a constantly increasing demand. This association was organized in 1922, being the outcome of the consolidation of four smaller cooperative organizations which were practically ready to quit business. A few courageous, stout-hearted farmers and dairymen, however, believing that their best interests lay in an organization of this character, got together and, ably assisted by the Astoria Chamber of Commerce, formed the present organization, whose members reside on the lower Columbia river in Oregon and Washington. In their belief that their products could through this agency bring a more satisfactory price than they were then receiving, they have not been disappointed, their judgment being abundantly vindicated by the excellent results of their cooperative work. The association maintains and operates three large creameries for the manufacturing of butter, one at Grays River, and another at Cathlamet, Washington, and a third at Astoria, Oregon, besides an ice cream plant at Astoria and a large plant in Portland, used exclusively for making ice cream. They also have a condenser and milk dryer at Astoria and are now installing a grinding and mixing plant to supply their members with dairy and poultry feeds. The butter made by this association has received wide recognition for its superior qualities, not only through the popular market demand, but also officially at the leading fairs and expositions on the Pacific coast, where, in open competition, it has won the highest awards. Among these may be mentioned the second highest award for butter at the Pacific Slope Show, at Oakland, California, in 1924; the highest award and a gold medal at the same show in 1925 and 1926; the highest award and a gold medal at the Pacific International Exposition at Portland in 1926; the gold medal at the California state fair in 1927 and 1928; the gold medal at the Washington state fair in 1927 and many other trophies at the various state and county fairs in Oregon. "Persistent Quality" has been the slogan of the association, which has constantly striven to maintain the peak of perfection in the quality of its butter, while its ice cream, which is sold under the trade name of "Frostkist Ice Cream," is of a quality that has made it the leader in its line and which sells itself to all who once taste it. In 1927 the association did a business of approximately one million dollars and it has an investment of two hundred and sixty thousand dollars in buildings and equipment, which is nearly all paid for, a very flattering record for an organization only six years old. The association has a membership of seven hundred, who are paid a much better price for their cream than is paid in the Portland market. The association has sixty employees and is constantly expanding, its members, who occupy the fertile lands on both sides of the lower Columbia river, constantly adding more and higher grade cattle to their herds. The present officers and directors of the association are as follows: M. J. Johnson, president; Frank Wooden, vice president; A. E. Engbretsen, secretary and treasurer; C. W. Laughlin, manager; M. Mathiesen, Alvin Anderson, J. O. Kolback, Ralph Watkins, Arthur Fertig and Arthur Harder.

C. W. Laughlin was born in Yamhill, Oregon, on the 14th of June, 1879, and is a son of Robert R. and Anna (Willis) Laughlin, the former, who is deceased, having been a native of Missouri, and the latter of Canada. Robert R. Laughlin crossed the plains with ox teams and covered wagons in 1847 and soon after his arrival in Oregon took a donation land claim in Yamhill county, of which locality he was one of the first settlers. Later he built a large grain warehouse at Yamhill, and for many years was successfully engaged in buying and shipping grain. He acquired large land holdings and became a man of prominence and influence in his county, where he lived con-

tinuously to the time of his death, in 1895. He married Miss Nancy L. Griffin, to which union were born two children, Edgar, deceased, and Wirt, who lives in Yamhill. To his marriage with Anna Willis were born eight children, of whom three are living, namely: Clarence, who resides on the old donation claim at Yamhill; Mrs. Maude L. Irwin, who lives in Idaho; and C. W. Robert R. Laughlin fought in the Indian wars of 1854-56 in this state and took an active interest in the early political and civic development of Oregon, having served three terms as a representative in the state legislature from Yamhill county. He was a strong and persistent advocate of better schools and improved roads and he gave to each of his children a college education.

C. W. Laughlin attended the public schools of Yamhill county and entered the Oregon Agricultural College, from which he was graduated in mechanical engineering in 1902, after which he also pursued the agricultural course. On leaving college he decided to take up agricultural pursuits, to which end he bought sixty acres of fine river bottom land on the lower Columbia river, in Wahkiakum county, Washington, across the river from Astoria. He engaged in general farming and dairying, gradually improving his place, and now has thirty high grade milk cows and eight or ten young cattle. He raises all his own roughage, hay, ensilage and root crops, buying only mill feed and grain, and has fine pasturage for his cows. He devoted his attention closely to his farm until 1922, when he became one of the organizers of the Lower Columbia Cooperative Dairymen's Association, and was unanimously selected as its manager, a position which he has filled to the present time to the entire satisfaction of the members, the notable success of the association being largely due to his tireless and well directed efforts.

In 1904 Mr. Laughlin was united in marriage to Miss Sibyl Cummings, who was born in Wisconsin and is a daughter of W. L. and Addie Cummings, the former now deceased. Mr. Cummings was a highly educated man and devoted practically all of his active life to educational work, having served several years as principal of the state boys' training school at Salem. Mr. and Mrs. Laughlin have six children, namely: Dora, who is a senior in the Oregon Agricultural College, where she is majoring in domestic science; Gordon, who is a junior in that institution, majoring in agriculture; Irwin, who is a graduate of the Astoria high school; Lyle, in high school; and Constance and Bonnie Marie, in grammar school.

Mr. Laughlin is a member of Harbor Lodge, No. 183, A. F. & A. M., at Astoria; is vice president of the Astoria Kiwanis Club, is executive vice resident of the Chamber of Commerce, is a director of the Young Men's Christian Association and is identified with a number of other local organizations. He belongs to the Oregon Butter Makers' Association, of which he was president in 1927, and the Oregon Dairymen's Association, of which he is a past president. He is of that class of virile, progressive men, who believe in constant advancement, who do well whatever they undertake and are responsible for the real progress of their community. Integrity of character, honorable principles and fair dealing have characterized his career and no citizen of his community stands higher in public regard.

ERIC HJALMAR EAST, M. D.

Dr. Eric H. East, who enjoys a large practice in medicine and surgery in Portland, has led a busy and useful life, during a part of which he passed through unusual experiences, and his efficient and successful professional career and his consistent private life have gained for him high standing among all who know him. Dr. East was born in Sweden, on the 2d of February, 1866, and is a son of Carl Peter and Fredrika (Oster) East. The mother died in 1870. His father, who was born in Sweden in 1818, was for many years an instructor in the Swedish army, and his death occurred in 1887. They were the parents of eleven children, five sons and six daughters.

Dr. East received his early education in the public schools of his native country and in 1885 came to the United States. He pursued his classical studies in Chicago University, and then took up the study of medicine in the University of Kentucky, completing his professional work in the medical school of the University of Louisville, from which he was graduated with the degree of Doctor of Medicine in 1901. He served in the clinic of the Louisville City Hospital, after which he took postgraduate

work in the New York Lying-in Hospital, the Chicago Polyclinic and the New York Skin and Cancer Hospital. He then went to Burmah, India, locating at Chin Hills. In the course of his medical work there he covered an area of two hundred by four hundred miles, over much of which travel was difficult and often dangerous, and most of his work was with the wild Chin people, a barbaric tribe. "On one occasion I was to be killed by a company of about fifty natives in a village on my first visit among them. On another occasion one of the headhunters came to my house and frankly told me that he wanted the head of a white man—and as I was the only white man there at the time he of course wanted my head, but we parted friends he with his head and I with mine in their respective and proper places." Dr. East became familiar with the territory covered and described by Marco Polo, the noted early Spanish traveler and writer. While there Dr. East made an exhaustive study of conditions causing goitre, and has written on that disease, as found there, his articles appearing in leading medical journals. At Fort Haka he designed and built the Emily Tyzzer Memorial Hospital. In 1912 Dr. East came to Portland, where he has since devoted his attention to the general practice of medicine and surgery, in which he has been very successful.

In 1903, in Chicago, Illinois, Dr. East was united in marriage to Miss Emily Johnson, who was born in Sundsvall, Sweden. She was brought to this country when two years old, attended the public schools of Moline, Illinois, graduating from high school, and took a course in Augustana College. Dr. and Mrs. East have six children, namely: Allen W., now twenty-four years of age, who was born in India, attended the public schools of Chicago and Portland, and Redland University, in California, and is now a student in the University of Oregon, where he is preparing for a professorship in literature; Paul Warren, aged twenty-two years, was also born in India, attended Redland University, and is devoting his attention to business affairs; Kenneth H., aged twenty years, was born in India; Eleanor Charlotte, aged fifteen years, Marjorie Emily, aged twelve and Elizabeth Eva, aged seven are at home. Dr. and Mrs. East are deservedly proud of their children, to whom they are giving every educational advantage.

The Doctor is a member of Hawthorne Lodge, No. 111, A. F. & A. M.; Oregon Consistory, No. 1, A. A. S. R.; the Portland City and the Multnomah County Medical Society. He and his wife are earnest members of the White Temple Baptist church of Portland, and give their support to every worthy cause having for its object the advancement of the public welfare. The Doctor is a man of wide educational attainments, a man of mature convictions and broad views of life and its problems, is an interesting conversationalist and throughout the community honored by his residence he is held in the highest esteem.

CAPTAIN GEORGE FLAVEL

One of the most valuable and interesting contributions to the biographical department of this work relates to the life and labors of the late Captain George Flavel, whose record as a river pilot, particularly at the dangerous bar at the mouth of the Columbia River, over a long period of years, marked him not only as an expert pilot, but also as a man of fearless courage and one who appreciated his opportunity for rendering service of the highest type. The following articles were written by Fred Lockley, after interviews with Captain Flavel's widow, who was at that time eighty-three years old, and were printed in the Portland Daily Journal of September 8, 9 and 10, 1922. Mrs. Flavel, whose death occurred January 7, 1928, at the age of eighty-nine years, was a woman of gracious qualities of mind and heart and was greatly beloved by all who knew her.

"Just across the street from the court house at Astoria is a large white house of the period of the middle '70s. It is the home of Mrs. George Flavel and her daughter Nellie. The daughter of the house answered my knock and invited me to wait in the parlor while she summoned her mother. The room was very large. The ceilings were twelve feet high—a type of ceiling we no longer indulge in since the pier glass has gone out. Above the fireplace was an ornate mantel shelf with vases and other ornaments. Above the mantelpiece hung an oil painting of a ship under full sail, the moonlight gleaming on its widespread canvas and glinting on the waves. Big leather chairs,



MRS. MARY C. AND GEORGE C. FLAVEL



CAPTAIN GEORGE FLAVEL

bookcases full of books, a library table with magazines, made the room seem what it is, a living room. In a moment or so Mrs. Flavel came in, shook hands and, in answer to my questions, told me of her girlhood in Astoria.

"My maiden name was Mary Christiana Lydia Boelling. I was born in Cincinnati, May 19, 1839, so you see I was eighty-three years old on my last birthday. I was married here in Clatsop county when I was quite young. My father, Conrad Boelling, was born in Hesse-Cassel, Germany. My mother, whose maiden name was Philipina Veith, was born in Rheinphalz, Bavaria. She came to America in 1831, when she was thirteen years old. My parents were married in Cincinnati when mother was sixteen years old. I was still a baby when my people moved to St. Louis. From there they moved to Peoria, Illinois, from which place they started for Oregon. Wilamina was first of their eleven children, then came Philipina, then myself, then Conrad, Louise, Elizabeth, Sophia, Louis, Eliza, Thomas and Voelmaton. Father started from Peoria with two prairie schooners, each one pulled by two yoke of oxen. In these wagons he had mill irons and provisions. The family wagon was fixed with two spring beds and was pulled by a team of horses. When the horses played out we hitched our two milk cows in their places. Yes, we had milk and butter clear across the plains. We came across the plains in 1847, when I was eight years old, so I remember very clearly the incidents of the trip.

"One time a party of Pawnees who were on the warpath against the Sioux Indians held us up. They were dressed in paint and feathers and not much else. They said we had no right to come into their country and scare the buffalo away. We gave them bread and flour and other provisions, so they let us go on. My mother, whose health had been poor, got well and strong while crossing the plains. We stopped for awhile at Bozarth's, not far from Vancouver, while father went to look for a claim. The winter of 1847 was a very mild and open winter, so in February, 1848, we came down the river on flatboats to the vicinity of Slatkanie. Father took up a donation land claim of six hundred and forty acres just below Youngs river. That fall, when the people of Oregon got word about gold being discovered in California, father went to the newly discovered diggings. He came back early in 1849 with about fifteen hundred dollars worth of gold dust and we moved to Astoria, living at first in the Shark house, on what is now called Clatsop Crest. Father built a house in the spring of 1849, in which they ran a boarding house. The miners returning from California were starved out for home cooking and were willing to pay good prices for meals. Sometimes there would be nearly a hundred passengers at once swoop in on us, so we all worked. My mother's mother was with us and she was a good hand at cooking. The men who boarded with us would leave big buckskin sacks of gold with father for safe-keeping. He had no safe, so he used to keep them under the bed. A man named Aiken boarded with us. He was a sawmill man. I had never gone to an English school. Back in Peoria I went for a little while to a private school kept by a Lutheran minister. He taught us in German. I did not talk hardly any English till I was eight years old. When I asked Mr. Aiken if he needed "more vinegar," he said, "See here, Christina, your must learn to talk correctly. What you mean is vinegar, not winegar." Every night he taught me to spell and pronounce words in a spelling book and a geography. He went away for quite a while. When he came back he said, "I suppose you have forgotten all I taught you. Get your spelling book." Instead I brought out a copy of one of Shakespeare's plays and read to him from that, to his great astonishment and to my great pride. I had studied all the time he had been gone.

"When I was thirteen years old I went to Portland and attended the Portland Female Seminary, which was run by Prof. Kingsley and his wife. When I returned to our hotel I found that one of our boarders, Captain George Flavel, had decided that I was not to continue my studies, but instead take up the duties of a homemaker. In those days it was the custom to charivari newly married couples, so in place of being married at the home of my parents we went to the home of my sister, Mrs. Moses Rogers, on Lewis and Clark river, where we were married by Rev. Farnsworth. George Conrad Flavel was my first child. Nellie, who lives with me, was the next child, then came Katie. Katie has passed on. George and Nellie both live here in Astoria. George is married and is a grandfather, which means that his three grandchildren are my great-grandchildren. See, here is my marriage notice."

"When I had read it, Mrs. Flavel said, 'Read the marriage notice just below mine. It was a triple wedding, and see the odd bit of poetry that old man Dryer wrote about it.' Here is the wedding notice to which Mrs. Flavel referred: 'At the

residence of Captain William E. Moltrop, Wapato, Washington County, Oregon Territory, March 29, 1854, by Rev. Dr. McCarty of Trinity church, Portland, R. P. Meade of New York to Lucy M. Moltrop, Benjamin Stark of Portland, O. T., to Eliazbeth Moltrop, John C. Assna of San Francisco to Lydia Moltrop.'

"Like all good whigs our faith has been
The sound old doctrine, "Home Protection."
And we've a serious objection
To sly outsiders popping in
And popping to our girls the question.
Filching away (we hope) two good whig mothers
And thereby greatly disappointing others
Who might have duly propagated
The faith and sundry other things not stated.
However things that must be must
And with our blessing we duly trust
That every Meade may be a meadow
And of the "quarter of a dozen,"
Thus feloniously won or stolen
That Lizzie Stark won't be a widow.'

* * *

"When I visited Mrs. George Flavel at her home in Astoria recently she told me of the part her husband had taken in the wreck of the General Warren. I wish I were able to have you see the scene as I see it. On January 28 the General Warren, in command of Captain George Thompson, with Captain George Flavel aboard as pilot, crossed the Columbia river bar en route to San Francisco with a cargo of wheat. A heavy southwest breeze sprang up not long after Captain Flavel left the ship. The General Warren headed south on her course, the gale increasing. At midnight the foretopmast was carried away and it was discovered that a leak had been sprung. The pumps were manned, but the loose wheat in the hold, shifting, had clogged the pumps, so Captain Thompson decided to return to Astoria for repairs. The vessel was off the mouth of Columbia by daylight, but was not sighted by the pilot boat until midafternoon. A very heavy sea was running. Presently the captain of the General Warren sighted the pilot boat California. The gale had subsided, but the waves were running high on the bar. Captain Block, the pilot aboard the California, prepared to go aboard the General Warren and with much difficulty, on account of the heavy sea, had the small boat which was lashed bottom side up on the deck of the California cleared and bunched. Captain Flavel had taken off his sea boots and was in his slippers. When the pilot boat came within hailing distance of the General Warren Captain Thompson called out that he wanted Captain Flavel to come aboard. Captain Flavel, without waiting to don his boot, jumped into the small boat and went aboard the General Warren. Taking him to one side, Captain Thompson said, 'We have three feet of water in the hold. We won't live till morning unless we get into the Columbia. You will have to take us in.' Captain Flavel shook his head and said, 'It is absolutely out of the question. You will have to ride out the storm. Possibly by morning I can take you in. The bar is breaking clear across. You haven't enough steam to cross the bar before dark.' Captain Thompson said, 'I will fire up with a lot of fat bacon and dry stuff to make steam. You must take us in.' Captain Flavel shook his head and said, 'I know the bar. You can never make it. It is suicide to make the attempt.' Some of the passengers hearing his refusal said, 'If we could get hold of a pilot who was not a coward we could cross the bar.' Captain Flavel flushed and said, 'A heavy ebb tide is running. It is unsafe, but if you insist I will take you in, but I will not be responsible for the consequences.'

"Captain Flavel told his boat's crew to return to the pilot boat and tell the boat to follow them in. They crossed the bar at five o'clock, just as it was getting dark. The pilot boat was unable to follow on account of the breeze dying down. The General Warren was beginning to show distress on account of the water in her hold. She responded to her rudder poorly. She was unable to make headway against the strong ebb tide. Captain Thompson, finding the pumps were unable to cope with the rising water, said to Captain Flavel, 'If we are going to save our passengers we will have to beach her.' In crossing the bar several heavy seas had been shipped so the water in the hold was almost up to the fires. The heavy seas that had swept the deck of the

General Warren in crossing the bar had carried away all her small boats but one. Captain Flavel peered through the blinding snow that had started to fall at dusk to see if he could locate Sand island, but being unable to locate it he steered for Clatsop spit. The moment she struck, the heavy seas began to break her up. Captain Thompson rolled out a barrel of whiskey and told the crew and passengers to help themselves, as it might be their last chance. Captain Flavel said, 'Captain Thompson, we need clear minds if we are going to save the men aboard. Help me roll that barrel of whiskey overboard.' The mate and the captain, with the help of Captain Flavel, rolled the barrel of whiskey over the side. Some of the passengers were trying to light their pipes for a last smoke; others were praying.

"Captain Flavel stood near the bell when Captain Thompson approached him and said, as he pointed to the one remaining boat, 'Pilot, do you think you can make it? Can you get to Astoria and summon help for us?' Captain Flavel shook his head and said, 'No, we can never live through the breakers, but I am willing to make the attempt.' Captain Thompson called the crew together and said, 'The following members of the crew will man the small boat, which will be in charge of Captain Flavel: Edward Beverly, first officer; William Irons, second mate; James Murray and Isaac Sparrow, seamen, and from the passengers, E. L. Finch, Henry Marsh and Matthew and James Nolan.' Captain Flavel saw a muscular young man standing by the rail. His name was J. G. Wall and he was one of the passengers. 'Can you handle an oar?' asked Captain Flavel. The young man nodded and said, 'I'll go if you need me, though I believe it is sure death.' The boat was lowered and to the surprise of all it got away from the ship through the heavy sea safely. As they were leaving Captain Thompson said, 'Pilot, you will come back.' Captain Flavel called back, 'If I live I will return.'

"The heavy seas filled the boat again and again. They only kept afloat by constant bailing. They rowed all night through the blinding snow, keeping off shore when they heard the roar of the breakers. Daylight found them off Scarborough head. They rowed to Astoria, where they found the bark George and Martha in command of Captain Beard. Securing a large whale boat and more men, they started back for the General Warren. They stopped at Kindrets for a quick breakfast and hurried on to rescue the passengers and crew left aboard the General Warren. Where they had left the ship they saw a few bits of wreckage, but nothing more. When the storm subsided forty-five bodies drifted ashore near the mouth of the Necanicum, not far from the present site of Seaside. They were buried on Clatsop beach.

"Many years after the wreck of the General Warren, when General J. G. Wall was notified that his old friend, Captain George Flavel, had died, he came to Astoria to attend his funeral, which occurred in July, 1893. Had it not been for Captain Flavel asking Wall to take an oar on what looked like a sure gamble with death in which death would win the stakes, General Wall would have been lost with the others who went down with the General Warren. General J. G. Wall was a native son of Dublin, having been born there in 1827. From the time he was a boy of fourteen till 1850 he followed the sea. He was a young man of twenty-five when he was chosen by Captain Flavel to live and not to die. He had been visiting friends in Oregon City and was on his way home to Crescent City when he took passage aboard the General Warren, which was loaded with wheat and eight hundred live hogs. General Wall served as agent for Wells Fargo at Crescent City for more than thirty years. For many years he was in command of the Sixth Brigade of California. He built a railroad into the redwood country in northern California and he also owned and operated sawmills and logging camps. He built and operated many well known coasting vessels, among the best known being the J. G. Wall, Ocean Pearl, Mary D. Pomeroy, as well as the steamers Crescent City, Del Norte and others equally well known. From the time of their mutual peril during the wreck of the General Warren till the death of Captain Flavel hardly a year went by that these two friends did not foregather and renew their friendship."

* * *

"Captain George Flavel was a man who could master fate. Other men had equal opportunities, but he made the most of his and bent conditions to his profit. The making of money is no test of good citizenship; very often it is the exact reverse. In spite of the fact that Captain Flavel left an estate valued very conservatively at one million nine hundred thousand dollars, you will always hear him spoken of as a

straight, hard-fighting, hard-working man. I visited Mrs. Flavel recently at her home in Astoria, and she told me of her husband and of his part in the upbuilding of Astoria. It is a rather strange fact that the very men who clamored the loudest about Captain Flavel being like a medieval baron who exacted tribute of everyone who came up the river were the ones who wanted him to resume his service on the bar after he had retired.

"Captain Flavel was born in Norfolk, Virginia. When he was still a very young man he came to the Pacific coast in command of the *Petty*, anchoring in the stream off the little village of Portland, where he disposed of his cargo and sailed for San Francisco. After trying his luck in the mines, he returned to San Francisco and was given command of the *Goliah* and ran between San Francisco and Sacramento. In 1850 he signed on as mate and pilot of the famous old *Goldhunter*. Lot Whitcomb, of Milwaukie, had launched the *Lot Whitcomb* on Christmas day, 1850. She was owned by Lot Whitcomb, Berryman Jennings and S. S. White. J. C. Ainsworth was her captain and Jacob Kamm her engineer. The *Lot Whitcomb* refused to recognize Portland, going by with a derisive toot, so the proprietors of the townsite of Portland bought the *Goldhunter* so that the town of Milwaukie would not outstrip Portland. Stephen Coffin, Lowndsedale and Chapman, with others in Portland, put up the money for the purchase of the *Goldhunter*, which plied between Portland and San Francisco. Later the *Goldhunter* was taken over by the government and renamed the *Active* and used in surveying Shoalwater bay and Gray's harbor. She was also used to land troops on San Juan island when Captain Pickett of the United States army was defying the British to land. Later she was purchased by Ben Hollaway. She was wrecked in a fog on June 5, 1870, on a rock south of Cape Mendocino. The first American steamer to come in over the Columbia bar was the *Caroline*, which came in over the bar in June, 1850, and was followed a few weeks later by the *Goldhunter*. While Captain Flavel was mate and pilot of the *Goldhunter* he was given a branch license by the territory of Oregon, the first pilot's license issued by the territory of Oregon to a Columbia river pilot.

"In 1851 Captain Flavel made several trips on the *Goldhunter* between Portland and San Francisco shortly before she was sold at Tehuantepec and taken off the Portland run.

"When I first saw Captain Flavel he was in command of the *Goliah*," said Mrs. Flavel. "He boarded at our hotel and boarding house here in Astoria. After the *Goldhunter* was sold he bought the schooner *California*, which was lying in the Golden Gate, and brought her to Astoria for use as a pilot boat. He was a good organizer and soon had a monopoly of the bar pilotage. He and Mr. Aiken built a sawmill, but it proved an unprofitable venture, so my husband went down to San Francisco and secured the *Halcyon*, which made him lots of money. He bought an interest in the *Jane A. Falkenberg* and for two years was her captain. The pilot boat *California* was a good money maker. One after another who started in opposition to my husband as bar pilots either sold out to him or abandoned the field, as did Paul Corno with his tug, the *Rabboni*. In 1869 my husband built the tug *Astoria* in acceptance of the offer by the state to give a bonus of thirty thousand dollars to anyone who would maintain and operate a steam tug on the bar for a period of five years.. For the next twenty years after building the *Astoria* my husband did almost all the towing and piloting at the mouth of the Columbia. In 1887 my husband took in A. M. Simpson and to an extent retired from active participation on the water.

"One of the reasons why my husband made a success as a pilot on the Columbia river bar was that he was not only an able navigator, but he was fearless and was willing to put out in any sort of weather to assist vessels in need of help. Let me show you what I mean." Mrs. Flavel left the room, returning in a moment or so with a flat leather case, which she handed me, saying as she did so, "Open it and you will see what I mean." I opened the case and inside was a large gold medal on which was engraved, "Presented by the citizens of Portland to Captain George Flavel for his praiseworthy exertion in rendering assistance to the passengers and crew of the steamship *General Warren*, wrecked at the mouth of the Columbia on the 31st of January, 1852." On the reverse side of the medal was the picture of a whaleboat leaving a sinking vessel, with the words, "If I live I will return."

"My husband, in addition to his tugs and his pilotage business, had a wharf and bought coal from the ships that had brought coal as ballast from Australia and elsewhere. This coal business proved quite profitable. With the profit arising from his

pilotage and towage business he invested in property here in Astoria, which, as the population of Astoria increased, became quite valuable. My husband died on July 3, 1893. Old time friends came from as far as San Francisco to attend his funeral.'"

George Flavel, son of Captain and Mrs. Flavel, died February 18, 1923, leaving a son, Harry M. Flavel, who is now married and has three children, namely: George, who is seventeen years of age, Patricia, fifteen, and Virginia, aged thirteen years. Captain Flavel was one of the organizers of the First National Bank of Astoria in 1886, became its first president and served in that capacity until his death. His grandson, Harry M. Flavel, is now president of this institution. The Captain was a member of the Masonic order, belonging to Temple Lodge, No. 7, at Astoria, and exemplified in his life the noble precepts of that time-honored order. Miss Nellie Flavel, who still resides in the old home in Astoria, is an accomplished musician on both piano and organ, having spent several years in Europe studying music, and is a member of the Organists' Guild of Portland. She inherited from her parents their sterling qualities of character and to marked degree commands the respect and esteem of all who know her.

REV. GEORGE J. CAMPBELL

A well known representative of the Catholic clergy in Portland is Rev. George J. Campbell, rector of the Cathedral of the Immaculate Conception. A native son of Portland, he was here born April 23, 1888, his parents being Daniel and Cecelia Campbell, who came to Oregon from Prince Edward Island, Canada, in 1878. Daniel Campbell, who is now living retired, was for many years successfully engaged in the building and contracting business in Portland. His wife is deceased.

George J. Campbell received his early educational training with the Christian Brothers in his native city and subsequently entered St. Patrick's Seminary at Menlo Park, California, which he attended to the time of graduation. Thereafter he went to Rome, Italy, where he completed his preparation for the priesthood in the North American College and was ordained October 28, 1913. Returning to Portland, he served as assistant priest of the Church of the Magdalen for four years, after which he filled a pastorate at Forest Grove, Oregon, for fourteen months. In 1919 Father Campbell was appointed assistant rector of the Cathedral of the Immaculate Conception in Portland and in 1925 was made its pastor.

DRS. C. F. AND MABEL B. EASTER

Dr. C. F. Easter has built up a gratifying practice in the field of physio-therapy since coming to Portland a decade ago. He was born in Kansas in 1878, his parents being Dr. Jacob P. and Martha (Musgrave) Easter, the former a native of Ohio, in which state they were married. Jacob P. Easter received the degree of M. D. upon the completion of a medical course in 1869. Coming to the Pacific coast country, he located first at Farmington, Washington county, Oregon, and thence in 1884 removed to Coos county, where he engaged successfully in the practice of medicine and surgery. He now resides in Coos Bay, where he is still active in the work of his chosen profession, but his wife passed away in 1914. Their family numbered two sons and two daughters.

C. F. Easter was a lad of four years when in 1884 he came with his parents to Oregon, and in the schools of this state he acquired his early education. Subsequently he attended the Southern Oregon Normal school at Ashland, Oregon, and following his graduation taught school for two years, on the expiration of which period he took up the training course in physical education. In further preparation for professional work he attended the Los Angeles College of Chiropractic and the Los Angeles Eclectic College of Naturopathy-Physical Therapy, graduating in 1918. He had spent several years as a professional associate of his father, who was at that time practicing medicine in Los Angeles, and in 1918 he took up his permanent abode in Portland, where he has since been active in the field of physio-therapy. Since his marriage in 1919 he has been associated in practice with his wife, Dr. Mabel B. Easter.

Their attractive offices at 72 North Twentieth street are completely equipped in all types of lights, electro-therapy and radio-therapy and the extensive practice accorded them is evidence of the efficacy of their methods. Dr. C. F. Easter has kept abreast of the most advanced work of his science and to further augment his knowledge pursued a postgraduate course in the American College of Physical Therapy Chiropractic at Lima, Ohio, from which he was graduated in 1926 and also from the Northwest College of Physical Therapy in 1927.

In 1919, in Portland, Dr. C. F. Easter was married to Dr. Mabel Coplen James, a native of Forest Grove, Oregon, and a daughter of George W. and Sarah (Bowbly) Coplen. Her father died in 1898, and her mother, an Oregon pioneer who was a music instructor in Pacific University for a number of years, now makes her home in Spokane, Washington. The grandfather of Mrs. Easter in the maternal line was one of the early physicians of Washington county, Oregon, where he engaged in practice from 1852 until 1893, or for a period of forty-one years.

Dr. Mabel Easter received splendid training for her chosen life work as a student in the San Francisco College of Chiropractic and in the Pacific Chiropractic College of Portland, from which she was graduated in 1920. Four years later she took a postgraduate course. She is a popular member of the Portland Woman's Club. By a former marriage she has two children, namely: Barrie James, a youth of nineteen, who is a graduate of the Lincoln high school of Portland; and Elizabeth May James, a maiden of sixteen, who is attending the Lincoln high school. Donald Easter, son of Dr. C. F. Easter by a former marriage, is fifteen and a student in the Benson Polytechnic School of Portland.

CHARLES NELSON JOHNSON

Business, agricultural and public affairs occupied the attention of Charles Nelson Johnson, who was an influential citizen of Forest Grove and a worthy representative of one of Oregon's old and honored families. Born in Portland, October 10, 1860, he was a son of Arthur H. and Cordelia (St. Clair) Johnson. The father was born February 7, 1830, in London, England, and attended the public schools of that city until 1843, when he came with his parents to the United States. They settled near Milwaukee, Wisconsin, and there his father engaged in farming for sixteen years. In 1869 he came to Oregon and remained in this state until his demise on April 16, 1894.

His son, Arthur H. Johnson, worked in the father's meat market in London and was a boy of thirteen when the family sailed for America. He aided in the cultivation and improvement of the homestead in Wisconsin until March, 1852, when he yielded to the lure of the west, and started for Oregon in company with four men, who had two teams. After crossing the Missouri river they joined a train of thirty wagons and Arthur H. Johnson drove a yoke of oxen across the plains, thus paying for his board. Finally he reached The Dalles and made his way with difficulty to Portland, walking as far as the Cascades. In Portland he had the good fortune to secure employment, starting at sixty dollars a month, and soon afterward his salary was increased. He saved his money and when he had accumulated sufficient capital opened a meat market in partnership with R. S. Perkins. They were associated for a decade and Mr. Johnson then purchased the business, which he conducted successfully for several years. It was his initiative spirit which led to the organization of the Union Meat Company, which afterward became one of the largest firms of the kind in Portland, and following this achievement he retired from active business. Knowing that Portland was destined to become one of the chief commercial centers of the Pacific northwest, he invested in city realty and as the years passed his income from these holdings steadily increased. On St. Clair street, in the western section of Portland, he platted a forty-acre addition and this has since become one of the attractive residential districts of the city. As an agriculturist he was equally successful and owned a large ranch, which was situated in Washington county and was devoted to general farming as well as the breeding of pedigreed Durham and Hereford cattle. He was a Royal Arch Mason and gave his political allegiance to the republican party. Starting out in life with nothing, he hewed his way through a forest of difficulties and the strength that he manifested in business affairs had its root in an upright, honorable manhood which won for him a secure place in public esteem.

Charles N. Johnson was educated in the public schools of Portland and became



CHARLES N. JOHNSON

an agriculturist, locating near Forest Grove, Oregon, where he engaged in farming for many years, utilizing scientific methods in the cultivation of his land, which he brought to a high state of development. The buildings on the place were large and substantial and his equipment was thoroughly modern. His standards of farming were high and he was also a capable business man, owning a large feed store in Forest Grove.

On September 23, 1885, Mr. Johnson married Miss Annie Bowles, a daughter of Jesse T. and Minerva (Wilson) Bowles and a member of one of the old and prominent families of Oregon. Mr. and Mrs. Johnson became the parents of six children. Bertie, the first born, is Mrs. C. E. Johnson, of Tobias, Oregon, and has a son, Houston. Anne married W. D. McHardie, of Seattle, Washington, and their family numbers two daughters, Barbara and Betty. Nancy is the wife of E. A. Astlett, of Phoenix, Arizona, and the mother of one child, Victoria. Carrie was married to J. D. Rodolf and their home is in Yuba City, California. Alleyn became the wife of Robert Forbes and they reside near Forest Grove. Charles N., Jr., married Helen McEldowney, and they have two children, Joan and Charles N. (III).

Mr. Johnson joined the Holbrook Lodge of Masons and was a noble of Al Kader Temple of the Mystic Shrine at Portland. He held the thirty-second degree in the order and was also connected with the Knights of Pythias. In politics he was a strong republican and became mayor of Forest Grove. His course received high commendation because of his economical oversight of the expenditures of the municipality and the progressive movements which he inaugurated. At one time he was a member of the school board and also held other local offices, serving the community to the extent of his ability. Liberal, broad-minded, honest and sincere, he won and retained the esteem and confidence of all with whom he was associated and his death, on September 28, 1923, was deeply regretted.

DR. F. T. NOTZ

Dr. F. T. Notz is a well known and successful chiropractor of Portland, where he and his wife have been associated in practice during the past seven years. He was born at Colorado Springs, Colorado, in 1877, his parents being Louis and Elizabeth (Hannecamp) Notz, both of whom were natives of Germany. The father, who followed agricultural pursuits throughout his active business career, is still living at the advanced age of seventy-seven years, but the mother passed away in February, 1928. Their family numbered a son and two daughters, namely: F. T., of this review; Mrs. Josephine Proctor, who is a resident of Santa Cruz, California; and Mrs. Anna LeFevor, living in Santa Fe, New Mexico.

Having determined upon a professional career, Dr. F. T. Notz attended the San Francisco Veterinary College during the years 1903-4-5-6 and subsequently prepared himself for another special field of practice as a student in the Pacific Chiropractic College of Portland, from which he was graduated in 1920. He began specializing in electric therapy work, in which he was associated with R. A. Phillips for one year and with Dr. Dean for three years, specializing in colon and rectal diseases. As above stated, he has practiced in partnership with his wife since 1921 and since the 1st of January, 1928, he has specialized in colon and rectal diseases. His high standing among his colleagues and contemporaries is indicated in the fact that he has been chosen vice president of the State Chiropractic Association and was formerly a member of the state examining board.

At Colorado Springs, Colorado, in 1898, Dr. Notz was united in marriage to Miss Essie Henley, a native of Marshall, Missouri, and also a graduate of the Pacific Chiropractic College of Portland, where she completed her professional training in 1921. The Doctor and his wife have two daughters. Viola Margaret, a young woman of twenty-six, is a graduate of the Baker high school and also spent three years in university extension work in Portland. She was with the Ellison & White Chautauqua at the age of seventeen and for three years has studied music in New York. At the present time she is abroad and her studies have taken her to Italy, France, Germany and England. Frances Elizabeth Notz, twenty-one years old, is a graduate of the Girls' Polytechnic School of Portland and the Washington high school as well as of the State Normal School at Bellingham, Washington. She also attended the University of Oregon for one year and is now teaching school.

Dr. Notz is a worthy exemplar of the teachings and purposes of the Masonic fraternity, to which he belongs, and is also a member of the Benevolent and Protective Order of Elks, the Knights of Pythias and the Woodmen of the World. A man of public spirit, marked professional ability, exemplary character and friendly disposition, Dr. Notz has earned a high place in the respect and confidence of the people of Portland.

CAPTAIN JOHN E. HAGGBLOM

Captain John E. Haggbloom, who comes of a race of seafaring men, is well known to navigators of the Columbia river as a master mariner and for fifteen years has been in the service of the United States government, maintaining his home in Astoria. A native of Finland, he was born at Mariechan on Alnd island, February 20, 1866, a son of Mattis and Eureka Haggbloom, lifelong residents of that country. At an early age his father shipped before the mast and remained a seaman until he was thirty-five, when he purchased a farm and engaged in cultivating his land until 1895, when death terminated his labors. His widow long survived him, passing away in 1926, at the advanced age of eighty-four years. They had a family of eight children and six are now living.

Captain Haggbloom received a common school education and remained at home until he reached the age of fourteen, when he responded to the call of the sea, and for six years followed the life of a sailor. During that time he visited many European ports and also made several trips to America. In 1887 he decided to become a landsman and spent a year in Buffalo, New York. Going to Michigan, he secured work in a sawmill and a lumber camp near Metropolitan, and in May, 1888, journeyed westward to Victoria, British Columbia. His adventurous spirit next took him to Reever's Inlet, Alaska, where he earned a livelihood by fishing, and at the end of two months started for California. Being unable to find work in San Francisco, he went to the lumber camps of Mendocino county and was there employed for a year. In August, 1889, he arrived in Vancouver, Washington, and worked for a few months in a rock quarry near the city. His next position was that of fish buyer for Smith & Company and for nineteen years he acted in that capacity, giving to the firm the services of an expert. In 1901 he built the launch Louise and embarked in the fishing and jobbing business in partnership with Charles Larsen, of Astoria, with whom he was associated until 1907. Disposing of his holdings to his partner, Captain Haggbloom then built the Hulda I., a larger vessel of the same type, and operated the boat until 1911. It was in that year he received his license as a master mariner and then constructed the Hulda, operating the boat for several years. In 1913 he was made pilot of the Donald Currie, a government launch, and has since been retained in that responsible position, serving under Dr. Pilkington, government health officer. Captain Haggbloom is conscientious, thorough and efficient in the performance of his duties and carefully inspects all vessels from foreign ports before they are permitted to enter the Columbia river, ordering the fumigation of such ships as require it and keeping them in quarantine until the rules and regulations of the government are complied with.

Captain Haggbloom was married in Portland, Oregon, in 1895, to Miss Eureka Carlson, a native of Finland and a daughter of Andrew Carlson, a farmer, who always remained in that country. There were two children of this union. Hulda, who was graduated from the local high school and completed a course in a business college, lives at home. The son, John William, was born in Astoria, May 2, 1898, and met death by drowning in 1906.

The family home is an attractive residence, erected by Captain Haggbloom in 1915. His fraternal affiliations are with the Woodmen of the World and the Benevolent Protective Order of Elks. He advocates good roads and schools and lends the weight of his support to all worthy civic projects. Honesty is one of his salient characteristics and his word is as good as his bond. Having visited nearly every part of the globe, Captain Haggbloom thoroughly appreciates Astoria's advantages and desirability as a place of residence and is deeply attached to the state and country of his adoption. From an early age he has depended upon his own exertions for a

livelihood and owes his advancement to proven worth and ability. By nature he is modest, sincere and kind-hearted and his many good qualities have won for him a secure place in the esteem of his fellowmen.

J. GUY STROHM, M. D.

Dr. J. Guy Strohm, a veteran of the World war entitled to wear both Belgian and French decorations and numbered among the capable physicians of Portland since 1911, was born in Endicott, Nebraska, in 1885. He is a son of George W. and Augusta (Read) Strohm. The father, a native of Pennsylvania, devoted his life largely to merchandising and on leaving the east removed to Illinois, while his last days were spent in Nebraska, where he died in 1907, his wife passing away the following year.

Dr. Strohm acquired his high school education in Fairbury, Nebraska, and following the removal of the family to the Cornhusker state became a student in the University of Nebraska. He also attended the University of Michigan at Ann Arbor and in preparation for the practice of medicine entered the Rush Medical College of Chicago, from which he received his M. D. degree in 1910. He obtained early practical experience in his chosen calling as an interne in the Cook County Hospital and in the following year came to Portland, where he has remained continuously since 1911. In that year he was elected secretary of the City and County Medical Society. He began practice and was commissioned in the Medical Reserve Corps by President Wilson as a lieutenant in 1916. He was then ordered on active duty, recruiting men of the medical profession for the army, and organized the first volunteer unit in Portland. For two years he was on military duty at Camp Lewis and then went overseas as a lieutenant colonel, as division surgeon in the Ninety-first Division, having the distinction of being the youngest division surgeon in the American Expeditionary Force. In May, 1919, he was honorably discharged and soon after he received a commission as colonel.

Returning to Portland, Dr. Strohm was elected president of the medical society in 1922 and was elected president of the University Club in 1924. For the past ten years he has done a great amount of charity work at the free dispensary and he is constantly extending a helping hand in individual cases where aid is needed. He is now a member of the staff of the County Hospital and in addition has a large private practice, the duties of which he most conscientiously meets. He was decorated for overseas service by a medal from King Albert, also received the French Medal of Honor, the Croix de Guerre and in 1928 was awarded the French Legion of Honor by special act of congress passed May 26, 1928, authorizing different officers to accept these medals.

Dr. Strohm married Miss Florence Michel, who was born in Ohio and educated in Chicago, their marriage, however, being celebrated in Portland in 1912. The Doctor belongs to the Masonic fraternity, to the Phi Kappa Psi, the Nu Sigma Nu and to the Waverly Club. His social qualities make him popular wherever he is known and he enjoys meeting with his many friends but regards his professional duties as his first interest. He has utilized every opportunity for promoting his efficiency in his chosen field, several times taking postgraduate courses in Vienna (he spent September and October, 1928, in postgraduate work in Vienna) and at all times has kept in touch with the current literature of the profession.

MRS. EDNA E. CHRISTOFFERSON

Mrs. Edna E. Christofferson is regarded as one of Portland's expert X-ray operators and has done a vast amount of high-grade work in that exacting science, which is now one of the most important and dependable helps to successful medical practice. She has her own laboratory at 533 Morgan building and has made over one hundred and twenty-five thousand X-ray exposures. A native of Chicago, Illinois, she is a daughter of Martin and Mary (Eggert) Bissner. The family came to Oregon in 1878 and the father is still living here, the mother having passed away in 1928.

Mrs. Christofferson received her educational training in a convent in Vancouver,

Washington, and then became the wife of Silas Christofferson, an aviator, who was accidentally killed at Redwood City, California. In 1912 Mr. Christofferson created a sensation by flying from the roof of the Multnomah Hotel in Portland. He was the first man to fly from San Francisco to Los Angeles and was the first to fly over Mount Whitney, California.

In 1918 Mrs. Christofferson took up the study of X-ray under Professor E. C. Jerman, who is considered the greatest authority on that science. She went to Providence Hospital, in Seattle, Washington, for her first practical training and later had three month's work in Good Samaritan Hospital in Portland under Ralph Walker. She then became associated with Dr. F. E. Diemer, with whom she did X-ray work for seven years. Mrs. Christofferson is a member of the Business and Professional Women's Club, the Aero Club of Oregon and is president of the Oregon Women's Revolver Club, the only organization of its kind in America. She is also a member of the United States Revolver Association and the Portland Revolver Club. She is state agent for Governor Pierce, is associate member of the parole board and special police officer, and she has been awarded the army expert medal and the police qualification expert medal. She is the proud possessor of six international trophies for shooting 22 and 38 caliber pistols and she also has the medal of the Oregon State Revolver Association. Hers is indeed a notable record such as perhaps can be claimed by no other woman of the entire country. In her chosen scientific field she has made continuous progress and belongs to the American Radiological Technicians Association, while for the past seven years she has been successfully conducting a school for the teaching of X-ray technique. She is a woman of strong individuality and gracious personal qualities and is greatly esteemed by all who know her.

CHARLES O. BOYER, M. D.

Dr. Charles O. Boyer, engaged in medical practice in Portland, with offices in the Park building, was born in Iowa in 1873, his parents being Lawrence and Phoebe (Faust) Boyer, both of whom were natives of Pennsylvania, where they were reared and married. They became residents of Washington in 1889 and there the father, who followed the occupation of farming as a life work, passed away in 1920.

Their son, Dr. Charles O. Boyer, accompanied his parents on their removal to Kansas in early life and there obtained his preliminary education. He afterward taught school there and following the establishment of the family home in Washington he pursued a high school course in the Congregational Academy of that state. Later he was a student in the University of Puget Sound, from which he was graduated in 1898. He proved an effective worker in educational circles as principal of the academy at Montesano, where he continued for a year and then resumed connection with the University of Puget Sound, of which he was president for two years. In 1904 he was elected head of the science department of the Willamette University and later was made vice president of that institution, while in 1908 he served as acting president. During his connection with that educational institution he studied medicine and in 1910 successfully passed the state board examination, receiving his medical degree the following year. Dr. Boyer then went to Chicago, where he filled a position as interne, and he likewise did postgraduate work in the Northwestern University and Hospital, the M. D. degree being conferred upon him in 1912. Coming to Portland in the fall of that year, he has since made his home in this city, devoting his attention to general practice, and he is now serving on the staff of Emanuel Hospital. He belongs to the City and County Medical Society, the Oregon State Medical Society and the American Medical Association and through the proceedings of these bodies keeps in close touch with the trend of professional thought and progress.

In 1897 Dr. Boyer wedded Miss Effie E. Johnson, who was born in Iowa. Her father, George Johnson, came across the plains with ox team and wagon from Kansas and settled in western Washington. Dr. and Mrs. Boyer are the parents of a son and four daughters. Fred E., born in 1898, joined the army during the World war and was stationed at Camp Taylor, where he died of influenza October 11, 1918. Vera, now Mrs. Waldo Stenz, of Olympia, Washington, born in 1900, is a graduate of the University of Washington. Margaret, born in 1902 and also a graduate of the University of Washington, is now a teacher at the Benson Polytechnic School. Edith,

born in 1905, attended the University of Washington. Lela, born in 1907, is a student in the University of Oregon.

Dr. Boyer belongs to the Masonic lodge of Salem and to the Scottish Rite bodies of Portland and in his life exemplifies the beneficent spirit of the craft. During much of his active career his attention has been devoted to educational work and he greatly furthered the standards of the state through his efficient methods and the utilization of high ideals. He is now making steady progress in the medical field and his ability is attested by many who have benefited by his services.

A. W. NORBLAD

Fred Lockley, after an interview with Mr. Norblad, printed in the Portland Daily Journal:

"There is an unwritten rule laid down by highbrow writers that you should never start a story with the perpendicular pronoun. But rules were made to be broken, so I am going to start this story with the statement that—

"I was sitting in a big leather-covered easy chair in the lobby of the recently opened Hotel North Bend, at North Bend, Oregon. A tall, slender, dark haired chap dropped into the next chair. I gave him a casual glance and discovered that he was Al Norblad, of Astoria. Reaching into my pocket, I pulled out some copy paper and said, 'I was wondering where I would get a story, and here it is. You are it; and, by the way, how does it come, since you are a Swede, that you have black hair?'

"Mr. Norblad smiled and said, 'That's what we lawyers call a leading question. However, I am willing to tell you the truth, the whole truth and nothing but the truth, so here goes. To do so I shall have to start my story with the coming of Bernadotte, one of Napoleon's marshals, to Sweden. He was a typical Norman. He became Charles XIV of Sweden. His army of French soldiers—dark haired, dark eyed and vivacious—intermarried with the blue eyed, flaxen haired Swedish girls, and to this day the district where the French soldiers were quartered is reminiscent of Normandy and Picardy, through the presence of a large sprinkling of dark eyed and black haired Swedes, who take their language from their mother and their physical attributes from the dark haired soldiers of Napoleon.

"'On my father's side of the house all the men folks were in the army. My father's name was Youngberg. He enlisted in the same regiment and was assigned to the same company that his father was serving. In the Swedish army if two men of the same name join a company the younger of the two must take a new name, to prevent confusion; so my father took the first name that occurred to him, which was Nordblad, which means "north leaf." My mother's people as far back as we can trace were well-to-do farmers in the province of Scania. Before my mother's marriage she was the manager of the largest dairy farm in Sweden. Mother is still living. She lives at Portland and for thirty years she has sat in an invalid chair. Under the old Swedish law the oldest son was required to take his father's first name. For example, suppose your father's name was Eric Anderson and you were the first son. Suppose you were christened Lars. Then your name would be Lars Ericson, in place of Lars Anderson, although all your brothers would retain the family name of Anderson. Suppose you named your eldest son Peter. His name would be Peter Larson in place of Ericson. I was named Albin W. Norblad, but we left Sweden when I was a little chap, so we did not follow the Swedish custom, and I retained the name of my father.

"I was born at Malmo, Sweden. We settled at Grand Rapids, Michigan, where father followed his trade of brickmason. He had served twenty-five years in the Swedish army and did not take kindly to manual labor, so I began hustling to help earn the living. I was twelve years old when I struck out for myself. I sold papers in Chicago, peddled hot dogs at county fairs, played the clarinet in a circus, and drifted back and forth across the country until I found myself near my old home in Grand Rapids; so I stopped there and went to business college. I landed a job with a Grand Rapids furniture company and traveled through the country districts selling seats for country schools and pews for country churches. Later I worked for a plow company at Dixon, Illinois, and attended night school. I stayed with my night school until I had secured sufficient credits to allow me to enter the Chicago Law School. I worked my way through, graduated, and then passed the bar examination in 1902. During my law

course I put in several years as police reporter for the Chicago American, and I want to say that four years as a reporter is as good as a college course, for you learn life first hand. I went to northern Michigan, hung out my shingle, and was soon appointed district attorney.

"I was married in 1906 to Miss Edna Cates at Escanaba, Michigan. In 1908 I came out to Oregon on legal business. I ran across an old-time friend, who invited me to visit him at Astoria. I did so, and while there I decided that Astoria was the place I had been looking for, so I went back to Michigan and packed up our household goods and shipped them to Astoria. Our first child, Walter, was six months old at the time. We have two children, Walter, fourteen, and Eleanor, eight years old. I certainly made no mistake in coming to Oregon.

"I put in six years as city attorney of Astoria. I served as president of the Chamber of Commerce. The people of Astoria sent me back to Washington to appear before the rivers and harbors committees of Congress, and we secured a two million dollar appropriation for the construction of the north jetty. I did the legal work that converted Astoria from a city on stilts to a city on the level; for we made extensive fills and filled the tide lands. With others, I helped put over the Port of Astoria bill that has meant so much to our city.

"One of the things I am proud of was securing from the grandson of John Jacob Astor, the founder of Astoria, a check for ten thousand dollars to start the fund for the Astoria Centennial exposition. He went down on the "Titanic" shortly thereafter. The people of my county have elected me to the legislature twice. Sometimes they meet their representatives at the gates of the city with a halter, but my constituents raised about one thousand dollars and presented me a solid silver service for protecting the rights of the fisherman against the interests that were trying to control the fishing industry. Yes, I like Astoria. And one thing is sure—a man never gets anything or anywhere without working for it, and I have worked hard all my life."

Of Mr. Norblad's children, Albin Walter, Jr., who was born in Michigan, attended New Mexico Military Academy, at Rosewell, New Mexico, during his freshman, sophomore and junior years, and graduated from the Astoria high school in 1926, winning a cup in oratory. He spent 1927 and 1928 at the University of Oregon, and in the latter year was elected junior member of the student council by the largest vote in the history of the university. In that same year he was one of the winners of the Jewett prize in oratory and was also elected national president of Intercollegiate Knights. As an unusual coincidence, it may be stated that Mr. Norblad was the first father in the history of Astoria to sign his own son's graduation diploma from Astoria high school, which occurred in 1926. Eleanor Lyle Norblad, who was born in Astoria April 29, 1914, is attending the junior high school in Astoria and is president of the Astoria Girl Reserves.

Mr. Norblad will be president of the Oregon state senate during the session of 1929. He is a member of Temple Lodge, No. 7, A. F. & A. M.; Astoria Chapter, R. A. M.; Astoria Commandery, K. T.; and Oregon Consistory, No. 1, A. A. S. R. and Al Kader Temple, A. A. O. N. M. S., at Portland. Of Astoria Lodge, B. P. O. E., he was exalted ruler in 1912; and of Astoria Lodge, K. P., was chancellor commander in 1921. He and his wife are members of the Presbyterian church. Mrs. Norblad is a member of Fern Chapter, O. E. S.

HERMAN ENKE

Herman Enke, of Portland, has given a practical demonstration of what may be accomplished, even in the face of discouraging conditions, through the exercise of the qualities of persistent industry, sound common sense and worthy principles and, as owner of Enke's City Dye Works, he is now enjoying well merited prosperity. Mr. Enke was born in Thuringen, Germany, August 20, 1862, and was there reared, receiving a good education in the public schools. He learned the dyeing trade, being apprenticed at the age of twelve years to serve four years without pay. He learned the business in every detail and was employed in different plants in his home country for about eight years. In 1888 he came to the United States, locating in Portland, Oregon, where he was employed in a small dye shop for two years. Not being acquainted with the English language, he attended evening school, putting in eighteen hours a day at work and study. He first entered the



HERMAN ENKE

employ of the Portland Dye Works, but as that concern could give him only three days work a week, he put in the other three days as gardener for the late W. S. Ladd, working twelve hours a day for \$2. On the 22d of May, 1890, he started in business for himself at 65 Sixth street. He hired Chinamen to handsaw wood, which Mr. Enke would carry into his place, which he called the City Dye Works. However, his determined efforts bore fruit and in the course of time his business grew to a volume that demanded larger quarters and he moved several times. In 1905 he bought his present location, comprising a lot one hundred by one hundred feet, on which he built a good plant, and also installed a water supply. This building served until 1927, when it was destroyed by fire, after which Mr. Enke erected his present fine, fireproof building, two stories in height and sixty by one hundred and twenty-five feet. His entire plant now occupies a space of one hundred by two hundred feet, and all of his machinery and equipment is of the most modern type. He does all kinds of dyeing, redyeing, cleaning and renovating, and his work has been of a quality that has gained for him the continued patronage of the representative families of the city. During his early years here he built much of his own machinery, in the course of which he developed some excellent original ideas. The firm makes a practice every year of cleaning children's clothes free of charge between Christmas and New Year's, and in 1927 cleaned about fifteen hundred suits under that offer. He has his own steam plant, while the machinery is electrically driven, with individuals motors. He inaugurated the first auto delivery in Portland and now has about twenty trucks employed in collecting and delivering. The business was incorporated under its present name in 1921 and is regarded as one of the leading concerns in its line in Portland. It employs one hundred people, with a payroll of twenty-five hundred dollars a week. The company handles over a million separate pieces a year, and uses about one hundred and twenty-five thousand clothes hangers a year, besides a half million safety pins. So well systematized is the handling of this enormous business that of the million pieces handled a year, the average loss will not run over ten pieces for the year. Mr. Enke trains all of his own help and has a competent and loyal force, to whose cooperation his success is largely due.

By his first marriage Mr. Enke became the father of four children: Alma, is the wife of Dr. George Hoffman, and they have three children, March, George and Donald; Belinda, who is the wife of D. Murray, is a graduate of Leland Stanford University and is a teacher in the Franklin high school; William H., is superintendent of his father's plant. Irene is at home. For his second wife Mr. Enke chose Miss Sadie Wintermantle, who was born in Portland and whose father, William Wintermantle, came to Oregon prior to the Civil war, and enlisted and served in that conflict. Mr. and Mrs. Enke are the parents of three children, namely: Wilma, who is a student in the University of Oregon, June, who is attending high school, and Doris. Mr. Enke has been a member of the Independent Order of Odd Fellows for over twenty-eight years, is a charter member of Multnomah Camp, No. 77, W. O. W., and belongs to the Portland Social Turnverein, the Sons of Herman, the Chamber of Commerce, The Kiwanis Club, of which he is a charter member, the Advertising Club, the Press Club, of which he is a life member, the East Side Commercial Club and the Progressive Business Men's Club. He is a director of the National Association of Cleaners and Dyers of the United States and Canada, of which he was one of the organizers, while during the late war he served as treasurer of the National Defense League, his plant being used as a conservation depot. Mr. Enke is widely known as an expert in everything pertaining to his line of business and not less than half of the owners of cleaning and dyeing establishments in this state served their apprenticeship under him. He is a man of strong character and pleasing personality, is well liked by all who come in contact with him and commands the uniform confidence and respect of the community.

CHARLES T. PREHN, JR., D. M. D.

Dr. Charles T. Prehn, a well known representative of the dental fraternity in Portland, having won his D. M. D. degree in 1915, was born in 1889, in the city which is still his home, his parents being Charles T. and Anna (Cunningham) Prehn. The father, a native of Nova Scotia, came to Portland in 1878 and here engaged in the

practice of dentistry as his life work, his death occurring September 24, 1927. His wife, who was born in Albany, New York, came to Oregon in the '70s, was educated in St. Mary's Academy and in Portland became the wife of Dr. Charles T. Prehn, Sr. Their family numbered two sons, Charles T., Jr., and Clarence H.

The early educational opportunities of Dr. Prehn of this review were those accorded by the public school system of his native city. His advanced training was received in the University of California, which he attended in 1909 and 1910 and again entered in 1912, being graduated with the Bachelor of Arts degree in 1915. He entered upon the general practice of dentistry on the 13th of July, 1915, and has therefore for more than thirteen years been an active follower of the profession in Portland. He possesses the mechanical skill and ingenuity which must ever form the basis of success in this field and he has, too, a comprehensive knowledge of the great scientific principles which underlie his work, keeping at all times in touch with the trend of modern professional thought and methods. He belongs to the Portland Dental Society and enjoys the respect and good will of his brethren of the dental fraternity.

In 1917, in Portland, was celebrated the marriage of Dr. Prehn and Miss Lucile Clay, who was born in Louisiana and on coming to the northwest settled first in Seattle, whence she removed to Portland. They are now parents of three children: Patty L., Barbara and Charles T. Jr., aged respectively nine, five and three years. The Doctor is a member of the Chi Psi fraternity and belongs to the Benevolent and Protective Order of Elks. A lifelong resident of Portland, he is well known here and the sterling traits of his character have gained him many friends, while his professional ability has steadily advanced.

HOBART A. BROWN

Hobart A. Brown, proprietor of Brown's Hydropathic Institute of Portland, has been active in the conduct of an institution of great value to the city and his business is now one of substantial proportions. A native of Ohio, Mr. Brown was born in the city of Toledo in 1876, his parents being James W. F. and Maria (Aldrich) Brown. The father was born in New Hampshire and the parents were married in Monroe, Michigan. They came to Oregon in 1888 and both have now passed away, the death of the mother occurring in 1923. In the family were three sons and a daughter, of whom one son and the daughter are now deceased.

Hobart A. Brown was a youth of twelve years when the family home was established in Portland, where he continued his education as a public school pupil. In 1914 he joined forces with the Lovranich Hydropathic Institute, where for five years he had the rare opportunity of learning the European methods of the "water cure" and allied healing treatments under the personal direction of Professor Lovranich, who had come to Portland direct from Vienna, Austria. Since 1919 he has been alone in the business. The institute largely handles rheumatic cases and the baths are similar in purpose and results to those of Hot Springs. Not only have they proven valuable as curative measures but have also been most effective in weight reduction. The institute is now liberally patronized and its success is due to the efficient methods and capable management of Mr. Brown.

In 1925 was celebrated the marriage of Hobart A. Brown and Miss Louise Storey, who was born in La Crosse, Wisconsin. Having spent much of his life here, he is well known in this city and has gained the good will and confidence of many with whom he has come in contact.

WILLIAM L. FULLER

William L. Fuller, conducting a successful dental laboratory in Portland, in which connection he has built up a business of gratifying proportions, was born in Elroy, Wisconsin, in 1900. His father, Alfred Fuller, was a native of Necedah, Wisconsin, and through much of his life was a railroad man. He married Anna Onsager, also a native of that state, who passed away in 1909, while the father survived until 1928.

No event of special importance occurred to vary the routine of life for William L. Fuller in his youthful days. He dates his residence in Portland from 1914 and in young manhood he turned his attention to dental laboratory work, in which he has acquired an efficiency that ranks him high in his chosen calling. He is member of the Dental Laboratory Association of Oregon and the Pacific Coast Dental Laboratory Association. He established business on his own account as a prosthetic technician in 1919 and in 1920 became associated with Dr. Wright. In 1926 he began operating independently, maintaining a laboratory in the Selling building, where he does all the work himself except porcelain jackets and porcelain inlays. He has become very proficient in this field, fully meeting the requirements of an exacting profession, and has the patronage of some of the leading dentists of the city.

Dr. Fuller's wife is one of Portland's native daughters—Irene O. Inman, who was born and educated here and is a granddaughter of Isaac Hill, a well known pioneer who came across the plains when the work of civilization had scarcely been begun in the northwest.

Fraternally Dr. Fuller is a member of Alberta Lodge No. 172, F. & A. M., loyal to the teachings and purposes of the craft, and is recognized as a man of sterling worth whose life has been actuated by excellent ideals and who in all relations has measured up to the full standards of manhood and citizenship.

HENRY M. LAMBERT

Endowed with vision, courage and energy, as well as the ability to create, Henry M. Lambert made notable contribution to the world's work, becoming widely known as an inventor and manufacturer, and Portland benefited materially by his activities, which were not confined to business affairs. His public spirit was manifest both by word and deed and his achievements brought additional luster to a name that has long stood for the highest traditions in Oregon's citizenship.

A native of Portland, Mr. Lambert was born February 8, 1858. His father, Joseph Hamilton Lambert, who was a member of one of the old families of Indiana, was born December 1, 1825, in Vigo, that state, and when a boy of seven lost his mother. After his father remarried Joseph H. Lambert left home, spending two years with a married sister, and later lived with other relatives. At the age of twenty he started out in life for himself and made the trip to Iowa on horseback. During the summer of 1845 he worked on a farm near Des Moines and in the winter attended school at Agency City. Afterward he was part owner of a portable sawmill in operation at Dahlonga, Iowa, and in the spring of 1850 joined an overland train bound for Oregon. He spent the winter in Salem and in the spring of 1851 went to Yreka, California. In June of that year he returned to Oregon and engaged in cutting sawlogs in the Willamette valley. He next joined a surveying expedition which ran the meridian line from Portland to Puget Sound and laid out a few tiers of townships which included Salem. Subsequently he gained a knowledge of horticultural pursuits while working in a nursery and was thus employed until November, 1854, when he married Miss Imogene Miller, the oldest daughter of Mr. and Mrs. Henry Miller, of Milwaukie, Oregon.

Mr. Lambert took his bride to Powell's valley and filed on a donation claim of three hundred and twenty acres where the Waverly Country Club is now located, in September, 1859. There they resided until Mr. Lambert and his father-in-law purchased a half interest in the orchard of Meek & Luelling. The business was conducted on a partnership basis until 1870, when Mr. Lambert became the owner of this notable orchard, which produced the first cultivated fruit west of the Rocky mountains. Not content with his success in growing exceptionally fine apples, he decided to experiment along another line and produced the famous Lambert cherry, thereby rendering a service of great value to this district and to the state. In commenting upon this achievement a contemporary biographer said: "Having gathered up a handful of seedlings from where they had sprung up about some of the trees, Mr. Lambert transplanted them into a little nursery and, when large enough, he grafted them with old and time-tried standard varieties. The graft died but the seedlings flourished and bore fruit. The new variety, because of its immense size, its rich flavor, fine quality and small pit, became popular at once and the cultivation of this new and distinctly Oregon variety

has been expanded until the propagation has been introduced into every cherry-growing section of the country." Throughout the northwest Mr. Lambert was recognized as an authority on the subject of fruit growing and the industry which he started has become one of the chief sources of the wealth of his state. He continued his activities as a horticulturist until 1890 and in September of that year aided in organizing the Citizens Bank of Portland, of which he was elected president, filling that office until his death. In 1858 he became one of the county commissioners of Multnomah county and in 1864 was chosen to represent Clackamas county in the same capacity. His demise occurred in 1909 and his wife passed away early in the '90s. In their family were eight children: Albert W., Henry M., Nellie and Grace Lambert, Mrs. E. L. White, Mrs. A. B. Graham, Mrs. A. L. Wood and Mrs. Donald G. Woodward.

Henry M. Lambert completed his high school studies in Portland and his creative instinct was manifest early in life. His talents were diversified and he demonstrated his ability as an architect and a builder of bridges and boats. At one time he was engaged in the lumber business and operated a large planing mill. He traveled throughout the United States and Mexico and was identified with various lines of activity in Alaska, carrying forward to a successful issue everything that he undertook. He organized the Lambert Tire & Rubber Company, of which he became president, and conducted the business in Portland until he transferred his manufacturing operations to Akron, Ohio. On February 8, 1918, at Hotel Benson, a complimentary dinner was tendered Mr. Lambert at the regular meeting of the Portland realty board as an appreciation of the honor which he reflected upon his state through having had presented to him by the Panama Pacific International Exposition at San Francisco a special medal and diploma awarded only to inventors of unusual note. The presentation speech was made by Hon. James Withycombe, at that time governor of Oregon. Each guest at the dinner received a booklet containing the menu and the following tribute to Mr. Lambert's worth:

"Nearly ten years ago there was conceived in the mind of a Portland man, Henry M. Lambert, an epochal idea which should revolutionize the entire automobile tire construction. The first crude models of his principles were laboriously prepared. Tests indicated weaknesses. Revisions were made—still other weaknesses. Months, and even years of constant experiment followed. Satisfactory results were developed, but counteracted by difficulties which it seemed impossible to overcome. An ordinary man would have been overwhelmed with despair. Groping through the darkness of unexplored and undeveloped principles, Mr. Lambert in his experiments held steadily in mind the original idea as it first came to him, and one by one the most discouraging obstacles were overcome.

"The first models were turned out personally by Mr. Lambert's hands. Later on others became interested with him in his work, providing assistance in the mechanical work, and under the supervision of Mr. Lambert more rapid developments began to appear. As each new type was produced and tested, improvements in construction, design and principles suggested themselves to Mr. Lambert, and each improvement has worked out and developed in turn.

"The first real plant in Portland was located in a small store building on East Union avenue, just north of Morrison street. On August 1, 1916, developments had reached such a stage that the factory building constructed by the Coin Machine Company on the quarter-block at the corner of East Hoyt street and Grand avenue was leased for a term of years, and it is in this location that the public has seen the perfected tire constructed and shipped to practically every part of the United States, to Canada and to Mexico—all over the world.

"Portland is proud to have been the birthplace of a man who is one of the great inventive geniuses of the age. The medal and diploma today presented to Mr. Lambert clearly indicate the high regard in which the committee at the San Francisco Fair held the accomplishments of this Oregon inventor. To have been the one man in the state of Oregon selected by the fair for this distinction, and to be one of the very few men in the entire west to receive such recognition, is a living testimony of his wonderful abilities."

Mr. Lambert tendered his resignation as president of the Lambert Tire & Rubber Company in 1926, but retained a large interest in the firm, and returned to Portland. He also perfected a stretchless belt, the product of his fertile brain.

On July 24, 1924, Mr. Lambert married Helen Harrington-Simmons, a daughter of Colonel Stephen R. and Margarita Boyle (France) Harrington. Mrs. Lambert's father served in the Union army with the rank of colonel and her maternal great-

grandfather, Thomas Boyle, was a commodore in the English navy. By her first marriage Mrs. Lambert became the mother of a daughter, Helen Simmons, who was adopted by Mr. Lambert after their marriage. While on a business trip to Akron he was stricken with heart disease and expired February 4, 1928, at his club. In addition to his widow and adopted daughter, who reside on Sherwood avenue in Portland, he is survived by his brother, who lives in Portland; and three sisters, Mrs. Graham and Mrs. Woodward, of this city; and Mrs. Wood, whose home is in Oracle, Arizona. Mr. Lambert advocated the protection of water rights and lent the weight of his support to all movements destined to prove of real and practical good. He indorsed Esperanto, believing that a universal language would tend to promote amicable relations between all nations. His interest was in the common people and his thought was the public welfare, human happiness and a better world for all. His heart and hand reached out in generous sympathy to those in need and he was greatly beloved. Mr. Lambert judged men not by their possessions but by their character and lived a life in which true nobility of spirit found daily expression. He left us a most admirable example for he was strong and brave, sympathetic, wise, just and merciful.

ARTHUR VAN DUSEN, M. D.

Among the real pioneers of Oregon,—those of the '40s, who blazed the trail for the great influx of the early '50s,—were numbered the Van Dusen family, a present worthy representative of whom is Dr. Arthur Van Dusen, of Astoria. Three generations of this family have played well their part in the great drama of civilization and have contributed to the marvelous development that has characterized the Pacific northwest, and none have merited public regard to a greater degree than has Dr. Van Dusen, who is regarded as one of the leading physicians and surgeons of the Columbia River valley.

The Doctor was born in Astoria, Oregon, December 7, 1886, and is a son of Brenham and Fannie L. (Dickinson) Van Dusen, the former born in Astoria and the latter in Richmond, Virginia. The Doctor's paternal grandfather, Adam Van Dusen, whose dutch ancestors settled in New York in the days of Heinrich Hudson, was born in Oneida county, that state, June 3, 1823. On November 26, 1845, he married Miss Caroline E. Childs, who died July 22, 1910. In 1847 they crossed the plains, with ox teams and covered wagons, and settled at Oregon City, Oregon. Later he moved to the Astoria trading post, where, long before there was a town worthy of the name, he established a store, which he conducted for many years, becoming one of the best known men of that period in this locality. He was a prominent member of the Masonic order, filled the office of deputy grand master of the grand lodge of Oregon in 1872, and would have been grand master had he not declined the honor. His death occurred June 24, 1884. His son, Brenham Van Dusen, was born in Astoria, April 16, 1856, and was here reared and educated, after which he engaged in the insurance and brokerage business, which lines of effort he followed until his death, which occurred at Astoria, October 20, 1926. On December 8, 1884, he was united in marriage to Miss Fannie Lewis Dickinson, who was born in Charlotte county, Virginia, and is still living in Astoria. She is a daughter of John Pendleton and Sally Taylor (Woodfolk) Dickinson, both of whom were natives of Virginia, where the mother was born April 24, 1824, and both died at Astoria, the father on June 5, 1895, and the mother on May 30, 1889. Mr. and Mrs. Van Dusen had two sons, Arthur, of this review, and Lloyd, who was born April 28, 1891. Brenham Van Dusen was, like his father, a leading figure in the Masonic circles of Oregon, having passed through every chair of both subordinate and grand lodges and serving as grand master of Oregon in 1891. In 1909, in testimony of their appreciation of his eminent services in Freemasonry, the members of Temple Lodge, No. 7, at Astoria, of which he was a member, presented him with a beautiful diamond-studded jewel. He was also a member of Fern Chapter, O. E. S., at Astoria, and was the only thirty-third-degree Mason in Clatsop county.

Arthur Van Dusen received his elementary education in the public schools of Astoria, graduating from high school, after which he entered the University of Oregon, from which he was graduated in 1910. He then matriculated in the Northwestern Medical College, Chicago, was graduated with the degree of Doctor of Medicine in 1914, served for eighteen months as interne and house surgeon at Mercy

Hospital, Chicago, and then returned to Astoria, where he entered upon the practice of his profession, in which he gained prompt recognition. In 1917, when the United States became involved in the World war, Dr. Van Dusen closed his office and enlisted in the medical corps of the navy. He was attached to the battleship "Idaho" and was placed in charge of surgery at the Puget Sound navy yard, where he served for twenty-two months. On being honorably discharged, he returned to his professional work at Astoria, in which he was rewarded with abundant success. In 1925 he went east and took postgraduate work in medicine and surgery in New York, Philadelphia and Chicago. He has given abundant evidence of his skill and ability and commands an extensive practice in this section of the valley. He is a member of the Clatsop County Medical Society, the Oregon State Medical Society, the American Medical Association, and is a Fellow of the American College of Surgeons, being at the time of his election the youngest person ever to be so honored.

In June, 1927, Dr. Van Dusen was united in marriage to Miss Darle Burton, who was born in Louisville, Kentucky, and is a daughter of David and Mary Eldira (Phillips) Burton. Her father is deceased and her mother is now living at Bend, Oregon. Dr. Van Dusen, like his father and grandfather, has taken a great interest in Freemasonry, being a member of Temple Lodge, No. 7, at Astoria, Oregon Consistory, A. A. S. R., at Portland, and Al Kader Temple, A. A. O. N. M. S., at Portland. He also belongs to Astoria Lodge, B. P. O. E., the Rotary Club, the Astoria Golf and Country Club, the American Legion, the Forty and Eight, and the University Club of Portland. He is a member of the Sigma Nu fraternity of the University of Oregon and the Nu Sigma Nu medical fraternity. In addition to his noteworthy professional success, the Doctor is a leading figure in the civic affairs of Astoria, giving his earnest support to everything concerning the welfare of the community with which his family has been closely identified continuously since trading post days. Personally Dr. Van Dusen is cordial and friendly, possesses the ability to inspire the confidence of his patients, and is genuinely sympathetic with the sick and suffering, because of which he is devoted heart and soul to the noble work to which he is giving his life.

HENRY E. COLLIER

Henry E. Collier is one of the best known lawyers of Portland and, as a member of the law firm of Collier, Collier & Bernard, has been connected as counsel with much important litigation in the courts of this section of the state. He was born in Barren county, Kentucky, on the 26th of June, 1872, and is a son of P. P. and Sarah A. (Sullinger) Collier. In 1876 the family went to Audrain county, Missouri, where the father was engaged in farming until 1901, when he came to Oregon. He located first at Pendleton, where he lived until 1908 and then came to Portland, residing here until his death, which occurred in 1909. He was survived a number of years by his widow, who passed away May 27, 1925.

Henry E. Collier was raised on a farm, near Rush Hill, Audrain county, Missouri, received his education in the public schools and then read law in the office of Edmundson & Cullen, at Mexico, Missouri. He was admitted to the bar February 1, 1898, and during the ensuing year practiced his profession in that state. Not having the advantages of today Mr. Collier as a boy was bound to obtain a good education and was willing to do anything he could to get one. While in Audrain county, Missouri, he was forced to do odd jobs and in fact worked his way through the University Academy at Columbia, Missouri. He also studied for two years at College Mound in Macon county, Missouri. When he landed in Pendleton, Oregon in 1901 he had but little money and his law library was very limited. It was no small task to get established again and build up a clientele, but he soon made friends and as time went on people began to seek his services. In 1902-03 he served as deputy district attorney of Umatilla county, Oregon. In June, 1908, he moved to Portland, where he practiced his profession alone until 1909, during this time serving as city attorney at St. Johns, Oregon. Later in the same year he formed a partnership with his brother John A. Collier, a lawyer with offices in the Lumberman's building. In 1910 he moved to the Spaulding building, with offices on the twelfth floor. In January, 1913, the brother was appointed deputy district attorney under Walter Evans, and Henry E. Collier practiced alone until the fall of 1918, when they again formed a partnership



HENRY E. COLLIER

and in 1923 took in Earl F. Bernard. Then the firm was known as Collier, Collier & Bernard. This firm has at all times taken a great interest in assisting young law school graduates in every way possible and a recommendation by this firm is of great value to any young man who is fortunate enough to secure one. Mr. Collier started in life without means, and today ranks high among the leading attorneys of the Pacific northwest. He is the peer of any of his colleagues in acuteness of intellect, in powers of discriminating analysis and in lucidity of expression, and has proven strong and resourceful as a trial lawyer and sound and dependable as an office counselor.

In 1921 Mr. Collier was united in marriage to Miss Maude Watts, of Portland, who was born in Columbia county, Oregon. She is a daughter of John R. and Elizabeth M. Watts, both of whom came to Oregon with their respective parents in 1852, the families taking up donation claims where the town of Scappoose now stands.

Mr. Collier is a strong republican in his political views and has shown a deep and constant interest in all matters affecting the welfare or progress of his community. He served as deputy district attorney of Umatilla county in 1902-03. He is a member of the Benevolent Protective Order of Elks and is an active member of Multnomah County Bar Association, the Oregon State Bar Association and the American Bar Association. No member of the bar stands higher in public regard, for he is a capable attorney, a courteous gentleman and an exemplary citizen.

ADOLPHE WOLFE

Among Portland's residents whose lives have conferred honor and dignity upon the city and whose personal characteristics have established them high in the regard and esteem of their fellowmen Adolphe Wolfe is numbered. To few is extended the cordial friendship and kindly good will that is accorded him, and because of his long connection with the commercial interests of the city his name is inseparably interwoven with Portland's annals.

Mr. Wolfe was born in Hohengollern, Hechingen, Germany, May 5, 1848, a son of Gaetz and Sarah (Lipman) Wolfe. His parents, realizing the importance of thorough educational training, gave him the benefit of excellent instruction and after attending the Kaiserliche Realschule he continued his studies in a commercial school. About that time events occurred that drew his attention to the new world. His uncle, the late Solomon Lipman, founder of the firm of Lipman Wolfe & Company of Portland, visited Europe and, returning to America, was joined by Adolphe Wolfe, who arrived in San Francisco after a thirty days' sea voyage from New York, making the trip in that manner as there was no railway connection then between the Atlantic and Pacific. Since 1863 Mr. Wolfe has been continuously connected with the Pacific coast country. From San Francisco he went to Sacramento, then a great distributing point for the various mining districts in northern California. In the capital city the first store of the Lipman Wolfe Company was established seventy-eight years ago. Even at that early day Mr. Lipman visioned the time when he might open other stores in other cities and he worked to that end. The firm became interested in a large San Francisco store and also established a branch store in Napa, California. At the time of the great mining excitement, when the discovery of the Comstock lode was drawing great numbers of people to Virginia City, Nevada, Mr. Lipman visited that district, recognized its trade possibilities and telegraphed for his nephew, Mr. Wolfe, to start for the new mining camp. Thus came into existence another branch store of the firm, of which he was placed in control although then but nineteen years of age. It was a typical mining district, but there are many who have felt that mining camps were composed only of a lawless element. While such was true to a degree, there were also people of the highest type—men and women of liberal culture and of broad capabilities. The leading newspaper of Virginia City, called the Daily Enterprise, had as its editors and personnel such men as Mark Twain, San De Quilla, Lou Goodwin and Joe Goodman, who was the owner of the paper, and with all of these Mr. Wolfe had a close acquaintance, meeting them almost daily, as the newspaper office was situated just across the street from his store. Among the residents of Virginia City at that time were also Senator Jones, Senator Sharron and Senator Fair, and in the town were some of the eminent mining engineers not only of the east but of

foreign lands as well. Another outstanding figure was the multimillionaire, John Mackey, whom Mr. Wolfe described as "one of the best of men, to whom no one ever appealed in vain, who in a quiet way did more good, was more helpful and generous than any man I ever had the privilege of knowing and I knew him intimately, met him nearly every day but never importuned him to give me any tip, for strange to say, I was about the only citizen who never speculated or owned a share of mining stock." A warm friendship sprang up between Mr. Mackey and Mr. Wolfe and on the former's visit to Portland, as the Lipman Wolfe store was closed all day, it being a holiday, he delayed his departure until evening in order to spend an hour with Mr. Wolfe. Association with such people naturally had much to do in influencing the course and the ideals of the young merchant in this mining town, and all the time he was gaining knowledge of business conditions in America and of the opportunities here offered.

In 1876 Mr. Wolfe returned on a visit to his native land but after a year again took up his abode in Virginia City. Here he gave demonstration of the keen business insight which has always characterized him. He felt intuitively that the future would bring a noticeable change in business conditions here and deemed it wise that his firm should withdraw from the field. Accordingly he went to California that he might discuss the situation with his uncle, Mr. Lipman, and their business associates. His uncle did not agree with him, feeling that his opinion was premature, and so Mr. Wolfe determined to return and give the matter further consideration. About a month later, however, Mr. Lipman, who must have been impressed by the arguments of Mr. Wolfe, sent for him to meet him in general conference in Sacramento. On his arrival Mr. Lipman informed Mr. Wolfe that he had just an hour's time in which to catch the train for San Francisco and there take the next steamer for Portland, Oregon, which was leaving the following morning. At that time Portland was to him only a name of a vague place, quite distant, and when asking what he was to do there he received the answer: "To look over the field for another branch store since Virginia City isn't big enough for you." The minutes passed rapidly, but ere the hour had elapsed Mr. Wolfe decided to follow the course marked out for him and Portland thereby received one of its most valued citizens.

It was a far different Portland from the city of today—small buildings, unpaved streets and seemingly few advantages. It was February, 1880, and the streets were in a chaotic condition following a severe storm. At the landing Mr. Wolfe was met by Mr. White, a retired merchant, who introduced him to Henry Failing, C. H. Lewis, H. W. Corbett, William S. Ladd and other of Portland's leading men of that day. On his first day in the city Mr. Wolfe saw at the corner of First and Washington streets the small store of Clark, Henderson & Cook, which was then poorly managed but which occupied what Mr. Wolfe regarded as a most advantageous corner. The following day he offered to purchase the business and the offer was accepted. He immediately left to purchase a complete new stock and in due course of time the new branch store of Lipman Wolfe & Company was doing business, enjoying a constantly increasing patronage. The growth of their trade necessitated a removal and they found a new home in the Dekum building at Third and Washington streets. Even up to that time there was no such an institution as a department store either in Portland or on the Pacific coast. Some years later this building, too, proved inadequate to the needs of the house of Lipman Wolfe & Company and a most attractive department store building was erected at the corner of Fifth and Washington streets. With the passing years a most progressive and modern department store was developed—a store that would be a credit to any city in the country—and back of the enterprise has been the progressive spirit, the determination and the laudable ambition of Adolphe Wolfe, honored by all not only for his success but for the straightforward policy that he has ever followed, making the firm name a synonym for all that is commendable in commercial activity. To found and develop an enterprise of this character would alone entitle him to representation as one of Portland's foremost citizens, but other interests have also been successfully promoted by him and he is today the vice president of the Oregon Life Insurance Company, of which he was one of the founders. He was also vice president and a director of the Lewis and Clark exposition and his cooperation has been a salient feature in the development of many projects which have been of direct benefit to city and state.

Mr. Wolfe was married to Miss Sadie Wendel, of Piqua, Ohio. He has long occupied a most prominent social position and he has been particularly prominent

among those of his own race. He is an honorary member of the executive committee of the Union of Hebrew Congregations, has been president of Temple Beth Israel for twenty-three years and is a past president of the Independent Order of B'nai B'rith of Portland. He was also one of the founders and is the treasurer of the Oregon Social Hygiene Society, is the first vice president of the Portland Junior Symphony Orchestra, is honorary vice president of the Portland Council of the Boy Scouts of America and a member of the executive committee of the Neighborhood House. He was also a member of the executive committee of the National Retail Dry Goods Association. He is a trustee of the Hebrew Benevolent Society and is constantly extending a helping hand where aid is needed. He belongs to the German Aid Society, the National Economic League and the Playground Association of America and is a life member of both the Portland Art Association and the United States Flag Association. In Masonry he has attained the thirty-second degree of the Scottish Rite and is a Mystic Shriner, and he has membership in the Lang Syne Society, the Concordia Club, of which he was formerly president, the Tualatin Country Club and the Masonic Club and the Men's Temple Club. Mr. Wolfe is still active in business at the age of eighty years and he is also active along various lines which make for progress and development. On the occasion of his eightieth birthday, from his pastor, Rabbi Henry J. Berkowitz of Congregation Beth Israel, he received a letter which said in part: "I share with the entire city of Portland the feeling of intense joy and thanksgiving that God has been good to you in crowning you with the blessing of four score years. We are very proud of you, Mr. Wolfe. Yours has been a consecrated life. The terrible blows which Life has dealt you have forged out a glorious character that is a precious example in the sight of all men. Your career is a testimonial to the power of Judaism to sustain and beautify a human life, and in you our beloved patriarchs have found reincarnation. One of the privileges of my Portland ministry has been the opportunity to come under your influence, and I assure you that I am a better man for it. Please accept the sincere congratulations of myself and my dear wife, with the hope that the loving God whose spirit has ever been resident in your heart, will bless you with many more years of health and joy." The sentiments herein conveyed were the expression of the opinion of many of Mr. Wolfe's fellow townsmen. All through the years, notwithstanding his success, he has remained an unassuming gentleman, free from ostentation and display, his high position being that accorded in recognition of true worth of character.

WILLIAM F. PRIER

William F. Prier is well known in the business circles of Portland as a representative of one of the city's leading industries, the Oregon Brass Works. This business was established in 1878 by a Mr. Moore and was conducted by the Moore estate until 1905 when it was purchased by W. F. Prier and A. P. Prier, his brother, who later disposed of his interest. The Oregon Brass Works are incorporated with William F. Prier as president and general manager.

Mr. Prier was born in Milwaukee, Wisconsin, and was in the brass manufacturing business at Kansas City, Missouri, for eleven years previous to his coming here in 1903 and two years later purchased the plant of the Oregon Brass Works in which employment was then given to only a few men. Something of the continued growth and development of the business is indicated in the fact that between fifty and sixty men are now employed. The offices and finishing departments are situated at Second and Everett streets while the foundry, which is one of the largest on the coast, is located on the Linnton road.

The average citizen really knows little of some of Portland's industries, and many would be surprised to learn of the many articles of brass and bronze the Oregon Brass Works manufactures, which consist principally of a complete line of bronze bearings for locomotives and cars for the railroads and logging companies, also valves, fittings and bearings for the paper mill industry, propellers and other marine equipments for the steamship companies. Bronze building entrances, doors and fixtures of practically all important buildings in Portland and vicinity have been made by the Oregon Brass Works. They manufacture a complete line of Bronze Urns used for the ashes after cremation as well as other ornamental bronze for columbariums and mausoleums. They

also manufacture a very distinct line of bronze fountains for building entrances as well as outdoor installations. A great many of the articles manufactured by the Oregon Brass Works are distributed throughout the entire country.

Year by year their patronage has grown as the public has recognized their excellent workmanship and high business standards, and today is a business of gratifying proportions, constituting an important industry of the northwest.

REV. JOHN CUMMISKY, O. S. B.

Rev. Father John Cummisky, O. S. B., is the well beloved pastor of St. Agatha's Catholic church of Portland and has been in charge of the parish since its inception seventeen years ago, prior to which time it was part of the Sacred Heart congregation. He was born at Lead, South Dakota, November 23, 1884, a son of John Breen and Bella (Martin) Cummisky. The father, who was a railroad engineer for fifty-five years, left the Sunshine state for Oregon, locating in Portland, where he continued to reside until his death, which occurred July 4, 1928, when he had attained the advanced age of ninety-two years. His family numbered five sons and two daughters, namely: Father Cummisky, of this review; Philip M., of Lead, South Dakota; Albert J., of Portland; Arthur B., of Omaha; Leo P., of Monmouth, Oregon; Genevieve, a resident of Portland; and Grace, who died in childhood.

Losing his mother when but a child, Rev. John Cummisky, with others of the family, was placed with the Sisters of Mercy at Omaha, Nebraska, subsequently going to Sturgis, South Dakota, where he was instructed by the Sisters of St. Benedict. Father Cummisky, in 1898, entered the Benedictine College at Conception, Missouri, where he was graduated in 1904. In the fall of the following year he came west to Mount Angel, Oregon, where he entered the Benedictine Order to prepare for the priesthood and was ordained in 1910. During Easter of the succeeding year he was appointed the first pastor of St. Agatha's parish, which until then was a mission attached to the Sacred Heart church. His consecrated labors as head of the new parish soon found substantial manifestation. A brick building erected for school and church purposes, under the leadership of the zealous young priest, was dedicated on Thanksgiving day, 1911, and the first service was held therein on the following Sunday, the worshipers being the members of about forty families. The parochial school was opened in September, 1912, with sixty pupils and a teaching staff of two Sisters. Today there are more than two hundred and fifty scholars under the instruction of seven Sisters. The corner stone of the beautiful new stone church was laid on New Year's day of 1920 and the house of worship was dedicated on the first Sunday in October of that year. It is a simple gothic structure, liturgically correct in its appointments and presents a handsome appearance in the midst of well kept grounds. St. Agatha's parish now numbers two hundred and forty families and is in a flourishing condition. The buildings erected during Father Cummisky's pastorate include not only a church and school but a large parish hall, a Sisters' home and a parish house. Father Cummisky is a man of deep learning and gentle piety, much beloved not only by his flock but by members of all denominations for his childlike faith and his complete self abnegation.

ISAAC GRATTON

The story of successful achievement in the face of obstacles and difficulties is one which always awakens the intense interest of the reader who thrills to the tale of victory and who is oftentimes inspired by the successes of the man who has come off conqueror in the strife with disadvantages and lack of opportunities in youth. Such is the record of Isaac Gratton, who at the age of twelve years left home and, unable to speak a word of English, came to the United States here to carve out a creditable name and place for himself. He was born in Montreal, Canada, March 30, 1850, and his parents were natives of that country. His opportunities in youth were extremely limited. The family spoke French and he had no opportunity to attend school, so that he was practically without education save that which he acquired in

the hard school of experience. He was large for his age and when a lad of twelve summers left home, making his way to Denver, Colorado, where through the succeeding five years he worked in the mines. From there he went to Tennessee, where he secured employment on a plantation. The first night spent in that state, as he had no money, he slept on the porch of the Peabody Hotel in Memphis. For a year he worked on a plantation, but the food was so poor that he left unceremoniously and therefore received no pay for his year's labor. Starting with nothing, he quit with nothing, but he was not discouraged and made his way to Florida, where he worked on a farm. While thus employed he saved a little money and returned to Denver, where he remained until he came to Portland, then largely a frontier city, this being the year before the first bridge was built across the Willamette river. Soon after his arrival he interested himself in business with the late W. S. Ladd, a partnership that continued for a number of years. Mr. Ladd was one of the foremost of the pioneer business men of Portland and they prospered as the years passed. Withdrawing in time from that connection, Mr. Gratton became the owner of a large livery stable that occupied the ground where the Kirby building now stands, and while thus engaged in business he built a large residence and barn at 946 Milwaukie street, where his widow still makes her home. Mr. Gratton ever promptly utilized his opportunities for advancement and for business expansion and in February, 1896, organized the Standard Box & Lumber Company, of which he became the president and for years remained the active head of the business. He made this a notably successful enterprise, developing a large plant and enjoying an extensive patronage. Fire at times threatened disaster to the undertaking, but with characteristic courage and determination new mills were built and the business continued to grow and prosper. Mr. Gratton possessed sound judgment, keen enterprise and unflinching determination and he remained the active head of the Standard Box & Lumber Company until his death. Years ago he bought three blocks of undeveloped property on the river front at Milwaukie, which he improved, and the property became of great value. The site is now occupied by a large hotel, the waiting room of the Southern Pacific Railroad, a store block and a modern garage and has proved an excellent income paying property.

Mr. Gratton was married twice. He first wedded Mrs. Mary Weber and they became the parents of a daughter, Mrs. Bennetta Reichter. About eighteen years ago he married Mrs. Arilla Welliver Wortman, who survives him, and they reared an adopted son, Paul J., now of Portland. Mrs. Gratton is a lady of liberal culture, widely known and occupying an enviable place in social circles. Mr. Gratton, accompanied by his wife and two friends, started on a motor trip for the Yellowstone and it is thought that he suffered blindness on a turn, which resulted in an automobile accident in which he lost his life. He was a member of the Benevolent and Protective Order of Elks and in politics was a republican but never sought or desired office. His interest in the community welfare, however, was manifest in his public-spirited support of all measures for the general good. He was a picturesque character, known all up and down the coast. He had thousands of friends and all who knew him prized his acquaintance and cherish his memory. The news of his demise was a great shock to the entire community and the most sincere regret was felt at his passing. From an early period he had been closely identified with Portland's business development and had played an important part in the upbuilding of the city. He was social and genial and these qualities had gained for him warm friendships. All who knew him entertained for him the most kindly feeling and at his passing Portland mourned the loss of one of her representative citizens and honored early pioneers.

LAURITZ S. FRANCK

As an extensive dealer in timber land, Lauritz S. Franck, of Portland, has been active and prominent and during the past twenty-two years has handled an enormous acreage of good timber land, in which business he has been more than ordinarily successful. Born in Norway on the 10th of December, 1865, he is a son of John C. and Marguerite (Vangen) Franck. In 1872 the family came to the United States, making the journey from the Atlantic seaboard by way of the St. Lawrence river and the lakes, to Detroit, Michigan. They settled in Manistee, that state, where the

father's death occurred in 1909. The mother, who is now eighty-nine years of age, makes her home with her son, Lauritz S., in Portland.

L. S. Franck was given the advantage of a good public school education in Michigan, after which he took a commercial course in a business college in Chicago, Illinois. He entered a bank in Manistee, where he held the position of teller for several years, after which he turned his attention to the timber business, in which he was engaged in Michigan for a number of years. In 1902 he paid a visit to Portland and was so favorably impressed with conditions in this part of the country that in 1906 he established his permanent residence in this city, and at once engaged in the timber business. From that time to the present he has devoted his attention to the buying and selling of timber, and, being a good judge of timber values, has been enabled to realize a very satisfactory measure of prosperity. He has his offices in the Yeon building and all who have dealt with him have found him a man of his word, fair and square in every transaction, whereby he has commanded the confidence of the timber buying interests. Mr. Franck is a director of the Lumbermen's Trust Company, of Portland.

In 1893 Mr. Franck was united in marriage to Miss May Grandjohn, who was born and reared in Michigan. He is a republican in his political views and he is a member of the Knights of Pythias and the Chamber of Commerce. A man of sterling worth and friendly manner, he commands the uniform esteem of all who know him.

WERNER H. FELLMAN

Werner H. Fellman, a progressive and enterprising citizen of Astoria, owns one of the largest department stores in the city, as well as one of its prosperous industries, and is regarded as one of the community's most valuable citizens, having shown a helpful and effective interest in local public affairs. Mr. Fellman was born in Uleaborg, Finland, on the 14th of February, 1881, and is a son of Abram and Maria (Elfving) Fellman, also natives of that country, where the mother is still living. The father, who is deceased, was a university graduate and a successful merchant and was prominent and influential in his community, and the Fellman family has played a prominent part, educationally, financially and in a business way in Finland since 1582. To Abram Fellman and his wife were born six children, of whom four are living.

Werner H. Fellman is the oldest and the only one to come to the United States. He attended private schools for four years, had six years of high school work and four and a half years in Brahestad Borgare and Handelsskola College, in Brahestad. On completing his college work he took a position as bookkeeper in a mercantile establishment, and later served as cashier for a large logging company for nine months. In 1902 Mr. Fellman came to the United States, locating in Astoria, Oregon, where he went to work as a shipping clerk for the Hammond Lumber Company. Later he was employed for a few months in H. H. Zaph's furniture store, going from there to David Shanahan's furniture store. Six months later he was made manager of the store, which position he held for one and a half years, and then, desirous to see more of the United States, he went to Reedley, Fresno county, California, where he bought a farm. He planted it to peaches, grapes and oranges, and soon afterward sold it at a good profit. He then returned to Astoria and bought the Shanahan furniture store, which he enlarged, increasing the stock, putting in the largest and finest stock of furniture on the lower Columbia river, doing business under the name of Astoria Furniture Company. In the big fire of December, 1922, Mr. Fellman lost heavily, but with the enterprising spirit which has characterized him in all of his business career here, he at once erected a fine two-story and basement concrete building, seventy-five by one hundred and twenty-five feet, in one of the best business locations in the city, and in this building he has one of the most complete lines of goods to be found in this section of the state, carrying, besides furniture, floor coverings, crockery, stoves, women's ready-to-wear, dry goods, millinery, and men's goods, and the rapid and steady growth of his business has abundantly vindicated his judgment in making the additions to his original line. In November, 1925, Mr. Fellman still further enlarged his scope of operations by buying together with Mr. Frank Patton, Astoria Banker, the Freeland Table Company's factory in Astoria. It was a small plant, which has been



WERNER H. FELLMAN

replaced by a fine new factory building, one hundred and seventy-five by one hundred and ninety feet, in which is now installed a complete equipment of most modern wood working machinery, and here he is now producing high grade furniture. He uses native wood, principally alder, with walnut and mahogany veneer, and specializes in making dining room suites, tables, ladies' desks and secretaries and novelty furniture of all kinds. The factory employs several traveling salesmen and fifty-five men, many of whom are skilled and highly paid workmen, while in the store he employs from twenty to thirty clerks, salesmen, and women. The factory products find ready sale throughout Oregon, Washington, California, Nevada, Idaho, Montana, Wyoming, Utah, British Columbia and the Hawaiian islands.

In 1904 Mr. Fellman was united in marriage to Miss Helen Kastel, who was born, reared and educated in Finland. In 1896 she came to the United States, locating in Astoria, where she was living at the time of her marriage. Mr. and Mrs. Fellman have two children, namely: Kasten Robert, born at Astoria, November 22, 1904, there attended the public and high school, after which he had three years in the University of Oregon, completed premedic course and one year at Northwestern medical college, Chicago. He is now manager of his father's department store in Astoria. He was married to Miss Lillian Margaret Littler, who was born in Anaconda, Montana, and is a daughter of E. E. and Laura (Rainsford) Littler, the former now head of the purchasing department of the Anaconda Copper Company, with headquarters in New York city. Mr. and Mrs. Fellman are the parents of a daughter, Barbara Sue, born May 15, 1928. The younger child, Paavo Werner, born at Astoria, July 10, 1911, is a senior in the high school. Mr. Fellman is a member of Temple Lodge, No. 7, A. F. & A. M.; belongs to all of the bodies of the York and Scottish Rites; Al Kader Temple, A. A. O. N. M. S., at Portland; Astoria Lodge No. 180, B. P. O. E.; the Modern Woodmen of America, the Finnish Brotherhood and the Astoria Golf and Country Club. For many years he was chairman of the Merchants Association, a director of the Chamber of Commerce and also its vice president. He served on the school board of Astoria two terms, also as chairman one term, and was chairman of the building committee at the time the city expended three hundred thousand dollars for new school buildings. Mr. Fellman gave freely of his time in supervising the erection of these buildings, in order to protect the city's interests, and today Astoria's schools are second to none in the state. In 1923 Mr. Fellman was appointed Finnish consul for the entire northwest, but, because of the pressure of his private business, he had his jurisdiction cut down in 1925 to include only the state of Oregon, and he is still serving in that capacity. In the discharge of his duties as consul he has made one return trip to Europe where he has been knighted into the Order of the White Rose, first class of Finland. He is a keen student of public affairs, being well versed in political economy, and has shown himself a capable and successful man in every relation in which he has been placed, being a man of high principles and true to his obligations of every character. Cordial and friendly in manner, he has a host of loyal friends throughout the community in which he lives and is highly regarded by all who know him.

CAPTAIN CHARLES S. GUNDERSON

The hero of many thrilling episodes as a pilot and captain, Charles S. Gunderson is now living retired at the age of seventy-four years and for the past half century has made his home in Clatsop county. He was born in Bergen, Norway, February 3, 1854, a son of Gabriel and Bernthine Gunderson, who there spent their entire lives. The father was a deep water sailor and pilot who followed the sea for many years and became familiar with nearly all the ports of the world. In his family were nine children, four of whom survive, namely: Mrs. Dina Winsens, who resides in Norway; Charles S., of this review; Derby, who is living retired at Seaside, Oregon; and Mrs. Charlotte Ekstrom, a resident of Astoria, Oregon.

Charles S. Gunderson inherited a love of the sea from his Viking ancestors which expressed itself early in life. He attended the public schools of his native land in the acquirement of an education and was confirmed in the Lutheran church when a youth of fourteen. As a boy he served a five years' apprenticeship at the sailmaker's trade

and then shipped in that capacity on a sailing vessel from Norway. He afterward became a sailor on the Great Lakes and in 1876 arrived in Astoria, Oregon, where he was first employed in loading lumber on the bark Whistler at Knappton, Washington, across the river from Astoria. The following summer he fished for salmon on the Columbia and was on the first fishing boat which drifted out (against his wish) over the bar. After two days and nights they were rescued by a tugboat and towed to Astoria. A little later he was offered a job as deck hand on the tugboat which had rescued the fishing boat. He had been brought up in a small boat, was familiar with ships of all kinds and was used to rough water and hard work. Liking his job, he stayed with it even though his shipmates generally found it too hard and the pay too small. Mr. Gunderson was soon promoted to a higher grade with better pay, working under the famous mariner and martinet, Captain George Flavel, a man of vision, who kept his weather eye open all the time and had full control over the shipping on the lower Columbia for many years, surrounding himself with as loyal a set of men as ever could be found. In 1878 Mr. Gunderson received an offer to go to Chicago and take charge of a vessel. The idea of being master pleased him and he continued in charge thereof until the vessel was sold, when he returned to Oregon and again joined the bar tugs. In 1881 he was offered the position of pilot and procured a license from the state of Oregon and also from the United States local inspector, being the youngest pilot in point of years who had up to that time ever been given such a license. He realized that it was up to him to make good. The Columbia bar had an ugly name. There was little water there and the wheat-carrying boats of Portland were being built larger and with deeper draft. The tugboats were small and of little power. Tacoma was contending for the trade and the Puget Sound papers delighted in printing stories about the terrible Columbia river bar. Oregon naturally did not want to lose its trade and it was up to the men in charge of the shipping to make good. The channels across the bar would shift so that when a ship had crossed out in safety one year and came back the next it would find but little water in its previous course. This was true of the Bessie, whose captain after a year's absence attempted to sail in without a pilot. The vessel stuck on the bar and when the following day Captain Gunderson took a rescue boat out he found but little of the Bessie left above water. The Fern Glen ran on Clatsop Spit and capsized there. Captain Gunderson was one of the volunteer crew who manned the life-boat and assisted in saving her crew. The bark Rival parted her hawser and went on Peacock Spit, but her crew was saved. Another ship struck bottom going out and sank twenty-five miles off shore. The bark Corsica was towing out just a mile ahead of Captain Gunderson on board another bark of similar size and draft. The former struck bottom, while Captain Gunderson's ship ran clear. The captain of the Corsica had to abandon his ship and Captain Gunderson and the men on the tug stood by that night and saw her sink. The Corsica had steamed fast ahead, while Captain Gunderson had slowed his ship down as he saw the sea running. On one occasion he piloted a tramp steamer outbound for China with lumber and with a high deck load. The Captain was to be taken off the ship by a tugboat. It was usual for the tug to send a small boat alongside the ship for the pilot after getting out to sea, but the tug in question had no small boat and it was not safe for her to come alongside the large steamer in a seaway. Captain Gunderson did not relish the idea of going to China, so told the captain of the tug to come up parallel with the ship, then steer away at right angles and back in toward the ship, and that when she got close to the side he would jump overboard on the tug's stern. He did this but said he would never repeat that performance, which caused much sensation among those who witnessed it. He thought that he would never land, as the tug fell off between two seas, but he made it, and the old Swedish captain of the tug said: "That was a good yump, by God!" On another occasion when Captain Gunderson was beating about off the bar with the pilot boat, a small schooner came close and asked if there was a pilot aboard. Captain Gunderson inquired whether he was bound and was told to Astoria and that he wanted a pilot if one could get on board. This was all the Captain needed. The small boat was gotten out and he, with two seamen, rowed toward the little schooner, which was head on to the sea, carrying a cargo of salmon and the Chinese cannery workers, together with a deck load of cedar lumber. Her jib boom went under water when she met the seas, and the end of her main boom went under when her bow was in the air, while the seas were washing over her rails. Captain Gunderson saw that the only way to get on board was to back his boat as near to the main boom as possible and then to make a jump for the boom

lift when the end was under water. This he did, watching his chance to slide down to the boom and onto the deck. He then ordered the Chinese below, set more sail and sailed in over a very badly breaking bar to Astoria. These and many other incidents which proved his personal courage and demonstrated his notable skill as a pilot showed the important part that Captain Gunderson played in connection with the maritime interests of the northwest. As the years passed the shipping business was increasing and the ships were becoming larger and of deeper draft, but the water on the bar was not deepening. The building of the south jetty was of some benefit, but it was not until the dredge Chinook went to work there that a material increase in the depth of the water was noted. Meanwhile Captain Gunderson and others were working at disadvantage, for loaded ships were necessarily detained inside when the bar was too rough to cross in safety. At times chances were taken which did not always prove successful. In the late '80s the complaints of the shippers of Portland against the cost of towage on the bar were so strong that the astute Captain Flavel decided to give it up and so informed Captain Gunderson, requesting him to transmit such information to the other pilots. As the law of Oregon then prohibited a pilot to be employed as such by a tugboat owner and the state had built and maintained a pilot schooner off the bar, the pilots working for Captain Flavel had previously obtained their licenses from the territory of Washington and would be thrown out of employment when he quit. They decided to pool their resources and obtain a vessel suitable for such service, having meanwhile made arrangements with the Oregon pilots to enter into partnership with them, and as shipping was good, to keep two schooners outside on duty. Captain Gunderson was selected to go to San Francisco and either buy or build such a vessel. Not finding one there, he made a contract with a ship-builder and had the eighty-ton schooner C. G. White built and with Captain Staples and crew sailed for Astoria. The day after her arrival she went on her station off the bar in connection with the Oregon boat, the Governor Moody. While the Washington pilotage fees were much larger than those prescribed by the Oregon laws, they charged only the lower rate and paid the tugboats a certain percentage of such fees for such service as they might render. At the next session of the Oregon legislature the Oregon Railway & Navigation Company was given complete control over the pilotage and towage and their house flag was flying over the pilot boat owned by the state. The owners of the C. G. White were told neither themselves nor the vessel were wanted, and though they had owned the C. G. White but eighteen months, they were obliged to sell for such price as they could obtain. Captain Gunderson with two friends then bought a small steamer and he ran as her master on the river for three months, when he was offered a pilot's position by the Oregon Railway & Navigation Company. As he was doing well with his little boat, he declined the offer and soon the large corporation found the pilot service unprofitable, so that all pilots were again free to run the state's pilot boat under the supervision of the state pilot commission, who held them strictly to account. The Governor Moody, while in charge of the Oregon Railway & Navigation Company and in command of a comparative stranger on the coast, was wrecked on McKinzie Head. Four years after Captain Gunderson had become part owner of the steamer, the railroad from Seaside to Portland was completed, which made their run unprofitable, so he disposed of his share in the vessel and with the schooner Jessie and three other pilots started in opposition to the Oregon pilots. After some months his partners were spirited away by the Oregon pilots and he was left alone, so he decided to again obtain an Oregon license and buy a share in the pilot boat Joseph Pulitzer, which was owned and operated by the pilots. All went well for several years until the port of Portland was granted the privilege by the legislature to have control of the pilot service. Captain Gunderson was one of the five chosen to continue the work and thereafter was employed by the port of Portland on a monthly salary until the commission decided to cut the salary ten per cent. Not willing to accept the cut, he resigned and a few months later he was offered his former position and former salary, which he again declined. When the port of Portland decided to give up control of the pilotage, he was asked to take charge, which he finally did, and was given a free hand with the understanding that the pilotage to be charged ships would be lower than allowed by the state of Oregon. This agreement was faithfully carried out for several years, the port of Portland contributing a certain sum per month for the maintenance of the pilot boat Joseph Pulitzer, which was kept cruising outside the bar. After several months this was deemed too expensive, however, and Captain Gunderson was requested to bring the vessel to Portland to

be laid up. Later she was sold and subsequently was lost on the beach in Alaska. In 1911 Captain Gunderson was appointed by the governor a lieutenant commander and member of the naval board of the naval militia of the state of Oregon and so remained for three years, when that branch of the service was discontinued by the legislature. In 1917 he offered his services to the government and was asked to assist in piloting the personnel for the coast defense. He passed the physical examination and was at the point of being enrolled when it was discovered that he was beyond the age limit. As his service was desired, the matter was referred to the admiral of the district and by him to officials at Washington, D. C., who sent word back that on account of his age he could not be accepted. In 1923, however, he was appointed by Governor Pierce a member of the state pilot commission and was elected its president, was reappointed in 1925 and served as president for four years, or until the end of his term in 1927. Well may Captain Gunderson feel pride in the fact that in the more than thirty-three years of his active service as pilot on the Columbia river bar he never lost a ship or, so far as he knows, damaged one, and never was he called on by either the officials of the federal government or the state pilot commission to explain any act of omission of duty. When he realized that age was coming upon him, he decided to quietly withdraw while his record was clear and clean. He still manifests a deep interest in maritime affairs and keeps posted on all things pertaining thereto. He loves to take a trip out over the bar to note the changes and to wonder and approve of the many aids to navigation now given the pilots and other marines and to think back over the days when he as a pilot had to struggle without such aids. There was no light on Tillamook Rock, or on North Head, or Desdemona Sands, or Fort Stevens, Tanzy Point or Lower Sands, or the Astoria port docks, nor were there any light ships or lighted buoys on the bar or river, and still he and other pilots often towed ships in at night, and Captain Gunderson personally has sailed ships from the sea to Astoria at midnight without the aid of a tug. A fact worthy of note is that Captain Gunderson's appointment as a member of the naval board of the naval militia of Oregon, of which he acted as lieutenant commander from 1911 until 1914, came from Governor Oswald West, democratic executive, and that Captain Gunderson is a republican was a mark of esteem and a high tribute to his capability. A business block which he owned was destroyed in the conflagration at Astoria in 1922, but this he immediately replaced by a fine, modern Class A building of concrete and steel that occupies one of the best locations in the business section of the city.

In 1883 Captain Gunderson was united in marriage to Annie Andersen, a native of Wisconsin and a daughter of Samuel and Inger (Knutsen) Andersen, both of whom were born in Norway. The father, a sailor and fisherman, emigrated to the United States in 1851 and settled in Wisconsin, where he followed agricultural pursuits until 1872. In the latter year he came west, locating at Seabeck, Washington, where for a number of years he engaged in fishing and packing salmon. Subsequently he purchased property and built a home at Coos Bay, Oregon, where he continued active as a fisherman until the time of his death in 1886. His widow, Mrs. Inger Andersen, died at the home of her daughter, Mrs. Gunderson, at Seaside, Oregon, in 1920, when ninety years of age. Mrs. Gunderson is the only survivor of the several children of Samuel and Inger Andersen.

Captain and Mrs. Gunderson are the parents of two daughters. Bernthine, born in Astoria, is the wife of Dr. Samuel B. Foster, a veterinary surgeon of Portland, and they have a son, Samuel Gunderson Foster, who is eight years old. Ethel Ivy Gunderson, also born in Astoria, pursued the grammar school course there and subsequently took a commercial course in the Portland Business College, after which she studied stenography and shorthand in the Behnke-Walker Business College of Portland. She then worked as a bookkeeper in Astoria for two years and next took a nurses' training course at St. Vincent's Hospital of Portland. Following her graduation she went to New York city, where she pursued postgraduate work in a hospital for babies, while subsequently she removed to Chicago and there continued her postgraduate studies in a hospital for crippled children. Returning to Portland, she completed her high school work, which she felt had been neglected, and then spent a year at the University of Oregon. Miss Gunderson came back to Portland to take a position in a hospital and at the same time continued her university class work, being graduated in 1928, when the University of Oregon conferred upon her the degree of Bachelor of Arts. This is a record of which her parents are justly proud, for she has ac-

quired higher education through her own earnings and by her ambitious spirit and undaunted determination has proved her Viking blood.

Captain Gunderson has been a member of the local lodge of the Independent Order of Odd Fellows for the past forty-seven years and has passed through all of the chairs. He also belongs to the Scandinavian Benevolent Society of Astoria and to the Chamber of Commerce. His wife is very fond of fishing for trout and also manifests a keen love of flowers. The Gunderson home at Seaside is a riot of bloom in the summer season, many summer visitors declaring that the Gunderson gardens make a visit to Seaside well worth while. Mrs. Gunderson specializes in dahlias, as the cool and moist climate of Seaside is especially favorable to their finest development. At the annual dahlia show held at Seaside, Mrs. Gunderson usually is awarded the lion's share of the prizes. In 1928 her blooms captured fourteen blue ribbons, twelve red ribbons and eight honorable mention, besides the first prize for collection, for size, perfection and variety and color. They are unsurpassed anywhere. After the dahlia show is over, Mrs. Gunderson generously bestows choice bouquets of these magnificent flowers upon her many friends.

HAL DARNEY AINGE

Hal D. Ainge is secretary and treasurer of the P. T. Ainge Company, manufacturers of bank fixtures and furnishings, and many of the leading banking rooms of the northwest evidence the high quality of service rendered by this corporation, which was established on December 3, 1920, by Peter T. Ainge, president; H. W. Fredericks, vice president, and H. D. Ainge, secretary and treasurer. Its plant, which is located at North Twenty-ninth and Nicolai streets, Portland, comprises a two-story building, one hundred and fifty feet by two hundred feet, which in every respect is modern in its equipment. The company specializes in high grade cabinet work for banks, about ninety per cent of which is made of walnut and Honduras mahogany. They keep a corps of expert engineers to designing bank interiors and exteriors, practically all of their work being done to order. They do practically everything in the way of furnishing a bank, including the marble, bronze, woodwork, floor covering, draperies, decorations, lighting fixtures and furniture, and even design and construct the buildings, when requested, also remodeling old buildings. They made the furniture for the Masonic temple and the Heathman Hotel and among the banks which they have furnished are the following: United States National Bank, West Coast National Bank, Portland National Bank and Union Avenue Bank, all of Portland; First National Bank and Bank of Commerce, Salem; Seattle Title and Trust Company and Peoples Bank, both of Seattle, Washington; First National Bank, Longview, Washington; Puget Sound Bank, Tacoma, Washington; Deer Lodge Bank and Trust Company, Deer Lodge, Montana; Lumberman's Bank and Trust Company, Longview; Jackson City Bank, Medford, Oregon; United States National Bank, Eugene, Oregon; First National Bank, Kent, Washington; Washington Exchange Bank, Vancouver, Washington; Inland Empire Bank, Pendleton, Oregon; Commercial Bank, at Yakima, Washington; Bank of Mt. Shasta, at Suisun, California, and about one hundred and fifty others throughout the northwest. The company has sold goods to the value of over three million dollars since it was established and has won a high reputation for the superior quality of everything which it handles. It employs from forty to fifty men in its shop and from ten to fifteen men on the outside, all of whom are skilled in their special lines of work. Two designing engineers are kept constantly busy in the office on new work, besides which a regular office force is maintained.

Hal D. Ainge was born in England in 1881, a son of W. E. and Susan (Taylor) Ainge, the latter of whom was a daughter of the late Joseph Dearnley Taylor, who became president of the Halifax Building and Loan Association, now the largest organization of its kind in the world. W. E. Ainge brought his family to America in 1884, locating in Canada, and for a number of years served as a certified accountant in Toronto. Later he moved to Virginia, where he became the executive head of the Chadwick Two-Wheeler Company, which was later absorbed by the Southern Carriage Works, of which also he became the head, the plant being located at Salem. Subsequently he went to Youngstown, Ohio, as auditor of the Ohio Steel Company, which later was merged with the Republic Iron and Steel Company. He then went to James-

town, New York, as accountant and statistician to incorporate the Art Metal Construction Company, and on the completion of that work he returned to Youngstown, where he has since served as a certified public accountant, representing a number of leading firms and corporations. His son, Peter T. Ainge, was born in Ontario, Canada, where he lived until 1908, when he came to Portland as a salesman, and in 1920, became the prime mover in the organization of the P. T. Ainge Company, of which he is president.

Hal D. Ainge received a good public school education and is a veteran of the World war, in which he held a commission as captain in the Quartermaster Division. In Masonry he has attained the Knight Templar degree of the York rite and the thirty-second degree of the Scottish rite and is a Noble of the Mystic Shrine. He also belongs to the Elks Club. A man of sound business judgment and a tireless worker, he has been a large factor in the success of his company and commands the uniform confidence and respect of all who know him.

CHARLES WILLIAM ROBISON

One of Astoria's most highly esteemed professional men is Charles W. Robison, who has been actively engaged in the practice of law here for a number of years and commands a large and representative clientele. He was born at Baker City, Oregon, on the 10th of May, 1889, and is the only child of William and Bessie, (Lindenbaum) Robison, the former born in Moscow, Russia, and the latter near Berlin, Germany. His father received a good education, but the death of his parents prevented him from completing the rabbinical course. In 1870 he came to the United States, landing at New York, and soon afterward went to Mexico City, where he conducted a mercantile business. He was an accomplished linguist, which aided him greatly in his business relations, and he remained in that city twelve years, when he went to San Francisco, California, where he met Miss Lindenbaum and was married. Soon afterward he located in Portland, Oregon, where he established a large clothing store, which he ran until the big flood of 1894, when he sold out and went to Los Angeles, California. He was in business there for a few years, after which he went to Goldendale, Washington, where for several years he conducted a mercantile business. Then, selling out there, he moved to Oregon City, where he was similarly engaged for ten years, at the end of which time he returned to Portland, where he again opened a store, which he successfully conducted until his death, in 1911. He is survived by his widow, who still resides in that city.

Charles W. Robison attended the public schools of Oregon City and graduated from Portland Academy. He entered Williams College, at Williamstown, Massachusetts, which he attended for one semester, when he was compelled to return home because of his father's illness. He then entered the University of Oregon, from which he was graduated with the degree of Bachelor of Arts, and next entered the law school of that institution, from which he received the degree of Bachelor of Law in 1913. He was appointed deputy district attorney at Portland, which position he filled for three and a half years, after which he entered the state insurance commissioner's office at Salem as legal adviser to the state fire marshal. When the United States became involved in the World war, Mr. Robison was appointed special agent for the department of justice at Portland, in which position he served until the close of the war, when he came to Astoria and entered upon the private practice of his profession, in which he has been engaged to the present time. He has devoted himself closely to his life work, in which he has met with success, and is regarded as one of the ablest and most capable members of the Clatsop county bar.

On July 12, 1914, Mr. Robison was united in marriage to Miss Birdie Wise, who was born and reared in Astoria and is a daughter of Herman and Sarah Wise, both of whom are deceased. She is a member of one of Astoria's old pioneer families and her father served as postmaster and mayor of Astoria. Mrs. Robison graduated from the University of Oregon with the degree of Bachelor of Arts in 1912, and is a member of the Phi Beta Kappa sorority. She was regarded as one of the best students at the University of Oregon, being a fine debater and particularly proficient in mathematics. Both Mr. and Mrs. Robison were prominent in college activities, he being yell leader and editor of various campus publications, as well as prominent in debate



CHARLES W. ROBISON AND FAMILY

and oratory. Mrs. Robison entered college one year later than he and was secretary of the student body, editor of several college publications and active in debate and oratory. After her graduation she taught mathematics for two years in the schools of Astoria. Mr. and Mrs. Robison are the parents of four children, namely: William Charles, born September 18, 1915, and now in junior high school; Frances May, born August 26, 1917; Beryl, born May 23, 1921, and Herman, born September 7, 1927.

Mr. Robison has shown a helpful interest in public affairs and some idea of the esteem in which he is held by his fellowmen may be gained from the fact that at the recent primary election he received the nomination from both the republican and democratic parties for representative to the state legislature from the nineteenth district, a very unusual, but well deserved compliment. Mr. Robison is a member of the Benevolent Protective Order of Elks and the Woodmen of the World. He is a man of alert mentality, a keen and resourceful trial lawyer, a sound and safe office counselor, a public-spirited citizen and a constant and dependable neighbor and friend.

THOMAS J. McCLURE

Prominent among the early pioneers of the Columbia River valley is Thomas J. McClure, who owns and operates a well improved and productive farm near Mosier, Wasco county, Oregon, and who has been a resident of this state continuously for over three-quarters of a century. During this period, embracing practically the entire history of white occupation he witnessed its development from a wilderness into one of the most progressive and prosperous sections of the state, and has been a factor in its advancement. Mr. McClure was born in Buchanan county, Missouri, on the 20th of November, 1846, a son of William C. and Amelia (Sullivan) McClure, of whom the former was born in Knox county, Tennessee, and the latter in Madison county, Kentucky. In both paternal and maternal lines he is descended from Scotch-Irish stock, and his grandfather McClure was a veteran of the war of 1812. In 1852 he accompanied the family on their emigration to the northwest and his death occurred at the home of his son in Oregon, December 31, 1878, at the age of eighty-two years. William C. McClure was taken to Illinois in his boyhood, lived there eight years, and then moved to Missouri, where he was married May 26, 1842. He engaged in farming there until April 12, 1852, when he started with his family for Oregon. He had a good outfit, comprising twelve yoke of oxen and three wagons, but afterwards regretted that he had sold his good Missouri mules in order to buy the oxen, as they would have stood the trip better, for when he arrived in Oregon he had only one ox and one cow, the other cattle having died on the way. The party arrived at The Dalles on October 1, 1852, and thence went down the river on a flatboat to the Cascades, having taken their wagon apart and loaded it and the livestock on the boat. They unloaded at the mouth of Sandy river and drove thirty miles through timber and brush and over logs to Yamhill county, where they took up a donation claim of three hundred and twenty acres, on the Yamhill river, two miles west of Sheridan. It was fine prairie land and there Mr. McClure built a log house and began the improvement and cultivation of his land. He remained there until 1863, and on March 20th of the following year came to The Dalles, where he lived until May 12, 1866, when he located on a homestead three and a half miles east of Mosier. After building a box house he engaged in farming, planting an orchard and raising grain and hay, and also raised considerable stock. He was successful in the operation of the farm and lived there until his death, May 21, 1895. His wife passed away September 29, 1896. They were the parents of four children: Mary Elizabeth, who died in infancy; Thomas J.; William T., who died March 13, 1915; and Amanda A., the widow of Andrew J. Marsh, who died March 18, 1885. Mr. McClure was a democrat in his political views and was active in local public affairs, having served for many years as a member of the school board and also as road supervisor of his district.

Thomas J. McClure was educated in the Willamette valley, attending a subscription school at Willamina, after which he remained at home, assisting his father, until he had attained his majority, when he took up a preemption claim of one hundred and sixty acres adjoining his father's land. His sister, Mrs. Marsh, also took up a homestead of eighty acres and bought one hundred and sixty acres adjoining, so that together they now own seven hundred acres of fine land. Twelve acres are in apples,

while the remainder is devoted to grain and pasture. Mr. McClure keeps both dairy and stock cattle and a number of hogs and has uniformly been blessed with good crops, giving painstaking and intelligent direction to the operation of the place, which is regarded as one of the best farms in this locality. Since her husband's death, in 1885, Mrs. Marsh has lived with and kept house for her brother, who never married. Mr. McClure is a member of Mosier Lodge, No. 182, I. O. O. F., at Mosier. He is remarkably active for his years, doing nearly all of his own farm and orchard work, and does practically all of his traveling on horseback, being able to jump onto his horse's back with more ease than most men fifty years his junior. He recites many interesting reminiscences of early days on the Columbia river, recalling, among other things, that before the coming of railroads there was keen competition between the river boats for the freight and passenger trade. He is one of the few men now living here who drove oxen, or "bull teams," as they were then called. Because of his long and useful life, his loyalty and constancy as a neighbor and friend, and his sterling qualities, no man of this community is held in higher regard than he.

Andrew J. Marsh was born near The Dalles, in Wasco county, Oregon, May 19, 1858, and was a son of Josiah and Leanna (Bell) Marsh, the former a native of Tennessee and the latter of Iowa. His father came to Oregon in 1854, locating on a donation claim near Rowena, Wasco county, comprising three hundred and twenty acres of good bottom land. There he ran a dairy, supplying milk for The Dalles for many years. Subsequently he returned east, where his death occurred. His wife died in Oregon in 1896. They were the parents of eight children. Andrew J. Marsh was educated in the district school and remained at home until he was married to Amanda A. McClure, and he devoted his attention to farming until his death, March 18, 1885. Mr. and Mrs. Marsh had a son, William A., born March 13, 1884, who is now married and has three children, Bessie A., Charles W. and William Franklin. Bessie graduated from the State Normal School at Monmouth, Oregon, in 1927 and is now teaching school in Wasco county.

DANIEL H. BUSSARD

Daniel H. Bussard is the owner and proprietor of the Independent Printing Company. Under his indomitable efforts and capable management, the business has steadily grown through the years from a small beginning to a large and prosperous concern, the products of which are distributed throughout this section of the coast country. Mr. Bussard was born in Connersville, Fayette county, Indiana, on the 2d of June, 1869, and is a son of F. R. and Lucy Bussard. During the '70s his father moved his family to Kansas, where he took up a homestead and engaged in farming, also conducting a wagon shop. He became prominent in local public affairs and served a number of years as justice of the peace. The mother passed away in Kansas and afterward the father came to Portland, where he spent his remaining years, his death occurring in 1928, at the age of eighty-six years.

Daniel H. Bussard received a good public school education and then learned the printing trade. He had a printing shop of his own in Kansas when he was twenty-one years of age and ran it until 1889, when he came to Portland. Here he was employed at various occupations until 1903, when he established the Independent Printing Company, of which he and his father were the owners until 1908, when Mr. Bussard bought his father's interest and has since been the sole owner. His first printing plant was on Morrison street, between Front and First streets, and during the following years several moves were made until 1923, when Mr. Bussard came to his present location at 95 Fifteenth street north where he occupies a two-story building, eighty-five by fifty feet. He has a complete, modern equipment of type, machinery and material and does a general line of printing, giving employment to twelve skilled workmen.

In 1891 Mr. Bussard was united in marriage to Miss Eva M. Haines, of Oswego, Oregon, a daughter of J. C. Haines, an early settler of that locality and for a number of years a justice of the peace. He is now deceased. Mr. and Mrs. Bussard are the parents of four children, namely: Lucy, who is the wife of George Morse, of Portland, and the mother of two daughters; Mary, who is the wife of Charles Clinehens, of Portland, and they have two daughters; Ruth, who is the wife of Harvey Cole, of

San Diego, California; and Daniel H., Jr., who is associated with his father in business, and is married. Mr. Bussard gives his political allegiance to the republican party and is a member of the Woodmen of the World, the Chamber of Commerce and the American Automobile Association. He has devoted his attention closely to his business in which a very gratifying measure of success has attended him, and has earned a reputation as a reliable and trustworthy man in all of his affairs.

BARRETT D. RANDALL

Advancement at the bar is proverbially slow, yet in this difficult profession Barrett D. Randall has steadily progressed, becoming firmly established in public regard as one of Portland's able attorneys and wise counselors. He was born in Rochester, New York, in 1886 and is a son of Hiram and Sara Randall, the former a retired jeweler. After the completion of his public school course Barrett D. Randall matriculated in the St. Paul College of Law and was graduated with the class of 1914. Meanwhile his summers had been spent in southern Oregon, where he had purchased a stock ranch, and for a few months after his graduation he lived on the farm, which he retained until 1919. In the fall of 1915 he was called to the east by the illness of his mother, remaining at home until her death, and in 1916 returned to Oregon. Since that time he has practiced in Portland, specializing in corporation and finance law, and within a period of twelve years he has established a large clientele. Much time and thought are devoted to the preparation of his cases and in their presentation he is always well fortified by a comprehensive understanding of the legal principles applicable thereto.

In 1916 Mr. Randall married Miss Marie Cathey, a daughter of Dr. B. A. Cathey, of Portland, and they now have two children, Martha and Helen. Mr. Randall is a Mason and a member of the Multnomah County and Oregon State Bar Associations. In politics he is a republican and heartily cooperates in movements for the benefit of the city and state with which he has allied his interests. He upholds the high standards of the legal profession and his many good qualities have won for him a secure place in public esteem.

FRANK J. LONERGAN

Frank J. Lonergan, numbered among the leading members of the Portland bar, has attained this standing by virtue of his legal learning, his ability and resourcefulness as a practitioner and his forceful personality, being regarded as one of the strongest and most effective pleaders at the Multnomah county bar. Mr. Lonergan was born at Polo, Ogle county, Illinois, May 27, 1882, and is a son of John S. and Mary (Lynch) Lonergan. The father was for many years in the employ of the Illinois Central Railroad and both parents are now deceased, the father dying in June, 1927, at the age of eighty-six years, and the mother on December 17, 1918, at the age of seventy-six years.

After graduating from high school, Frank J. Lonergan entered the law school of Notre Dame University, from which he was graduated in 1904, and in September of that year came to Portland. He taught history and economics in Columbia University for four years, and then engaged in the practice of law at Oregon City, associated with Franklin T. Griffith. One year later they came to Portland and remained associated in professional work until November, 1921. During his association with Franklin T. Griffith he represented the Portland Railway Light and Power Company, now the Portland Electric Power Company, in the defense of many damage actions. He now handles both civil and criminal cases and has been notably successful as a jury lawyer, his logic, earnestness and eloquence being important factors in his success. He commands a large practice in the courts and as an office counselor is thoroughly safe and dependable.

On August 19, 1912, Mr. Lonergan was united in marriage to Mrs. Jean (Davidson) James, of Portland, who was born in Dallas, Texas. Mr. Lonergan is an active

supporter of the republican party and has evinced a deep interest in public affairs. He represented Multnomah county in the state legislature in 1925 and 1927 and in that body rendered effective service in the public interests. He introduced the bill to close the Willamette river to commercial fishing, and also the bill to restrict the carrying of revolvers. During both sessions he was the chairman of the committee on the revision of the laws and introduced the bill for the reform of court procedure. Since 1921 he has been a member and is now chairman of the Portland municipal boxing commission. He is a member of the Royal Arcanum; the Benevolent Protective Order of Elks, of which he was exalted ruler; and the Knights of Columbus, of which he is a past state deputy and a member of the supreme board of directors for six years, ending September 1, 1926. He holds life membership in the Multnomah Athletic Club and the Portland Motor Boat Club and belongs to the Chamber of Commerce. He has always taken a great interest in athletic sports, and while at Notre Dame University played the position of halfback on the football team during 1901-2-3, while in 1907 he was captain of the Multnomah team. He was instrumental in the organization of the Grammar School League in Portland and also of the Interscholastic High School League of this city. His sterling character, combined with a pleasing personality and cordial and friendly manner, has gained for him a myriad of warm and loyal friends throughout this city, while all who know him hold him in high regard.

CALVIN B. TERWILLIGER

Calvin B. Terwilliger, of Portland, a public accountant, is recognized as an expert in his line and his clientele includes a number of the prominent business firms and corporations of the Columbia River valley. Mr. Terwilliger is descended in the paternal line from sterling old Dutch stock, his family having been established in this country on March 15, 1663, when Evertt Dircksen Van Der Willigen went from Amsterdam, Holland, to Manhattan as a passenger on the sailing ship "Arend," commanded by Captain Piter Cornelisc Bes. Some time after his arrival in this country Mr. Van Der Willigen, whose name meant "from the willows," changed it to Terwilliger, which form has been used by his descendants. He brought with him to this country two children, fifteen and sixteen years of age, respectively, and one of these, Jan Evertsz, was married to Sytie Jacobz Van Etten, of Kingston, New York, on April 23, 1685. From this union sprang the family to which Calvin B. Terwilliger belongs. It is reliably stated that during the war of the Revolution there were forty-nine heads of families of this name in the colonies and that a military company was formed, of which all the officers and men were members of this family. Anneke Jans, a granddaughter of the King of Holland, emigrated to America and was given a large grant of land on Manhattan island, in what is now the heart of the business district of New York city. She became the wife of Roeloff Jansen Van Marstilani, also a native of Holland, and received her land. About this time she made some ninety-nine-year leases, among which was a lease to the land on which now stands historic old Trinity church. The first British governor ratified these leases, but the second British governor canceled them. The property includes one hundred and ninety-two acres of land and has for many years been the subject of much litigation. A descendant of this Anneke Jans married into the Cornelius Terwilliger family about 1725. Among the descendants of Jan Evertsz Terwilliger was Calvin Terwilliger, who was born in Columbus, Ohio, in 1821, and was a son of Cornelius Terwilliger, a native of Ulster county, New York, who became a pioneer of Ohio, locating in Pickaway county, where he established the famous old Terwilliger homestead, so prominent in the history of that section of the state. Calvin Terwilliger had four brothers and seven sisters. One brother fought in the Union army during the Civil war and was captured and confined in Libby prison, where he died, and another brother, who settled on a homestead at Horse Plains, Montana, in the early '80s, was killed by the Indians. One of Cornelius Terwilliger's brothers, James, came to Portland in 1842, by way of the plains, and had a son and two daughters, who were reared here. One daughter married a Mr. Richardson, the other one a Mr. Moffatt, and the son, Hiram, married and had four children, two sons, James and Joseph, and two daughters. Both of the sons became prominent in the affairs of the Columbia river valley. Hiram traded a

"calico" pony for a half section of land, and also took up a half section as a homestead, this land embracing part of what is now the city of Portland. He took a great interest in the development of the community, donating Terwilliger park to the city, and one of the boulevards of this city is named in his honor. Among the sons of Calvin Terwilliger was John H. Terwilliger, who was born in Keokuk, Iowa, in 1851, and for many years followed the trade of coopering there, he and his wife dying in that state. He was married to Miss Sarah Dodder and they became the parents of Calvin B. Terwilliger, who was born in Des Moines, Iowa, on the 8th of October, 1884.

Calvin B. Terwilliger attended the public schools and Ruskin University, in Missouri, from which he was graduated in 1904. His first independent venture was in the produce business in southwestern Iowa, where he was associated with a number of large firms, and later he became secretary of the Beatrice Cold Storage Company, which operated thirty large plants in Iowa, Illinois and Nebraska. In 1920 Mr. Terwilliger sold his interests there and, coming to Portland, Oregon, became associated with Henningson Produce Company, with which he remained until the spring of 1921, when he engaged in the public accounting business, specializing in the produce and dairy products lines. His business has enjoyed a steady and substantial growth and he now employs several assistants, all of whom are experts.

In 1905 Mr. Terwilliger was united in marriage to Miss Pearl A. Johnson, of Clarinda, Iowa. He has been a member of the Independent Order of Odd Fellows for eighteen years, and belongs to the Progressive Business Men's Club. He gives the republican party his political support, while his religious connection is with the First Christian church, in the work of which he takes an active part, having formerly taught a class of forty boys in the Sunday school. A man of earnest purpose and consistent life, he is a good citizen, supporting every measure for the advancement of the public welfare, and his excellent personal qualities have gained for him the sincere respect and esteem of all who know him.

WILLIAM A. LANGILLE

Few men are more intimately acquainted with or better informed on the timber resources of the United States and Alaska than William A. Langille, who spent many years in the federal forestry service, during which time he surveyed many hitherto unestimated forest districts and supplied valuable information to the government. He is now successfully engaged in farming in the upper Hood River valley and is one of the most highly esteemed residents of that locality. Mr. Langille was born in Tusket, Yarmouth county, Nova Scotia, Canada, August 18, 1868, a son of James L. and Sarah (Harding) Langille, the former born at River John, Pictou county, Nova Scotia, and the latter at Pubnico, in that province. James L. Langille was a millwright and ship joiner which lines of work he followed until 1880, when he went to Chicago, Illinois, where for two and a half years he worked for the Pullman Car Company, on the construction of the town of Pullman. In 1883 he came to Hood River, Oregon, and soon afterward took up a homestead of one hundred and sixty acres in that part of Wasco county which has since been set off into Hood River county, his ranch being located in the upper part of the valley. He built a log house and started to clear the land, establishing the first sawmill in that part of the valley and operating it for several years. In 1889 he was in charge of the construction of Cloud Cap inn, on Mount Hood. He cleared off and about thirty-five acres of his land, planting twenty acres to apples, and there he lived until his death, which occurred in 1911. He took an active interest in the development of that section of the county, serving on the school board and as road supervisor for several years. He was a member of the Masonic order. His wife passed away in 1924. To them were born three children: William A.; Herbert B., who graduated from Leland Stanford University and is now an instructor in the mechanical and electrical engineering department of the University of California; and Harold Douglas, who is engaged in the timber business in Portland, Oregon.

William A. Langille received his educational training in the public schools of Nova Scotia and Chicago, Illinois. Coming to Oregon with his parents, he assisted in clearing the land which his father had secured in the Hood River valley, remaining

at home until 1897, when he joined the gold rush to Alaska. He went into that territory over the White pass, and engaged in mining at Dawson until January, 1900, when he went to Nome, where he continued his mining operations until 1902, when, having been fairly successful, he returned to Hood River. In the spring of 1903 Mr. Langille went to Washington, D. C., and took a position in the bureau of forestry. In the fall of that year the bureau sent him to Alaska for the purpose of making a survey of the forestry resources of that territory. Subsequently he was sent to California to inspect the Mount Whitney forest reservation, and in the fall of that year returned to Washington, where he was employed at government forestry work until the following spring. He then went back to Alaska, where he spent the spring in surveying the Prince William region, and in the fall went to the Kenia peninsula. During the ensuing winter, in company with James Watson, he made a trip with dog sleds one thousand miles up to the base of Mt. McKinley, surveying the timber resources of the country over which they traveled. In the spring of 1905, when the present forest service was organized by the government, Mr. Langille took over the administration of the Alaska forests, supervising all of the national forest reserves in that territory until 1911, when he resigned, and returned to Oregon. He then went to South America to look over the timber resources in the state of Sao Paulo, Brazil, this being somewhat of a honeymoon trip, as he took his newly wedded wife with him. He remained in that country fourteen months, returning to Hood River in 1914, at which time he moved onto the old homestead, where he has since lived.

In 1911, in Portland, Oregon, Mr. Langille was united in marriage to Miss Marie Slate, who was born in Brooklyn, New York, a daughter of Oliver W. Slate. Her father is deceased, and her mother now resides at Sag Harbor, Long Island. Mrs. Langille is a trained nurse, having graduated from the Brooklyn Hospital. Mr. and Mrs. Langille have three children, namely: Elizabeth, who was born in Sao Paula, Brazil, February 3, 1912, and is a senior in the high school at Parkdale, Oregon; Jean, born at Portland, Oregon, December 24, 1916, and Helen, born in Hood River valley, November 14, 1919.

Mr. Langille is a man of rugged physique, six feet tall, without a surplus ounce of flesh, and possesses almost an endless power of endurance. He and his brother Douglas were the first men to climb to the top of Mt. Hood from the east side, making the ascension in July, 1893. In young manhood he had acted as guide to the top of the mountain and, altogether, has climbed to the summit fifty-one times, making the ascent by five different routes, being the first person to climb to the top over three of these routes. Mr. Langille's mother acted as hostess at Cloud Cap inn for many years after it was opened to the public in the late '80s. Mr. Langille is a man of fearless courage, carries through successfully everything which he undertakes, and is regarded as one of the community's substantial citizens. During his official connection with the government service he met many celebrities, among whom he was held in high esteem, because of his wide and accurate knowledge of the subject which at that time was engaging his attention. He is now very comfortably situated and is able to enjoy life much as he pleases. He has proven a good citizen, giving his support to all measures for the public welfare, and wherever known commands the highest respect and good will.

JOHN A. COLLIER

John A. Collier, member of the law firm of Collier, Collier & Bernard, of Portland, has attained well merited distinction among the able and dependable attorneys of the Columbia River valley, his learning, attainments and success having stamped him as a man of unusual worth. Mr. Collier was born in Barren county, Kentucky, on the 26th of October, 1874, and is a son of P. P. and Sarah A. (Sullinger) Collier. When he was two years old the family moved to Missouri, in which state the father followed agricultural pursuits until 1901, when he came to Pendleton, Oregon, where he resided until 1908, when he came to Portland, where his death occurred the following year. His widow survived him a number of years, passing away May 25, 1925.

John A. Collier received a good public school education and in 1897 came to the Pacific coast. He read law in San Francisco and with his brother, Henry E. Collier,



JOHN A. COLLIER

at Pendleton, Oregon, and in 1901 was admitted to the bar. After practicing one year at Pendleton, he went to Fossil, Wheeler county, Oregon, where he was appointed deputy district attorney of the seventh judicial district, comprising Wasco, Crook, Sherman, Gilliam and Wheeler counties. On the creation of the eleventh judicial district Governor George Chamberlain appointed him district attorney, in which capacity he served two years. After practicing law for a few months at St. Johns, Oregon, Mr. Collier came to Portland in 1909 and was made a deputy district attorney in 1913. He served one and a half years as second deputy district attorney, and was then made chief deputy, serving as such for four years, when, in October, 1918, he resigned and engaged in the practice of his profession in association with his brother, Henry E. Though the major portion of his attention is given to civil law, he has won a wide reputation as a successful criminal lawyer, having defended nineteen murder cases during the past ten years, one of which was the noted Agee case, in which he secured an acquittal. For some years Mr. Collier served as special prosecutor of the Fire Prevention Bureau of San Francisco, was for several years special prosecutor for the office of the state fire marshal of Oregon, and was special assistant to the attorney-general in conducting the bridge investigations under Governor Pierce. He has been retained as counsel in many important cases throughout this state and his reputation as an astute and resourceful trial lawyer has been well merited. Mr. Collier has also been identified to some extent with business affairs, having assisted in the reorganization of the Multnomah Lumber and Box Company, of which he was made a director and vice president, as well as the corporation attorney. At the time of reorganization the company owed nearly two million dollars, but so successfully was it managed that in a few years the debts were paid off and the company is now on a profitable basis. Mr. Collier is also attorney for the Western Wool Warehouse, at St. Johns.

On December 31, 1901, Mr. Collier was united in marriage to Miss Arta B. Huston, of Pendleton, Oregon, and they are the parents of a son, John R., Jr., who is attending law school and reading law in his father's office. Mr. Collier is a republican in his political views, is a member of the Woodmen of the World, and maintains professional affiliation with the Multnomah County Bar Association, the Oregon State Bar Association and the American Bar Association. He possesses to an unusual degree the essential qualities of the successful lawyer and commands not only the respect of his colleagues, but also the regard of his fellowmen.

W. T. PANGLE

In the issue of January 1, 1925, Fred Lockley, the well known writer, introduced to the readers of the Oregon Journal a prominent theatrical man and Portland citizen, of whom he said:

"His friends, of whom he has a legion, call him 'Billy' Pangle, but his mother had him christened William Thrift Pangle. He was born October 28, 1869, at Lima, Ohio. You can set a duck under a hen, but as soon as the duckling can waddle it will make for the first pool of water. Billy Pangle took to the show game as a duck takes to water.

"My father owned a truck and dray business and had the contract to haul the scenery of all the traveling shows to the opera house," said Billy Pangle as we sat in his office at the Heilig. "From the time I could toddle, the smelly, mysterious semi-darkness of the stage was a land of romance and charm to me. I organized an orchestra before I was four years old, my musical instruments being the Baltimore oyster cans, square and of one quart capacity. I gathered them from our neighbors' back yards and used kindling for drumsticks. When I was four years old I was given a real drum, which was the joy of my life and the despair of my relatives and neighbors.

"My father went to the Centennial Exposition at Philadelphia in 1876 and upon his return horrified my mother and our friends by telling them about seeing women who acted in public in tights. He had taken in Kerafly's "Black Crook," which in those days played to crowded houses. * * * At that time women in tights always aroused a storm of protest from the press and pulpit. When Lydia Thompson's "Busy Blonds" toured the country shortly afterwards in a musical show they were barred from many theatres because of their tights.

"In 1877 De Wolfe Hopper came to our town, starring in a drama entitled "A Hundred Wives," the scene being laid in Salt Lake City. I appeared in his show, my first time behind the footlights. I was a "regular actor" and it was the proudest day of my life. I was drummer boy for a squad of soldiers who appeared in one act. I shall never forget the glare of kerosene lamps in the footlights and how I swelled out my chest and walked proudly across the stage. That winter a crowd of schoolboys put on a series of shows in the city hall. I was picked as one of the actors. We gave "Tom Sawyer," "Huckleberry Finn" and other kid plays. The next summer we organized a real circus, which traveled under the modest title of the "Great Golden Circus." W. W. Cole's circus had come to our town and exhibited, as a great curiosity, an electric light. They carried the dynamo with them. It looked like a fire engine and sounded like a woodsaw. Ours was composed of a bullseye lantern with a boy outside to imitate the motor.

"I think I got my first desire to be a cornet soloist from being in the audience at a local show and hearing a cornet solo. I shall never forget the laugh that went up over that solo. The most skillful cornet player in town was a scrawny little runt who had no stage presence however. The man who came out to play the solo was a big six-footer and handsome as a Greek god. In the midst of his solo the scenery happened to be shifted, and the audience discovered that the scrawny little chap was hidden back of the scenery and was playing the solo, while the handsome chap was only going through the motions.

"I never missed a show or a circus. I watered the elephant, distributed handbills, ran errands and hung around till I obtained a pass. Later I landed a job as program boy and still later as usher, so I saw all the shows that came to town. Frank Griffin, now in the orchestra at the Benson Hotel, was a fellow townsman of mine. In those days he was known as "The Boy Wonder." He played the violin. He hailed from Ada, Ohio. When I was fifteen he was leader of the orchestra, in which he gave me my first job. I played the drums. Frank taught me to play the xylophone, which at that time was a great novelty. When Lawrence Barrett, of Booth and Barrett, came to Lima I played my first solo on the xylophone. Being a local boy, I was applauded so vigorously that I had to respond with an encore. I hoped the audience would like Barrett's work as much as mine, for I was afraid he would be jealous if he did not receive as much applause as I did.

"When I was sixteen I was offered the—at that time—princely salary of eighteen dollars a week, with board and traveling expenses, to go out on the road with the Rogers Royal Court Comedy Company. I played the drums and gave a xylophone solo at each performance. We played a week in each town and each noon we gave a parade. At sixteen I was about as fat as a toothpick. I must have looked odd with my long Prince Albert coat and my tall and shiny plug hat. We put in the summer touring Ohio, Michigan, Wisconsin and western Indiana. On my way home at the end of the season I stopped at Chicago, where I was offered a place with McNish, Arno & Ramza's Minstrels, but I wanted to go home, so I turned it down.

"Just about then Findlay, Ohio, had discovered natural gas. To attract attention to the place as a good manufacturing site the town organized a municipal band of forty-four pieces. I landed a job with the band at twenty dollars a week and we toured the state. The famous Karg well had just come in. You could hear its roar for three miles. The flame could not come within fifteen feet of the exit of the pipe on account of the terrific pressure of gas. The charge for gas was a dollar and a quarter a month for eight illuminating gas jets and two stoves. You could burn them twenty-four hours a day if you cared to do so.

"My sister Myra had married Jerome Campbell and they went to Portland, Oregon, to live. I had two offers to go on the road, but when my sister and her husband asked me to come with them to Portland the lure of the west laid hold of me and I accepted their invitation. I arrived in Portland, November 15, 1888." On November 15 of that year Mr. Pangle became toll collector on the Morrison Street bridge and later was assistant treasurer for the street car company. He was also its superintendent and assisted in the task of electrifying the street car lines. In 1895 Mr. Heilig purchased the Marquam Theatre and Mr. Pangle obtained a position in its orchestra, of which he was a member until 1900, having charge of the press work during that time. For twenty-eight years he has successfully managed the Heilig, and no other theater of the same size in the United States has been under the

direction of one man for so long a period. He is an acknowledge expert in his chosen field of activity and in the discharge of his important duties manifests tact, foresight, good judgment and the requisite executive force. The present house was opened in October, 1910, with a seating capacity of two thousand and its patrons have always been provided with first class entertainment. This has long been one of the most popular theaters in the city and also one of the best managed, maintaining at all times a high standard of service. Mr. Pangle is a member of the Theater Managers Association and the Benevolent Protective Order of Elks. His life has been purposeful and resultant, and replete with interesting experiences. During the years of his connection with the theatrical business he has had the opportunity of meeting many celebrities and his personal qualities are such as inspire strong and enduring regard.

JOHN F. DALY

No member of the banking fraternity of Portland stands higher in public regard than does John F. Daly, president of the Hibernia Commercial and Savings Bank. He has been actively identified with the banking business for many years and has proven an able, careful and efficient executive. Mr. Daly was born in Cresco, Howard county, Iowa, in November, 1879, and is a son of Matthew W. and Mary F. Daly. In 1880 the family moved to South Dakota, where the father became identified with mercantile affairs, later locating in Madison, that state, where he became a member of the banking firm of Daly & Mackay. His death occurred at Madison in 1898, and his widow now resides in Portland. John F. Daly received his educational training in the public schools and attended Notre Dame University, in Indiana. When eighteen years of age he entered his father's bank at Madison, eventually becoming a member of the firm. Later he engaged in the investment business at Madison, but in 1904 sold his interests there and, coming to Portland, became connected with the Portland Trust Company. About a year later he bought an interest in an abstract business, known as the Security Abstract and Trust Company, of which he became president. In 1908 he organized the Title and Trust Company, of which he was president until 1919 and is still a director. In 1919, he became president of the Hibernia Commercial and Savings Bank, which position he still holds. In 1892 a group of successful business men realized the need of a savings bank in Portland, which had a larger volume of business than any other city of the same population in the world, was enjoying a steady and healthy growth and was the natural trade center of a vast territory. The Hibernia Savings Bank was organized that year and opened for business on January 16, 1893, in the McKay building, on the southeast corner of Third and Stark streets, with D. W. Crowley as president and M. W. Gorman, cashier. Mr. Crowley was succeeded by A. C. Smith as president in December, 1893, and James T. Barron became cashier in June, 1893, succeeding Mr. Gorman. The first directors were D. W. Crowley, Andrew C. Smith, W. S. Mason, Sam J. Gorman, John E. Lombard, M. G. Munly and John Kelly. John Kelly served only a short time and was succeeded by William Sheehy. Times were none too good after the bank started business, due to the panic, and special care had to be exercised in making loans. The records show that during this period a rule was made to make no loan except when actual cash in the vault exceeded fifty per cent of the deposits, except on approval of five of the directors. No loan was to be made to an individual to an amount exceeding five hundred dollars. During 1897 Arthur C. Spencer served as a director of the bank, which position he still holds, being also the bank's general attorney. James T. Barron resigned as cashier and director in March, 1900, to organize and manage the Thlinket Packing Corporation. Later he again joined the bank as a director and holds this position today. B. S. Reilly, the successor to Mr. Crowley as director, succeeded Mr. Barron as cashier and held the position until his death, in 1902. Business increased steadily and the bank moved to 247 Washington street, between Second and Third streets. In this location Lansing Stout became associated with the bank in 1902 as cashier and general manager. At that time the entire force consisted of Mr. Stout, a teller and a bookkeeper. Mr. Stout called his staff together and, announcing that banks as well as individuals grow in accordance with the ideals they set, providing that the public learn of these ideals through the me-

dium of a slogan, selected for this bank the slogan, "A Conservative Custodian," and the bank policy has since been shaped around the conservative custodian ideal. In 1905 Clarence B. Sewall was added to the staff as assistant cashier. In 1905 the bank was again compelled to secure larger quarters, moving to the Labbe building, at Second and Washington streets. The present cashier, Fred I. Weber, entered the bank in 1907 at messenger and general assistant. Within five years the quarters in the Labbe building were outgrown and the bank moved to its present quarters, at Fourth and Washington streets, formerly occupied by the Merchants National Bank, and in 1920 the building was completely remodeled. At the annual stockholders meeting in January of that year, the name of the institution was changed to the Hibernia Commercial and Savings Bank. In March, 1919, Andrew C. Smith severed his connection and was succeeded in the presidency by John F. Daly, under whose supervision the bank has continued its growth, each year showing greater deposits than the previous year, amounting now to over seven and a half million dollars. The capital stock was increased in 1928 to five hundred thousand dollars, so that the capital funds are now over eight hundred thousand dollars. The present officers and directors of the bank are as follows: John F. Daly, president; Lansing Stout and C. B. Sewall, vice presidents; Fred I. Weber, cashier; Guy N. Hickok, assistant vice president; Charles V. Galloway and C. E. Gleason, assistant cashiers; W. Spliid, manager foreign department; directors, John F. Daly, Lansing Stout, C. B. Sewall, Noble Wiley Jones, James T. Barron, Arthur C. Spencer and Drake C. O'Reilly. The bank maintains commercial, savings, trust and bond departments, and also gives special attention to handling accounts by mail from out-of-town customers. This is now the largest state bank in Oregon.

John F. Daly was united in marriage to Miss Margaret Wiley, who was born and reared in this city and is a daughter of Captain J. R. Wiley and a granddaughter of Mrs. Catherine Burk, who came to Portland in 1852. Mr. and Mrs. Daly are the parents of four children, namely: John, Jr., and Mary Margaret, both of whom are graduates of high school, James and Catherine. Mr. Daly is a member of the Multnomah Athletic Club, the Waverly Country Club, the Arlington Club, of which he is past director; the Chamber of Commerce, of which he is a past director; the Red Cross Society, of which he is a director; the Community Chest, of which he has been a director from its organization; the Portland Remedial Loan Association, of which he is a director; and the State Chamber of Commerce, of which he is a director. He is also a director of the Federal Reserve Bank, is president of the Oregon Bankers Association, a past president of the Portland Clearing House Association, and during the World war served as a member of the headquarters staff of the Liberty Loan drives. In fact, no movement for the promotion of the best interests of the city or county has ever lacked for his hearty support and he is regarded as one of Portland's most public-spirited men. Mr. Daly is a republican in his political views and is regarded as a man of clear headed judgment and sound opinions on the great questions and issues of the day. A man of strong character, unimpeachable integrity and courteous manner, he holds an enviable place in the confidence and esteem of all who know him and is generally recognized as one of Portland's representative men of affairs.

RAYMOND G. JUBITZ

For a quarter of a century Raymond G. Jubitz has served as secretary of the Security Savings & Trust Company, of Portland, and his record in the banking business has gained for him a high place in the esteem of all who know him. Mr. Jubitz was born in Portland, on the 4th of May, 1870, and is a son of Albin and Rosa (Ebinger) Jubitz, both of whom were natives of Germany, the father born at Weissenfels and the mother at Danzig. Ferdinand Jubitz, the paternal grandfather of R. G. Jubitz, was a member of a local military organization which took part in the unsuccessful Prussian revolution of 1848. He was imprisoned and his property was confiscated, and on regaining his liberty he turned to America. His two sons, Albin and Ferdinand, soon followed, the former making his way to San Francisco, California, via the Isthmus of Panama, and later coming to Oregon in 1864. Deciding

to make Portland his home, he entered into a business partnership with Andrew Saling which continued for forty-five years. In 1866 he married Rosa Ebinger, daughter of William A. Ebinger, and here they spent the remainder of their lives. They had five children: Albin, Ferdinand, Raymond G., Marie C. and George L., the two first named dying in infancy. William A. Ebinger, the maternal grandfather of R. G. Jubitz, came to America on the ship Fidler in 1847 and settled in Wisconsin. In 1853 he crossed the plains with his family and settled in Portland, Oregon. On the journey he joined the camp of Frank Hoffman, in whose honor Hoffman Hill, now part of the city of Portland, was named.

Raymond G. Jubitz received his educational training in private, graded and high schools of Portland and subsequently matriculated in the law department of the University of Oregon, from which he was graduated in 1894. In 1888 he entered the service of the First National Bank as a messenger. In 1895 he was in the employ of the Portland Gas Company and five years later became a member of the staff of the Security Savings & Trust Company of Portland. He has been with this institution continuously since and on June 10, 1903, was elected to his present position as secretary, the duties of which office he has discharged in a very capable and satisfactory manner. In 1924 he was made a member of the board of directors of the Security Savings & Trust Company. In 1907 he was elected secretary of the Portland Clearing House Association and in 1920 was chosen the first president of the Trust Companies of Oregon.

In 1911 Mr. Jubitz was united in marriage to Miss Anna Rankin, of Portland, and they are the parents of three children: Anne, Raymond G., Jr., and Monroe A.

The military record of Mr. Jubitz began in 1887 as a charter member of Company I, First Regiment, Oregon National Guard. Subsequently he was elected captain of Company H, which office he held until elected major, while later he was made lieutenant colonel. He served with the regiment until 1903, when he was transferred to the Veteran Corps with the rank of lieutenant colonel. The republican party claims his allegiance and he is loyal to the best interests of his community. Fraternally he is affiliated with the Masonic order, belonging to Washington Lodge, No. 46, A. F. & A. M.; Portland Consistory, A. A. S. R.; and Al Kader Temple, A. A. O. N. M. S. His name is likewise on the rolls of the Arlington Club, the Chamber of Commerce and Lang Syne Society. He is a life member of the Multnomah Amateur Athletic Club and also of the Portland Art Association. He has exemplified the highest type of citizenship in his life, has been generous in his support of all worthy causes and has maintained mutually pleasant relations with his fellowmen, so that throughout the community in which he lives he commands the highest measure of confidence and respect.

S. V. W. PETERS

S. V. W. Peters, vice president and general manager of the Portland Motor Car Company, has gained his present standing in the business world through his determined and well directed efforts and is recognized as one of the leading figures in the automobile circles of Oregon. The Portland Motor Car Company was established January 1, 1917, by Cameron Squires, who is still president of the concern, first located in the old Wemme building, but was subsequently brought to present location at 421 Burnside street, in a one-story building, one hundred by one hundred feet. At that time the company had the agency for Packard and Nash cars, but in 1922 relinquished the Nash agency and devoted their attention to the sale of Packard cars until 1924. In that year they became distributors for the Hudson and Essex cars in Oregon and the southern part of Washington, and has agencies at every important city and town in its territory. The company's business has enjoyed a steady increase from the beginning, in 1923 taking additional space, one hundred by one hundred feet, and in 1928 made still another increase in space of the same size, so that it now occupies one room, two hundred by one hundred feet and another of one hundred by one hundred feet, embracing thirty thousand square feet of space on one floor, the most extensive ground floor space for one business in Portland. In addition to its splendid salesrooms and adequate offices, the company maintains

complete repair and parts departments. The company employs eight persons in its office, has eighteen salesmen and has fifty-four people in the various shop departments. It maintains its own paint, grease and body departments and is equipped to give the highest type of service promptly and at the lowest cost consistent with good workmanship. This company has sold about three thousand six hundred cars in Multnomah county and approximately seven thousand five hundred cars in Oregon during the past four years, being the largest distributors of the Hudson and Essex cars in the state.

S. V. W. Peters, vice president of the company, was born in Seattle, Washington, in 1892, and is a son of William A. and Frances (Van Wyck) Peters. They went to Seattle in 1882 and 1889 respectively and were married in that city. Mr. Peters, a prominent attorney, is a member of the largest law firm in that city. S. V. W. Peters received his educational training in the public schools of Seattle and in Hitchcock Military Academy of California. He became connected with the canning business of Ainsworth & Dunn in northern Washington, where he remained two years, after which he was with the Kelly-Clark Company, fish brokers at Seattle. In 1916 he became associated with the Northwest Motor Company, Seattle dealers in Packard cars, with which concern he remained until 1917, when he enlisted in the United States air service. He was overseas fifteen months, during a large part of which time he engaged in long-distance reconnaissance work. He was commissioned a second lieutenant and made a flight commander and is officially credited with the destruction of one enemy airplane. After the close of active hostilities he was assistant, in charge of the squadron, for five months, and on his return to this country was honorably discharged. He again took up the automobile business in Seattle, where he remained until 1920, when he came to Portland and bought an interest in the Portland Motor Car Company, of which he has since been vice president and general manager.

In 1921 Mr. Peters was united in marriage to Miss Mary Louise Winslow, of San Francisco, California, and they are the parents of a son, S. V. W., Jr., who is now six years of age. Mr. Peters is a member of the Benevolent Protective Order of Elks, the American Legion, the Veterans of Foreign Wars, the University Club, the Waverly Golf Club and the Chamber of Commerce, in which he belongs to the aviation and auto safety committees. He is president of the Aero Club of Oregon and has taken a very active part in promoting air development and service in this section of the country. He gives his political support to the republican party. Because of his ability and his splendid personal qualities, he is held high in the respect and esteem of all who know him.

LOU WAGNER

Lou Wagner, who is actively engaged in the practice of law in Portland, has spent practically his entire life in this city and those who know him best are numbered among his warmest admirers, having found him loyal and true in every relation of life. Mr. Wagner was born in San Francisco, California, on the 8th of February, 1876, and is a son of Nathan and Emma (Rothchild) Wagner, who had located in that city in 1873. In 1876 the father brought his family to Portland, where for many years he was engaged in the meat business, and here his death occurred. He was one of the early members of the Washington Home Guards and of Hose Company No. 3 of the old volunteer fire department.

Lou Wagner received a good public school education. For eighteen years he served as constable and then became a special agent for the Portland Street Railway Company. While acting in that capacity he took up the study of law and eventually entered the law school of the University of Oregon, from which he was graduated in 1915. Since that time he has devoted his attention to the practice of law, having his offices in the Porter building. He specializes in criminal law and has been more than ordinarily successful, being determined, painstaking and resourceful, and has gained an enviable reputation for dependability, both as trial lawyer and as office counselor.

In 1904 Mr. Wagner was united in marriage to Miss Dora Lippman, who was born in San Francisco. He is a republican in his political views and has in no



LOU WAGNER

respect been neglectful of his obligations of citizenship. For the past twenty-seven years he has been a member of the Benevolent Protective Order of Elks and he belongs to the United Artisans and the Independent Order of B'nai B'rith. He has devoted his attention closely to his professional work and has the record of having been away from Portland not more than thirty days during the fifty-two years that he has lived here. Cordial and friendly in manner, he has a wide circle of acquaintances and is deservedly popular throughout the city.

RICHARD H. COLLINS, JR.

Richard H. Collins, Jr., of Collins Brothers, of Portland, dealers in Cadillac automobiles, is a man of progressive spirit and sound business judgment and he and his brothers are achieving success in the sale of this well known car. Mr. Collins was born in Kansas City, Missouri, in 1906, and is a son of Richard H. and Emma D. Collins, who now reside in Pasadena, California, and Chicago, Illinois. In his early life the father was a cowboy in Kansas, but deserted that for a job with the John Deere Plow Company. He was a faithful and efficient employee and eventually, through various promotions, became the general manager of that company. Later he became associated with Charles Nash, W. P. Chrysler and W. C. Durant in the automobile business. Eventually he became general sales manager of the Buick interests, which relation he sustained for fifteen years. He served two years as vice president of the General Motors Corporation, after which he was president and general manager of the Cadillac Motor Car Company for about ten years. He then bought the controlling interest in the Peerless Motor Car Company, of which he was president and general manager for three and a half years, after which he became the largest distributor of Chrysler cars in the United States, having his headquarters in Chicago. He is still very heavily interested in General Motors.

Richard H. Collins, Jr., received his early education in the public schools of Detroit, Michigan, and Cleveland, Ohio, after which he took a four-year preparatory course. He then became associated with his father, under whom he learned every detail of the automobile business. He has a personal acquaintance with all of the big automobile men of the country, as well as the leading automobile engineers. In 1927 he and his brothers, Jack H. and Wilbur H., organized the firm of Collins Brothers, of which Wilbur H. is president and Richard H., Jr. is vice president, Jack H. being too young to hold office. The company is distributor for the Cadillac, La Salle, Oakland and Pontiac cars for the state of Oregon and is building up a fine sales organization and handling a steadily increasing number of cars. Mr. Collins, Jr., is devoting himself tirelessly to the interests of the business, which is conducted at Twenty-first and Washington streets, and in which from sixty-five to seventy people are employed. Mr. Collins, Sr., has recently remodeled and rearranged the display room and the shop room, simplifying the arrangements and facilities, particularly of the shop department. He is a member of the Annandale Golf Club of Pasadena and the Pasadena Athletic Club, the Multnomah Athletic Club of Portland, which he considers one of the finest in the United States, and other local organizations. A man of quiet and unassuming manner, he is constant and dependable as a citizen, judicious and discriminating in business affairs and throughout the range of his acquaintance commands uniform respect and esteem.

J. E. ROMAN

J. E. Roman, cashier of the Bank of Commerce, at Astoria, was one of the organizers of this well known institution and has been an important factor in its growth. This bank was organized in June, 1919, by Norris Stapples, president; H. R. Hoefler, vice president, and J. E. Roman, cashier. Mr. Stapples died on the night of the great fire of 1922 and was succeeded in the presidency by James Bremner, who later retired from active business, whereupon Harry Burke became the head of the bank, which position he still holds. K. F. Johnson and J. H. Luukinen are vice

presidents; J. E. Roman, cashier; R. N. Salisbury and Charles Wirkkala, assistant cashiers; and Harry Burke, E. W. McMindes, K. F. Johnson, J. H. Luukinen, S. W. Lovell, O. A. Owen, J. E. Roman, R. N. Salisbury and Charles Wirkkala are directors. This is strictly an Astoria owned bank, its stockholders being loyal business men and farmers of this city and vicinity, and keeps pace with the growth and development of the community. Its capital and surplus now amount to one hundred and sixteen thousand dollars and its total resources are over nine hundred and thirty-five thousand dollars. It does both a commercial and savings bank business and maintains an up-to-date safe deposit department. The bank building was destroyed in the great fire of 1922, but its vault and papers were unharmed.

J. E. Roman was born in Minnesota in March, 1879, and is a son of Erick Gustave and Johana (Peterson) Roman, both of whom are deceased. His father was engaged in farming and was successful in his business affairs. J. E. Roman attended the public schools and took a commercial course in the Minnesota School of Business, from which he was graduated in 1899. He became a member of the mercantile firm of Lingren & Roman Brothers, of Minnesota, which is still in existence. Subsequently Mr. Roman sold his interest in the business and entered the First State Bank at Eagle Bend, Minnesota, of which he was cashier for six years. In 1911 he came to Astoria, Oregon, as assistant cashier of the Scandinavian American Bank, which was consolidated with the Astoria National Bank in 1919, at which time he became one of the organizers of the Bank of Commerce, of which he has been cashier and manager since.

In 1913 Mr. Roman was united in marriage to Miss Lulu Carmichael, of Astoria. Politically he is a republican and in 1919-20 represented Clatsop county in the state legislature, serving on several important committees. He is a past master of the Masonic lodge at Eagle Bend, Minnesota; and a member of Astoria Chapter, R. A. M.; Astoria Commandery, K. T.; Portland Consistory, A. A. S. R.; and Al Kader Temple, A. A. O. N. M. S.; and also belongs to Astoria Lodge, B. P. O. E.; the Grange; the Astoria Golf and Country Club, of which he is a charter member and a director; the Chamber of Commerce, of which he is a past director and is now a member of the agricultural committee, and other local organizations.

THOMAS AUTZEN

Among the outstanding industries of Portland, one which has attracted much attention is the Portland Manufacturing Company, at St. Johns, which for over a quarter of a century has enjoyed a steady and continuous growth and has greatly contributed to the reputation and prestige of Portland as a manufacturing center. Thomas Autzen, the president of the company for the past ten years, is one of this city's best known business men and has ably and successfully directed the affairs of this important concern, a very interesting description of which was printed in the Portland Daily Journal of March 1, 1916, as follows:

"This Portland factory, established in 1901, and completely wiped out by fire nine years later, has a business now that employs from sixty to seventy-five people, has a payroll of from five thousand to six thousand dollars a month, and does a business of from one hundred and seventy-five thousand to two hundred thousand dollars a year. Its buildings cover two of its five acres of ground fronting on the Willamette at St. Johns, Portland's northern suburb, and it has seven hundred feet on the tracks of the Oregon-Washington Railroad and Navigation line, as well as on the river. Its principal business is the manufacture of Oregon veneered fir panels for doors, and these are shipped to nearly every state in the Union. A car was loading destined for Cincinnati at the time the Journal representative made his call upon the management. The name of the concern is the Portland Manufacturing Company, and Peter Autzen is its president and Thomas Autzen, secretary, treasurer and manager.

"Its veneered fir panels are made by the hundred thousand and its berry and fruit boxes by the million. The company makes tons of cottonwood excelsior, also, and it is so finely shaven that it is soft as floss or cotton. This, likewise, has a broad territory for a market, going to shippers of glassware in all parts of the country. It is valuable for packers of bottles filled with fluids, and is suitable for mattress making.

Great quantities are turned out and baled in one hundred pound bundles for shipping. The wood from which it is manufactured requires from two and a half to three years for seasoning, and with one thousand cords or so on hand at all times considerable capital is required to handle this branch of the industry. The berry and fruit boxes are made of spruce, shaved to a thinness of thirty to the inch, and the veneer for the door panels seven to the inch. Three thicknesses of these panels are glued together, the grain of the center piece crossing the others, so that strength which would bear a weight of two hundred to three hundred pounds is secured.

"The beauty of the grain of this fir veneer is carrying the fame of Oregon's forests to the homes of the people, especially the well-to-do, of nearly all parts of the United States, as well as our island possessions. There is almost no boundary to the market for this product, for the reason that its equal for beauty cannot be had elsewhere than on the Pacific coast. It excels, in the estimation of competent judges, the attractions of even birdseye maple or the grain of Pennsylvania chestnut. Sand-papered and varnished, it makes a most delightful indoor finish for door and window casings, bathroom ornamentation, or for anything made of wood and exposed to view.

"It is interesting to watch the manufacture of this veneer. The writer was present when a log ten or twelve feet long and as much as five feet in diameter was being shaved into veneering. It was handled by the machinery, as it was being placed into position, as if it were a piece of firewood. When it has been securely fastened in the turning lathe and the monster machinery put in motion, a great knife, the length of the log, peeled it as if it were a sugar beet, and these peelings are the veneer. The wood is not sawed lengthwise as lumber, but turned off from the log as shavings from furniture material are turned, and of the uniform thickness of one-seventh of an inch.

"Think of a log five feet in diameter being steamed until it is hot to the very center. Not merely warmed, but so hot one can scarcely bear his hand upon it. This is done with every log made into veneer. This makes the wood both pliable and tough, so it will not easily split or break. After being cut it is run through a dryer heated to about two hundred and twenty-five degrees. The dryer is one hundred feet long, and as the thin strips slowly journey from one end to the other, between hot rollers, every atom of moisture disappears, and they come forth ready for the saws that cut them into lengths for the gluers. It requires three men to operate one of these glueing machines. The thin boards are here run between two steel rollers, which distribute the glue evenly upon them, and now they are ready for the sander and to be worked into door panels, or to be used, the less valuable, in the manufacture of trunks and similar uses.

"Knotty or 'shaky' logs are not made into veneering. Neither can the hearts of the trees be worked into this material, for the reason that there is no grain in them. Only the most expensive fir is bought, and at best there is great waste to it. Much of the outside, next to the bark, is not suitable, and this is consumed in making steam, of which a large volume is used aside from that necessary to operate the machinery.

"We sell our veneer to nearly all stock door factories on the Pacific coast," Thomas Autzen stated, "and these make the doors for their local trade and the eastern market. They go away by the carload to clients of the door manufacturers, and in addition we ship great quantities of the veneer ourselves. We do not manufacture doors, however. This we leave to those engaged in that business. We also do a large business in the manufacture of coffee containers—those wooden barrels used by coffee grinders for shipping their products.' Millions of feet of Oregon fir pass through this big factory annually. It is a valuable adjunct to the city's industries."

Supplementing the foregoing, the Portland Manufacturing Company was established in 1901 by G. H. Carlson, F. S. Doernbecher and M. L. Holbrook. In 1906 Peter Autzen bought an interest in the company, of which he became manager, and was later made president, in which capacity he served until his death, in 1918. The present officers are Thomas Autzen, president and treasurer, and J. Lingaas, manager. The plant has been greatly enlarged, now having five acres under roof, and one hundred and seventy-five people are employed. The trade name for its veneer product is "Plywood," which is used not only for door panels, but also for automobile bodies and for wallboard interior finish, and in the making of furniture, nothing but Oregon fir is used. The annual sales now amount to about one million dollars a year. The plant is electrified and the machinery is driven by individual motors. A blower sys-

tem keeps the air of the factory free from dust and a complete automatic sprinkler system reduces the fire hazard to a minimum. In every respect the plant is modern and the company takes a justifiable pride in the fact that throughout its history it has steadfastly maintained the highest possible standard in its products, through which it has gained its enviable position in the business world.

Thomas Autzen was born at Grays Harbor, Washington, on the 30th of June, 1888, a son of Peter and Anna (Wegner) Autzen. The former was born in Copenhagen, Denmark, and the latter in Germany and they were married in San Francisco, to which city they had gone in a very early day. Subsequently they located at Grays Harbor, Washington, where Mr. Autzen became connected with the Simpson Lumber Company. He was appointed and served as collector of customs at Grays Harbor, and later was in the mill and logging business. In 1906 he came to Portland and was identified with the Portland Manufacturing Company during the remaining active years of his life. He is survived by his widow, who still resides in this city.

Thomas Autzen attended the public schools and graduated from Oregon Agricultural College in 1909. He then became connected with the Portland Manufacturing Company, of which he was made secretary and later treasurer and manager, and on the death of his father he became the executive head of the organization.

He is financially interested in a number of other business enterprises, being vice president of the Nicolai Door Company, of Portland, one of the largest concerns in its line in the west; a director of the West Coast National Bank and a director of the Grays Harbor Lumber Company. On March 15, 1916, Mr. Autzen was united in marriage to Miss Marvel Shields, of Tacoma, Washington, and to them have been born five children, Elizabeth, Thomas, Anabel, Peter and Duane. Mr. Autzen is a staunch republican in his political views and has shown a deep interest in public affairs. He is a member of the Benevolent Protective Order of Elks, the Multnomah Athletic Club, the Arlington Club, the Columbia Country Club and the Portland Chamber of Commerce. The Autzen family has done its full part in conserving the material and civic welfare of the communities with which it has been identified. Peter Autzen, who was affiliated with the democratic party, served as mayor of Hoquiam, Washington, and was held in high regard for his ability and sterling character, and the prestige of the family has been ably sustained by his son Thomas, who commands the uniform confidence and respect of his fellowmen.

JOHN S. BEALL

The largest welded pipe and tank manufacturing concern in the northwest is the Beall Pipe and Tank Corporation, of Portland, of which John S. Beall is the founder and president. This industry has prospered because of the superior quality of its products and is one of the outstanding industries of the Columbia River valley. Mr. Beall was born in Georgia, in November, 1866, and is a son of John L. and Elizabeth (Swift) Beall. The family moved to Texas in 1867 and there the father engaged in a mercantile business for a number of years. Both parents are now deceased.

John S. Beall received the advantage of a good public school education and learned the harness and saddlemaker's trade. Later he became identified with the agricultural implement business, entering the employ of the Parlin & Orendendorff Company, of Canton, Ohio. In 1885 he came to Portland as the representative of that concern and served as manager here until 1901. He then engaged in the machinery business until 1905, when he organized the Beall Pipe and Tank Corporation. The plant was first located at East Seventh and Main streets, Portland, but in 1912 moved into its own building, at 85 Columbia boulevard. The company has three and a half acres of ground, the buildings covering two acres. The chief products of the plant are corrugated culverts, electric arc welded pipe for cities and hydraulic and dredge work, and electric welded tanks for all purposes. The company has seven traveling representatives and the products are sold throughout the northwestern states. Seventy-five men, most of whom are highly skilled mechanics, are employed in the factory, and the annual business amounts to over one million dollars.

In 1894 Mr. Beall was united in marriage to Miss Elma Chase, of Colfax, Washington, and they are the parents of a son, Malcolm J., who graduated from the

Oregon Agricultural College and is now associated with his father in business. Mr. Beall is a Knight Templar Mason and a Noble of the Mystic Shrine, and also a member of the Knights of Pythias, the Benevolent Protective Order of Elks, the Columbia Country Club, the Kenton Commercial Club, of which he is president, and the Portland Chamber of Commerce, in the activities of which he is greatly interested. He gives his political support to the republican party and no measure calculated to advance the material, civic or moral interests of Portland has ever lacked his support. Because of his business ability and success, his public spirit and his excellent personal qualities, he holds a high place in the esteem of all who knew him and is regarded as one of Portland's representative business men.

C. R. MASIKER

C. R. Masiker, the able and efficient superintendent of Kelly Brothers' ranch, near Hood River, Oregon, is a member of one of the old pioneer families of the Pacific northwest. He has spent practically his entire active life in farming, in which he has gained a high reputation. Mr. Masiker was born in Grant county, Oregon, on the 4th of February, 1881, a son of Carson Charlie and Mary Isabel (Henderson) Masiker, the former born near Chicago, Illinois, February 25, 1851, and the latter in Indiana, September 19, 1858. His paternal grandfather, George Masiker, came across the plains with ox teams in 1852, spending the first winter at Box Elder, Utah, and in the following spring reached Oregon, locating on a donation claim in Grand Ronde valley, near Sheridan, Yamhill county. He lived there until about 1859, when he sold out and moved to Wasco county, where he acquired a tract of land three miles west of Wasco, there running cattle and horses to the time of his death, which occurred in 1862. For nearly a half century he was survived by his widow, whose death occurred in 1913.

Carson C. Masiker received a limited education in the district schools of Wasco county, but became a well informed man through reading and observation. When nineteen years of age he started out to earn his own livelihood, going to Idaho, where he spent a year in the gold mines. On his return to Oregon, he took up a homestead near Spray, Wasco county, now Wheeler county, and engaged in raising cattle there until 1889, when he sold out and went to Baker City, this state. Subsequently he returned to Sherman county and settled on a ranch near Biggs, on which he lived four years, when he sold out and, coming to the Hood River valley, bought a small fruit ranch. Here he lived until 1920, when he disposed of that place and moved into the town of Hood River, where he had bought a home. Shortly afterward, however, he sold out there and went to Maryhill, Klickitat county, Washington, which was his home until 1927, when he retired from active pursuits and is now living near Elmira, Lane county, Oregon. Mr. Masiker was married twice. To his first union was born a son, George, who is deceased, and to his union with Mary I. Henderson were born five children, namely: Guy, who died in 1918; C. R.; May, the wife of E. V. Schiller; Iva, deceased; and Mrs. Violet Chandler, who lives in Portland, Oregon. Mr. Masiker has been a member of the Independent Order of Odd Fellows for fifty-two years. His brother, M. J. Masiker, born in Wasco county in 1862, is said to have been the first male child born in that county.

C. R. Masiker received his educational training in the district schools of Wasco county and the public schools of Hood River. He was reared to the life of a farmer, has always followed that occupation, and in his present responsible position as superintendent of the Kelly ranch has shown splendid executive ability, progressive and up-to-date methods and a fine spirit of loyalty to the owners of the farm.

On August 4, 1915, at Hood River, Mr. Masiker was united in marriage to Miss Marie Paasch, who is a native of Germany and a daughter of August and Catherine (Bohling) Paasch, the latter dying in November, 1915. Mr. Paasch came to the United States in 1888, settling first in Minnesota, where he lived one year, and then came to the Hood River valley, where he bought one hundred and sixty acres of land about four miles south of Hood River. The land was covered with a dense growth of timber but in the course of time he cleared off the greater portion of it and planted extensive apple orchards, having sixty acres in one block. He became a large exporter of apples to Germany, sending over his own crop and buying largely for ship-

ment. He was twice married, by the first union having one child, Mrs. Elizabeth Calkins, of Portland, Oregon, and by the second union five children, Fred, Mrs. Minnie Duckwall, Mrs. Marie Masiker, Hugo and Fred. Mr. and Mrs. Masiker have two children, Carson, born June 11, 1916, and Clarence Martin, November 27, 1925. Mr. Masiker is a member of the Independent Order of Odd Fellows and he and his wife belong to the Daughters of Rebekah. Because of his excellent record and fine personal qualities he commands the respect and esteem of all who know him.

WALTER H. RAYMOND

To have won success does not entitle an individual to the warm regard of his fellows. It is the qualities of friendliness, tact and kindness which endear the individual to his associates and with those traits of character Walter H. Raymond was richly endowed. Fourteen years have passed since he was called to his final rest but there are many who cherish his memory. Born in Battle Creek, Michigan, February 9, 1864, he had not yet attained his majority when he came to the Pacific coast, being at the time a youth of nineteen years. Seattle was his first place of abode and there he lived for a time with Judge Burke, an honored pioneer of the northwest. Later he came to Portland and it was here that he made his initial step in the insurance business, in which he afterward engaged, becoming secretary of the Northwest Fire & Marine Insurance Company, with which corporation he continued for several years. He next went to Albany and became secretary of the Merchants Fire & Marine Insurance Company. When that company retired from business his services were sought in San Francisco and he became the northwest representative of the Sun Insurance Company and the Guardian Insurance Company of London, England, continuing as a representative of those organizations for three or four years, when his conscientious work attracted the attention of the New York management of the Niagara Insurance Company and he was proffered the position of general agent for the northwest. This he accepted and acted in that capacity until he resigned to become the general agent of the Liverpool & London & Globe Insurance Company, of London, England, with which he was identified for fifteen years ere his demise. He was one of the most popular and best known members of the fire insurance fraternity of the northwest. His nature was one entirely free from jealousy and he delighted in the success of his fellows in the insurance field just as he did in his own advancement. At the time of his demise he was president of the Pacific Northwest Field Men's Association, an organization of insurance men, president of the Equitable Rating Bureau, and president of the Insurance Club and chairman of its legislative committee for English companies.

In 1889 Mr. Raymond was married to Miss Mamie F. McIlwain, of Albany, a daughter of A. B. and Lydia A. (Roe) McIlwain. She survives him, making her home in Portland, where they occupied an enviable position in social circles and where Mrs. Raymond has many warm friends. Mr. Raymond was very prominent in Masonry, holding membership in Portland Lodge No. 55, F. & A. M., in the various Scottish Rite bodies and in Al Kader Temple of the Mystic Shrine. He passed away July 18, 1914, and the funeral services were held in the Scottish Rite cathedral, many of his fellow members of the order gathering to pay their last tribute of respect and honor to him. His entire life exemplified the truth of the Emersonian philosophy that "the way to win a friend is to be one" and there are many who felt that their lives were enriched and happier because of their acquaintance and association with Walter H. Raymond.

JAMES A. MALARKEY

One of Portland's prominent manufacturers and successful business men is James A. Malarkey, whose interests are of a character and magnitude which have contributed greatly to the general business prosperity of Portland. Mr. Malarkey was born in New York city in 1872, and is a son of Charles and Catherine (O'Neil) Malarkey. In 1873 the father brought his family to Portland and here became active and prominent in commercial affairs, being one of the organizers of the Co-



WALTER H. RAYMOND

lumbia River Paper Company, of which he was a director, and also became the owner of the Cleveland Oil and Paint Manufacturing Company. He acquired large property interests here and took a keen interest in local public affairs. He was a staunch republican in his political views and served one term as treasurer of Multnomah county. Both parents are now deceased, the mother dying in 1916 and the father in 1918.

James A. Malarkey attended the public schools and then became connected with the Cleveland Oil and Paint Manufacturing Company, representing his father's interests as treasurer up to the time the business was sold to W. P. Fuller & Company. He then became manager of the sash and door department of the Central Door and Lumber Company, which position he held for several years. In 1918 Mr. Malarkey established the M and M Wood Working Company which has grown to be one of the most important industries of Portland. The original plant, now called plant number one, covers about four acres of ground on Sullivan's Gulch. This plant is used for the manufacture of house doors and is modern and up-to-date in its equipment. Mr. Malarkey also bought the National Tank and Pipe Company, at Kenton, which is an extensive concern, its plant covering about twenty-five acres, and which as plants numbers two and three is devoted to making garage doors and wooden tanks. The M and M Wood Working Company has become one of the largest enterprises in its line in the west, employing over four hundred and fifty men and producing over one million doors a year. Its products are sold not only throughout the United States, but in many other countries throughout the world. Mr. Malarkey has devoted his attention closely to these various enterprises, in the management of which he has shown marked executive and initiative ability and he well deserves the splendid measure of success which is crowning his intelligently directed efforts.

In 1895 Mr. Malarkey was married to Miss Fannie Emma Holman, a daughter of Charles and Mary (Huntington) Holman, who were early Oregon pioneers, and to them have been born three sons and two daughters. Four survive, two sons, Huntington and Herbert, who attended the University of Oregon and Stanford University, respectively, and both of whom are now married and associated with their father in business, and two daughters, Mary who is a student of Smith College and Helen who is attending Catlin's School.

The republican party received Mr. Malarkey's allegiance and he has shown a good citizen's loyalty to the best interests of his community, supporting every measure or movement for the promotion of the public welfare. He is a member of the Portland Chamber of Commerce. Because of his business success and his sterling personal qualities he is accorded the highest measure of respect and esteem by his fellowmen.

CHRIST MINSINGER

The oldest sand company in Portland and the largest in the northwest is the Star Sand Company, of which Christ Minsinger has been president and treasurer, although now practically living retired. He has shown a spirit of marked enterprise in his business operations and has attained success as the result of his determined and persistent efforts and his sound judgment. Born in Pittsburgh, Pennsylvania, on the 16th of October, 1855, he is a son of Gotlieb and Caroline (Knightly) Minsinger, both of whom died in Pittsburgh, where the father had long been engaged in the feed business. Christ Minsinger received a good education in the public schools of his home city and graduated from Duff's Business College. He established the Star Sand Company there, which proved a successful venture and which was later consolidated with the Iron City Sand Company. After selling out in 1877, Mr. Minsinger came to Portland and organized the Star Sand Company of this city. He built the dredge "Enterprise," which was the first boat on the Pacific coast to take sand from under water, and in other ways he has shown a progressive policy which has enabled him to maintain the lead in his line of business. He has been eminently successful and now has other plants at Vancouver, Washington; St. Johns, Oregon, and elsewhere, and is doing a large volume of business, having over six hundred thousand dollars invested in the undertaking. He has associated with him in his business two nephews, William R. Minsinger, who is vice president of the Star Sand Company, and David W. Minsinger, who is secretary.

In 1898 Mr. Minsinger was united in marriage to Miss Caroline Bunton, whose father, William Bunton, was a well known boat builder of Pittsburgh, Pennsylvania. To them have been born two daughters: Edna, who is the wife of Spencer Scott, of New York city, and Helen, the wife of Adolph New, of Alameda, Portland. Mr. Minsinger is a member of Willamette Lodge, A. F. & A. M.; Oregon Consistory, No. 1, A. A. S. R., and Al Kader Temple, A. A. O. N. M. S. He has an attractive and comfortable home at 321 East Thirteenth street and is the owner of a well improved ranch, on which he has been very successful in the breeding and raising of thoroughbred Belgian horses, one of which, "Eltone De Nord," took the grand championship, as a two-year-old, at the Lewis & Clark exposition. In 1880, for the benefit of his health, Mr. Minsinger spent five and one-half years in Honolulu, and while there became a member of the Independent Order of Odd Fellows in 1882. He is now the oldest Odd Fellow in the state having been identified with the order for forty-six years. Three years ago he returned to his native city and was given the keys of Pittsburg. He invited all his schoolmates and old friends and his daughter came from New York to attend his birthday party, he being at that time seventy years of age. Mr. Minsinger is a man of stalwart character and earnest purposes, has led a busy and useful life, and during all the years of his residence here has commanded in the fullest measure the confidence and respect of his fellowmen.

C. M. CHRISTENSON

C. M. Christenson, of Portland, one of the prominent logging operators of the Columbia River valley, was born in Iowa in 1883 and is a son of J. C. and Elsie Christenson, the former now deceased, while the latter is now eighty-one years old. He attended the public schools of his native state and in 1898, when fifteen years old, came to Oregon, locating south of Hillsboro, Washington county, where he engaged in farming. Two years later he began greasing skids for Malcolm McFarland, at Westport, Oregon. He was a good worker and when seventeen years old was next to the highest paid man in the camp, receiving sixty-five dollars a month. He was later made hook tender, at seventy-five dollars a month, working from six o'clock in the morning until eight o'clock in the evening. Afterward he built skid roads and tended hook until 1903, when he took charge of the logging camp for Joe Hinton, who was logging on the Tualatin river. In 1904 Mr. Christenson began the logging business on his own account, contracting to furnish logs for a mill fourteen miles from a railroad, and was compelled to haul the logs over a mud road. The mill sold its lumber at eight dollars a thousand feet, delivered at Forest Grove, consequently it failed and Mr. Christenson lost what the mill owed him. However, he traded his log account for shingles, and traded the latter for horses in eastern Oregon. He brought the horses down to the valley and employed them in grading on the Portland Railroad and Navigation line near Tillamook. He also took a contract for hewing the culvert timbers and piling for that railroad. In 1906 he took a logging contract with the Donald Lumber Company, near Banks, Oregon, and to settle his account with this firm he was compelled to take over what timber they had left. This he marketed to several mills, and then bought three-quarters of a million feet of timber on the Portland Railroad and Navigation line near Strassel, Oregon, which he marketed to the Inman-Poulsen Company and Charles K. Spaulding. When he had this timber about half logged off, he bought another tract from the railroad, for which he was to pay as he cut the timber. He handled that job during 1911-12, and with the proceeds made a first payment on two and a half sections of timber land at Timber, Oregon, from which he sold logs to the Portland mills. In 1915 Mr. Christenson moved to Lewis River, Washington, against the advice of his friends, and logged there during that and the following year, coming out in 1917 with a clear profit of thirty-five thousand dollars. He then bought a section of timber on the Nehalem river, the cutting of which he finished in 1920. From 1915 on he had been operating as the Christenson Logging Company, and in 1918 he organized the La Dee Logging Company in partnership with J. W. Bailey and C. B. Buchanan, the new concern having a paid-in capital of twenty thousand dollars. They bought the J. K. Gamble equipment and logged the McPherson timber tract until 1925. In 1920 the Christenson Logging Company was dissolved and he has since devoted his attention to the operations of the

La Dee Company, of which J. W. Bailey is president, Mr. Christenson, vice president, and Varnald Beach, secretary and treasurer. In 1926 the La Dee Company bought from the receivers the remains of the Porter-Carstens Logging Company's stand of timber near Escatado, and contracted to log off the remainder for the Union Lumber Company. They are still engaged in this operation, putting in from six million to eight million feet of logs a month. They employ about one hundred and seventy-five men and have a fine equipment, being regarded as one of the important and successful logging concerns of this section of the country.

In 1909 Mr. Christenson was united in marriage to Miss Lura E. Peterson, who was born in Benton county, Oregon, and is a daughter of C. A. and Daisy (Starr) Peterson. Her father has served as postmaster at Buxton, Oregon, for forty years and her maternal grandfather moved the first flourmill into Benton county, for the erection of which he carried the nails from Oregon City. Mr. and Mrs. Christenson have five children: Chester, eighteen years of age; Lorene, sixteen; Howard, fourteen; Grace, twelve years; and Nelda, six years of age. Mr. Christenson is a member of the Benevolent Protective Order of Elks, and his family are members of the Rose City Presbyterian church. Mrs. Christenson takes an active interest in the work of her church and is also prominent in the Parent-Teacher Association. Mr. Christenson has been the architect of his own fortune and has worthily won the success which has come to him. In all of his affairs he has shown clear headed judgment and all who have been associated with him hold him in high esteem for his ability and sterling character.

J. G. EDWARDS

J. G. Edwards, now living retired in Portland after long connection with the sheep raising industry in Oregon, was born in Aberdovey, Merionethshire, Wales, July 13, 1855. His father R. E. Edwards, was a merchant and ship owner who had a fleet of vessels, some engaged in coastwise trade and others sailing the deep seas. The son attended the local schools, afterward continued his studies in the Shrewsbury school in Shropshire and ultimately was graduated from high school in Liverpool. In 1869 his brother, Griffith Edwards, came to the United States and three years later J. G. Edwards crossed the Atlantic, making his way to Evanston, Wyoming, where he joined his brother, who was then engaged in the cattle business. He soon found employment in the Union Pacific store at Carbon, Wyoming, and thus made his initial step in the business world on the American continent. Subsequently he went to Salt Lake City but in 1875, upon his father's death, he returned to Europe in order to settle up the estate. When he again came to this country he joined his brother in the cattle business in Wyoming as part owner of the Circle-O ranch and at a later period engaged in the cattle business independently. He took up a claim near Ashley's Fork, Green River, Wyoming, but the winter of 1879 was a very severe one and through the intense cold and the depredations of the Ute Indians, who were on the war path, he lost all of his stock. However, with determined purpose he continued in the cattle business and also began raising and dealing in horses. At a later period he turned his attention to sheep raising and gradually increased his holdings until at one time he ran about one hundred thousand head of sheep, being the largest individual sheep owner in America. Afterward, because of range troubles, he sold his ranch and sheep in Wyoming and came to Oregon. Here he purchased the property of the famous Hay Creek Land & Sheep Company in Crook county, which had been founded by Dr. D. M. Baldwin, who sold his interest there to C. A. and J. P. Van Houten, and H. Longcoy, who were thoroughly acquainted with Merino sheep and were range men, having had much experience in breeding. The ranges in eastern Oregon in the early '80s were beginning to attract the attention of sheep men, and a large number of sheep ranches were established with the result that there was a heavy demand for range rams. With the desire to buy additional land with water frontage on creeks and increase their sheep holdings, they formed a new company in 1887 of which C. M. Cartwright became president, A. H. Breyman the vice president, John Summerville the treasurer, C. A. Van Houten the manager and James B. Cartwright the secretary, while J. P. Van Houten and H. Longcoy retained their interest in the company. Large tracts of land were added to their holdings and

rams were purchased from the finest flocks of the entire country. It was the reports concerning the Hay Creek Land & Sheep Company which Mr. Edwards had received that caused him to come to Oregon with a view to looking over the country and purchasing some rams, securing five hundred head at fifteen dollars each. In 1898 he acquired a half interest in the Hay Creek Land & Sheep Company, with Mr. Cartwright owning the other half, and when he acquired Mr. Cartwright's interest in 1905 the company's holdings included fifteen thousand acres and more than twenty thousand sheep. Mr. Edwards then sent a representative to France to buy the highest type of Rambouillet rams, for which he paid between one and three thousand dollars each, and the progeny of these rams sell today as high as three thousand dollars. The improvement in his own flocks was soon manifest and his sales covered California, Washington, Nevada, Montana, Wyoming, Idaho, New Mexico, Colorado, Texas, Arizona, South America and South Africa. The largest prices ever paid for rams in the United States were paid for the progeny of rams bred on the Hay Creek ranch, with which Mr. Edwards was continuously identified until he disposed of the property in 1910, having made notable contribution to the improvement of the grade of sheep raised throughout the country.

Mr. Edwards was married to Miss Elizabeth Justice Bell and they reside at 600 Buena Vista drive in Portland. At the time of the World war Mr. Edwards went to France with the Red Cross and there had many interesting, sometimes amusing and sometimes thrilling experiences. He was responsible for the disposition not only of car loads but of train loads of Red Cross supplies and finally secured three large warehouses in which to store these. Captured German officers and several thousand German soldiers who were held prisoners were quartered near these warehouses, so that the enemy would not bomb the headquarters.

LELAND V. BELKNAP, M. D.

Dr. Leland V. Belknap is successfully following in the professional footsteps of his father and has become firmly established in public regard as one of Portland's able surgeons. He was born October 2, 1894, in Prineville, Crook county, and represents the fourth generation of the family in Oregon. Its progenitors in this country were three brothers, Abraham, Samuel and Ebenezer, who settled in Massachusetts in 1636, and two of their descendants, Samuel Belknap and his son Jonas, were soldiers in the Revolutionary war, wearing the buff and blue uniform. Jesse Belknap, the great-grandfather of Dr. Leland V. Belknap, was a native of New York state and in 1846 made the long and perilous overland journey to Oregon, locating on a donation land claim near Star Point, now known as Monroe, in Benton county. His son, Harley Belknap, was born in Ohio and when a child came with the family to Oregon. In later life he resided in what is now Crook county and engaged in ranching. He married Miss Thirza Inmon, a descendant of one of the colonial families of the south, and they became the parents of Dr. Horace Preston Belknap, the father of Dr. Leland V. Belknap.

Dr. Horace P. Belknap was born in Monroe, Oregon, and attended Willamette Academy. He was a medical student at the University of Michigan and in 1886 received the M. D. degree from the Bellevue Medical College in New York city. He has since practiced in Prineville and is classed with the leading physicians of that part of the state. For four years he was a member of the Oregon legislature and at one time was mayor of his town, also serving as county treasurer and superintendent of schools of Crook county. In 1888 he married Miss Wilda Ketchum and they became the parents of four sons, Horace P., Wilford H., Leland V. and Hobart D., all of whom took up the study of medicine. They were all in the service of their country during the World war and since 1635 members of this patriotic family have been valiant fighters in every war in which America has participated.

Dr. Leland V. Belknap attended the public schools of Prineville and afterward matriculated in the University of Oregon, which he left during the progress of the World war, and saw service in the United States Navy. After his honorable discharge he returned to the State University and was graduated with the class of 1919, receiving the M. D. degree. He was an interne of the Good Samaritan and Multnomah County Hospitals of Portland and in 1919 began his professional career in Prineville.



DR. LELAND V. BELKNAP

In 1920 he located in Portland and has since been engaged in the practice of surgery. He is devoted to his profession and his work is marked by sureness, precision and skill.

Doctor Belknap was married December 3, 1921, to Miss Grace Hamilton, a daughter of Jay S. and Milla (Ritan) Hamilton, of Portland. Mr. Hamilton was the first secretary of the Willamette Lumber Manufacturers Association, which he aided in organizing, and in 1919 was appointed supervisor and sales manager for the United States shipping board, having charge of the western district. Dr. and Mrs. Belknap have one child, Hamilton R., aged five years. For recreation Dr. Belknap turns to golf. He is a member of the local post of the American Legion, is physician for Portland Aerie of the Fraternal Order of Eagles and also belongs to the Loyal Order of Moose, the Benevolent Protective Order of Elks and the Masonic order. By nature he is studious and energetic and keeps in close touch with the progress of his profession by broad reading and also through his affiliation with the Multnomah County and Oregon State Medical Societies and the American Medical Association. Dr. Belknap is a young man of substantial worth and enjoys the esteem of all with whom he has been associated.

A. J. BEUTER

Following in the professional footsteps of his father, A. J. Beuter has established an enviable reputation as a mechanical engineer and is also well known as the Portland representative of The Baldwin Locomotive Works, to which he has given twenty-three years of faithful, efficient service. He was born in Philadelphia, Pennsylvania, in 1886, and his father, Jacob Beuter, was one of its pioneer electrical engineers. He has passed away and the mother, Mrs. Louise Beuter, is also deceased.

In the acquirement of an education A. J. Beuter attended the public schools of the Quaker city and the Philadelphia Central high school and continued his studies in the Franklin Institute, taking an engineering course. When a young man of nineteen he became connected with The Baldwin Locomotive Works, starting as a tracer in the engineering department, and as he demonstrated his worth was steadily advanced through the various departments, thus acquiring a detailed knowledge of the business. In 1913 he was sent to San Francisco, California, as technical representative of the institution and since January, 1917, has been manager of the Portland office. Through high class engineering service Mr. Beuter has developed a large business, which is drawn chiefly from the lumber industry of this region. Specializing in one product, he has closely observed the various phases of the work, following the development of the types of engines used in logging operations and making the changes necessary for the best interests of the lumbermen by creating special designs for these purposes.

In 1913 Mr. Beuter was married in Philadelphia to Miss Florence Frederick, by whom he has a son, Edmond. Mr. Beuter belongs to the Rotary, Arlington and Golf Clubs of Portland and the Chamber of Commerce. He is a member of the American Society of Mechanical Engineers and his political allegiance is given to the republican party. Holding to high standards in the field of professional service, he has become a power in constructive development and evolution in the Pacific northwest and the firmness, frankness and strength of his character have won for him a secure place in the esteem of his fellowmen.

B. J. PARRIOTT

B. J. Parriott, who operates a well equipped machine and blacksmith shop at White Salmon, Washington, has had a long and varied business career, having for many years practiced the veterinary science and been engaged in other pursuits. Born in Butler county, Iowa, he is a son of Marion and Cordelia Parriott, the former of whom died in Iowa in 1903, and the mother is still living at Estherville, that state, at the age of eighty-three years. They were the parents of three children: Byron, who is now farming near St. Paul, Minnesota; B. J.; and Mrs. Edith Mahlum, of Estherville, Iowa.

B. J. Parriott was educated in the public schools of Estherville, Emmett county, Iowa, and then worked at the transfer business there for a few years. He was next employed in a veterinary hospital there, and, taking an interest in the work, gave it serious study and was licensed to practice. He followed that profession in Iowa and North Dakota for about ten years, meeting with large success, particularly in the latter state. He kept four teams of horses for his personal use and a driver who knew the country well, and necessarily made many long and tiresome trips, frequently being compelled to secure his sleep in the buggy while being driven on his rounds. His practice covered a section of country sixty miles long by forty miles wide, which meant many long and hard trips. In 1909 Mr. Parriott came to the coast, locating in Lebanon, Linn county, Oregon, where he worked at the carpenter trade, assisting in the building of a new hotel, and lived there until he went to Goldendale, Washington, where he followed the veterinary profession, and also engaged in the teaming and transfer business for several years. Later he went to Yakima, Washington, where he was foreman of a garage for two years. In 1922 he located in Hood River, Oregon, where he worked in a garage until 1925, when he came to White Salmon and established his present business, opening a machine and blacksmith shop, in which he does all kinds of work in those lines, no job being too large or too small for him to handle. He has done a vast amount of tractor, truck and sawmill work, covering a large territory, and he also has the local agency for the Cletrac tractors and all kinds of roadbuilding and sawmill machinery.

Mr. Parriott has been married twice, first, in 1900, to Miss Amy L. Lyon, who was born in Geneseo, Illinois, and was a daughter of Mr. and Mrs. Alvin Lyon, both now deceased. Mrs. Parriott died February 19, 1920, leaving a daughter, Marvel, who was born in Ledgerwood, North Dakota, and was graduated from high school in Chicago, Illinois, and a polytechnic college in Portland, Oregon, after which she spent two years at Greenfield College, Indiana, and is now employed in an office in Portland. In 1924 Mr. Parriott married Mrs. Mattie L. (Thomas) Pugh. Mr. Parriott is a member of the Modern Woodmen of America and the Grange. While living in Richland county, North Dakota, he served as deputy sheriff, and he has always taken an active interest in the welfare of the various communities in which he has lived. The people of White Salmon have found him a good citizen, trustworthy in every relation of life, and since coming here he has made a host of warm friends.

CHARLES F. SWIGERT

For more than four decades Charles F. Swigert, president of the Pacific Bridge Company, has been numbered among the enterprising, progressive and successful business men of Portland, accounted an active factor in the industrial development and civic progress of this city. Mr. Swigert was born in Ohio in 1862 and was there reared and educated. In 1880 he came west, locating first in California, where he went to work for the Pacific Bridge Company, which was established in that state in 1869 by W. H. and C. H. Gorrill. The company first opened an office in Portland in 1880, at which time it began the construction of the first Morrison street bridge, and from that time on has done a large part of the bridge construction work in Oregon. It has since been made an Oregon corporation and does general contracting, in addition to bridge work. This company did the substructure work on the Interstate bridge between Portland and Vancouver, had the contract for all of the work on the Burnside bridge, the substructure work on the Ross Island bridge, and is now doing all the harbor wall and backfilling for the big water front project in Portland. The company erects all kinds of steel work, but does not fabricate the steel. It maintains a corps of able engineers and does designing when requested.

In 1881 Mr. Swigert came to Portland and in the following year took charge of the company office. In 1886 he became financially interested in the Pacific Bridge Company, he and H. C. Campbell buying the controlling interest, and in the late '90s Mr. Swigert became president of the company, which position he has held to the present time. Mr. Swigert has also been financially interested in other local enterprises of importance. In 1887 he and Mr. Campbell laid out and built the City and Suburban railway, which they successfully operated until 1905, when it was

acquired by the Portland Electric Power Company and at which time it comprised eighty miles of single track. Mr. Swigert also, in association with others, helped to build the Lyle and Goldendale Railroad, which is now a part of the Northern Pacific system. Mr. Swigert also became president of the Electric Steel Foundry Company, which was organized in 1913. In 1904 he became financially interested in the Willamette Iron and Steel Works, and is now chairman of its board of directors. The former company is now an important local industry, manufacturing electric steel castings, with an average annual production of about five hundred tons, and employing one hundred and fifty men. During the late war Mr. Swigert was manager of the Foundation Company, which built in Portland twenty wooden ships for the French government.

In 1888, in Portland, Mr. Swigert was united in marriage to Miss Rena Goodnough, a daughter of Ira and Nancy (Kelton) Goodnough, of an old and well known pioneer family, and to them have been born three children, namely: C. F., Jr., who is vice president and manager of the Electric Steel Foundry Company; E. G., sales manager for that company, who is married and has two children, Nannie and Ernest G., Jr.; and W. G., a director of the Pacific Bridge Company, who is married and has three children, Phyllis, W. G., Jr., and Juliette.

Mr. Swigert is a Mason, and belongs to the Waverly Country Club, the Arlington Club, the City Club and the Chamber of Commerce. He is also a member of the American Society of Civil Engineers and the Society of Military Engineers. Some idea of the close relations Mr. Swigert has borne to the development of the section of country in which he lives may be gleaned from the statement that his company built the first bridge across the Willamette river at Portland, the first suburban steam motor line, the first electric line and the first electric steel foundry, and during all the years of his residence here he has shown an earnest interest in the welfare of the community and a readiness to cooperate to the fullest extent in the promotion of measures and enterprises having for their object the material, civic or moral betterment of the city. He is straightforward, holds definite and well defined views on questions relating to the public welfare, and in his social relations is cordial and unaffected, being held in high regard by all who know him.

IRA F. POWERS, SR.

In every line of endeavor there are found men who by force of character and intellect rise above their fellows and draw to themselves the admiration and deference which mankind yields to superior ability. Of this type was Ira F. Powers, Sr., a merchant and manufacturer, who influenced Portland's early commercial and civic development to a notable extent. A pioneer in the furniture business, he was the architect of his own fortune and a master builder who erected the guide-post of progress and of success. He had rare judgment and his associates learned to lean upon him with that confidence those men can command who prove that they possess great wisdom and that uprightness of purpose which is the handmaiden of wisdom in accomplishing results of lasting benefit.

Mr. Powers was born in Au Sable, Clinton county, New York, May 5, 1831, and was of English lineage. His forbears were among the earliest settlers of Massachusetts and subsequently members of the family migrated to New Hampshire and to New York. His father, Levi Powers, was the eldest of the eight children of Asa and Rebecca (Shippinwell) Powers and was married in Ballston Spa, New York, to Mary Frost.

Their son, Ira F. Powers, Sr., received a limited education and at the age of twelve years became a wage earner. He eagerly availed himself of every opportunity to advance and in 1849 joined the gold rush to California. There he engaged in prospecting for a number of years and afterward went to the mining district of Idaho. In 1865 he journeyed to Oregon and decided to locate in Portland, which at that time was virtually a pioneer outpost. The city limit on the west side was Twelfth street. Originally Front street, and later First street, was the main retail thoroughfare, and the buildings were one or two-story structures with iron shutters and no show windows. Several firms which were later dominant factors in the mercantile life of the city occupied humble quarters here at that time. The business of Meier & Frank was housed in a one-story building with a fifty foot front on Front and Yamhill streets. Ben Selling had a store on the east side of Front, between Alder and Washington

streets, and The Oregonian was in the same row of buildings. The first Olds, Wortman & King store adjoined one of the buildings in which Mr. Powers was located.

It was on June 6, 1866, that Mr. Powers began his business career here in a freshly painted little one-story building which had a twenty-five foot frontage on Front street. The new firm, known as Pragg & Powers, dealt in second-hand furniture and prospered in the undertaking. Later Mr. Powers formed a partnership with A. Burchard and the firm of Burchard & Powers then came into existence. It was continued until the memorable fire of 1873, when twenty-two blocks were burned along the river south of Yamhill street, and some buildings between Morrison and Yamhill were also destroyed. Burchard & Powers, who were located at No. 139 First street, suffered a total loss of their stock. Mr. Powers then opened a store in a four-story building at No. 185 First street and in 1882 this place was also destroyed by fire, resulting in a loss of forty thousand dollars, as he had no insurance. However, in 1876 he had established a business in a three-story brick building at No. 140 First street and in 1881 the stock of this store was moved to the Harker building, three-story brick structure at Nos. 188-90 First street. This was the home of the Powers furniture business until 1911, when the firm moved to Third and Yamhill streets, and has since remained at this location, occupying a six-story building.

In 1872 Mr. Powers had become a manufacturer of furniture as a member of the firm of Donley, Beard & Powers, whose factory was located at Willsburg, near Sellwood. This association was terminated in 1879, when Mr. Powers established his own plant at Front & Jefferson streets, Portland, and later the factory covered the entire block at the foot of Montgomery street. In 1884, two years after his retail store was burned, Mr. Powers had another setback in the destruction of his factory at a loss of sixty-five thousand dollars. This plant had become one of the industrial centers of the city and furnished work to eighty-five persons. A new factory was erected on a three-acre tract in South Portland and here the business also made rapid strides, providing one hundred and eighty-five people with employment. In 1890 the factory was swept away by a flood, causing a loss of one hundred thousand dollars. Undaunted by this reverse, Mr. Powers rebuilt on a larger scale and today this manufacturing and warehouse division of the Powers furniture business is housed in a splendid five-story structure which was erected at a cost of a quarter of a million dollars and occupies an entire block facing on East Third street, between Couch and Davis streets. The fine, modern, six-story building at Third and Yamhill streets is filled from basement to roof with a large and comprehensive stock of furniture of all styles and prices. The Ira F. Powers Furniture Company is one of Portland's most enterprising and substantial business concerns and has always stood for all that is best and highest in the ideals of merchandising.

Mr. Powers' first wife was Miss Minnie Wilson, to whom he was married in 1860, and their union was severed by her death four years later. They were the parents of one child, Frederick, who subsequently became a resident of Maine. In 1870 Mr. Powers married Miss Mary Sullivan, who was born in New York city. During her childhood her parents, D. and Jessie Sullivan, went to San Francisco, California, and about 1861 she came to Oregon with her mother. Mrs. Powers passed away in 1876, leaving one child, Ira F. Jr., who was born January 20, 1872, and is now president of the Powers Furniture Company.

While in California, Mr. Powers joined the Gold Run Lodge of Masons and afterward transferred his membership to Harmony Lodge, No. 12, of Portland, of which he was treasurer for twelve years. He was identified with Portland Chapter, No. 3, R. A. M.; Oregon Commandery, No. 1, K. T.; and Al Kader Temple, A. A. O. N. M. S. He also belonged to Pilot Peak Lodge of the Independent Order of Odd Fellows and to the Chamber of Commerce, while his political allegiance was given to the republican party. His affection for his city was deep and sincere and prompted his untiring efforts in its behalf. He was an ardent champion of the project for the construction of the Morrison and Madison street bridges and overcame the strong opposition of those who thought them an unnecessary expense. In this and many other ways he gave evidence of the clear vision which was one of his salient traits. A man of broad sympathies, he loved humanity and was a true friend of the unfortunate. Mr. Powers was among the first to realize Portland's need of an institution for the care of Homeless Children. To this end he took a leading part in the formation of the Boys and Girls Aid Society and until this organization had a home of its own he gave his own residence for the care of orphans. During the first ten years of the society's existence

he was its president, serving without compensation. He was largely responsible for the organizing of the Oregon Humane Society and in other ways showed the practical side of his philanthropic and unselfish interest in the welfare and protection of society. His life was fraught with good deeds and kind words and his memory is enshrined in the hearts of all who knew him. Mr. Powers remained at the head of his furniture business until his death, September 8, 1902, when he was seventy-one years of age. His character was the positive expression of a strong nature and his name is deeply engraved on the pages of Portland's history.

WILLIAM T. CASEY

Portland has been the city of opportunity to William T. Casey, the founder and head of the Commercial Iron Works. He started at the bottom of the ladder and owes his advancement in the business world to hard work, tenacity of purpose and the wise use of the talents with which nature has endowed him. When a child he left his native town of Dennison, Ohio, and came to Oregon with his parents, James and Norah Casey, who settled in Portland in 1893. His father passed away in 1926 and the mother's demise occurred in 1914.

William T. Casey was a pupil in the public schools of the Rose city and afterward continued his studies under the direction of the Young Men's Christian Association, attending the evening sessions, while his education was also furthered by a course in mechanical engineering with the International Correspondence Schools. His start in life was gained as a messenger boy for the American District Telegraph Company and his first practical experience as a sheet metal worker was acquired with the firm of Goldsmith & Lowenberg. From 1897 until 1900 he worked in their plant and next entered the machine shop of the Willamette Iron & Steel Company. Conscientious and efficient, he was steadily promoted and eventually was placed in charge of their tractor plant. For fourteen years he remained with the corporation and in 1914 went to Seattle, Washington, as superintendent of the Seattle Astoria Iron Works. He filled the position for six months and on his return to Portland became connected with Hilser Machine Works. In 1916 he made his first independent venture, locating at East Seventh and East Madison streets, and employed one helper and a boy. Mr. Casey doing all of the machine work himself and the first month's business amounted to nine hundred and thirty dollars. Later he enlarged his quarters by erecting a small addition and in 1922 bought the building which he now occupies, situated at No. 380 East Stephens street and covering three-fourths of a city block, affording about thirty-five thousand square feet for manufacturing space. The plant, which consists of a machine shop and foundry, has every appliance for facilitating the work. The foundry has a capacity of three tons per day and the firm uses this chiefly for its own work. Business is not solicited and no salesmen are employed. The industry has been incorporated under the style of the Commercial Iron Works, of which Mr. Casey is the president, and in its control he manifests rare judgment as well as executive ability of a high order. In addition to repair work he manufactures machinery for hoisting, road building and other purposes and has his own designers. He specializes in marine work, which includes dry docking, painting and the general overhauling of ships, and uses the Port of Portland dry dock for this purpose. Mr. Casey does municipal, state and government work, employing about seventy experienced mechanics in his plant, and is now transacting a business which amounts to approximately four hundred and fifty thousand dollars annually. Starting on a small scale, he has developed this extensive industry within a period of twelve years, and under his expert guidance its continued expansion is assured. He closely supervises every detail of the business and no imperfect piece of work ever leaves his plant, which in equipment, efficiency of operation and quality of production is unsurpassed throughout the northwest.

In 1905 Mr. Casey was married in Portland to Miss Clara Horton, by whom he has four children: Winston, Edward, Betty Jane and Genevieve. The corporation which Mr. Casey controls is connected with the State Chamber of Commerce, the Oregon Manufacturers Association and the United Metal Trades Association. He is a member of the Portland Chamber of Commerce, the East Side Commercial Club

and the Alderwood Country Club. In religious faith he is a Roman Catholic and his fraternal affiliations are with the Knights of Columbus and the Benevolent Protective Order of Elks. He takes a deep interest in all matters of public moment and through the creation of a large and important productive industry he has rendered service of value to his community, at the same time winning that prosperity which is the direct and legitimate reward of tireless effort and honorable dealing.

EDWARD MARSHALL WILLIAMS

A member of a pioneer family that was established in Oregon more than three-quarters of a century ago, Edward Marshall Williams typifies the progressive spirit of the west and has made his efforts count as a resultant factor in the development of this region. He is a dominant personality in mercantile circles of The Dalles and successfully conducts a business with a record of over fifty years of continuous operation in this city, which numbers him among its loyal sons. He was born September 19, 1866. His father, Griffith E. Williams, was a native of Wales, when a boy was apprenticed to a carpenter and about 1850 came with the family to the United States. Two years were spent in Wisconsin and in 1852, when a youth of seventeen, he made the overland journey to Oregon with an emigrant train, driving a herd of cattle the entire distance. In the fall of 1852 he arrived in Oregon City and was there employed as a carpenter for a time. He then went to the gold fields near Yreka, California, where he followed his trade for a number of years, and received high wages. In 1862 he returned to Oregon, locating at The Dalles, and was made a foreman in the shops of the Oregon Steamship & Navigation Company, which was then building the first railroad in the state. It was in 1876 that he joined E. Wingate in the hardware, implement and grocery business at The Dalles and later they added a stock of dry goods. Mr. Wingate conducted the store and Griffith E. Williams retained his position with the Oregon Steamship & Navigation Company, remaining a silent partner in the firm until the death of Mr. Wingate about 1882. Mr. Williams then resigned his position and took over the active management of the store, conducting it successfully during his remaining years.

His wife, Anna (Marshall) Williams, was born in London, England, and her father was a machinist. After his death the family sailed for the United States and in the early days made the journey across the plains. In Oregon City she was reared and educated and there married Griffith E. Williams, coming with him to The Dalles in 1862. His demise occurred in 1886 and in 1920 she was called to her final rest. Their family numbered ten children: Mrs. Jeannette Dunn, who lives in Seattle, Washington; Edward Marshall; Griffith, deceased; Mrs. May Sewall, of Portland, Oregon; Grace, who has passed away; Mrs. Annie French, whose home is in San Francisco, California; Pearl E., who is the wife of Dr. George A. Marshall, of Portland, Oregon; Carlton P., who is manager of the men's department in the Williams store at The Dalles; Robert A., a resident of San Diego, California; and Mrs. Florence Jones, of Seattle, Washington.

Edward M. Williams was a pupil in the public schools of The Dalles and the old Wasco Academy of that city. At the age of sixteen he went to work in the warehouse of the firm of Wingate & Williams, handling machinery and heavy freight, and gradually mastered the details of the business. He was eager to advance and his savings were used to defray the expenses of a course at the Armstrong Business College of Portland in 1886. Returning to The Dalles, he resumed his work in the Wingate & Williams store, which was taken over by the family in 1888, and at that time the name was changed to the present form of the A. M. Williams Company. A Mr. Sparks acted as manager until 1891, when Edward M. Williams became the executive head of the firm and has since controlled its activities. The wisdom of the policy which he follows is denoted by the growth of the business, which has kept pace with the development of The Dalles and the surrounding district. In step with the progressive spirit of the times, Mr. Williams has made his store a center of service, essential to the life of the community, and the firm name has become synonymous with enterprise and reliability in mercantile affairs. This is the oldest commercial establishment in The Dalles and for fifty-two years the business has been continuously in the Williams family. The sale of hardware and groceries has been



EDWARD M. WILLIAMS

discontinued and the company now handles dry goods exclusively, carrying a full line of furnishings for men and women, shoes, notions, etc. Managed on a highly efficient basis, this is classed with the finest department stores in eastern Oregon and has become one of the chief assets of the city in which it is operated. In other connections Mr. Williams has also manifested his administrative power and is president of the Walther-Williams Hardware & Implement Company, which likewise has the local agency for the Dodge cars and operates two service stations in The Dalles.

In 1899 Mr. Williams married Miss Elizabeth Sampson, who was born in Marshfield, Massachusetts. Her parents were Frank T. and Isabel Christie (Livingstone) Sampson, the former also a native of Marshfield, while the latter was born in Fredrickstown, in the province of New Brunswick, Canada. The family came to Oregon in 1883 and located at The Dalles. For a few years Mr. Sampson was employed as a carpenter by the Oregon Railroad & Navigation Company and afterward became superintendent of the Warm Springs Indian school, of which he had charge for ten years. On the expiration of that period he returned to The Dalles and was a salesman in A. M. Williams store until his death. He is survived by Mrs. Sampson, who still makes her home at The Dalles. She is the mother of five daughters: Mrs. Edward M. Williams, Mrs. J. W. Condon, Mrs. Oliver R. Krier, Mrs. F. W. Sims and Miss Margaret L. Sampson, all of whom are residents of The Dalles. To Mr. and Mrs. Williams were born four children, the youngest of whom died in infancy. Florence Elizabeth, the eldest, was graduated from the Annie Wright Seminary at Tacoma, Washington, and received the degree of Bachelor of Arts from Mount Vernon College at Washington, D. C. Afterward she took a special course in kindergarten work at Los Angeles, California, and is now engaged in teaching school at Annie Wright Seminary. The other children are: Ruth, who is attending the Annie Wright Seminary; and Edward Donald, a grammar school pupil.

As a councilman Mr. Williams worked for the best interests of The Dalles and is always ready to serve his community to the extent of his ability. He is one of the energetic members of the Chamber of Commerce and also belongs to the Kiwanis Club, the local Golf & Country Club and the Elks lodge. For recreation he turns to agricultural pursuits and owns a valuable fruit farm near The Dalles. He specializes in the growing of Royal Anne cherries and at one time had a seven-acre almond grove, but most of the trees were winter killed. A lifelong resident of The Dalles, he is deeply attached to his city and state and his conversation spans the past in interesting reminiscences. He recalls the days of his boyhood and the delights of fishing, swimming and boating on the Columbia. The life which he led was a healthful one and developed the strength, courage and self-reliance for which the men of eastern Oregon are noted. A tireless worker, Mr. Williams has made his efforts count for the utmost and possesses those qualities which command respect and inspire high and enduring regard.

KENNETH BEEBE

Kenneth Beebe, who is president of the Beebe Company, of Portland, is the largest dealer in marine supplies and pleasure boats in Oregon, his concern also being the oldest in this state. He was born in Garden City, Long Island, New York, on the 16th of November, 1883, and is a son of Charles F. and Emma (Bowne) Beebe. In June, 1884, the family came to Portland, where the father organized the firm of Sutton & Beebe, with office at Front and Burnside streets. There he was engaged in the commission business and as agent for the line of clipper ships run by Sutton & Company, of Philadelphia, Pennsylvania. In 1896 he moved to First and Ankeny streets, at which time the business was incorporated as The Charles F. Beebe Company, and was carried on there until 1908, when it was moved to 46 Front street, and in 1913 was moved to the Morrison bridge dock, at which time his brother, Gerald E. Beebe, joined him and the business has since been carried on under the joint management. The plant there was burned in 1919 and the business, was then established at the corner of First and Washington streets, where the firm bought a three-story building, seventy-five by one hundred feet. The Beebe Company is engaged in wholesaling and retailing marine supplies for fishermen and pleasure boats and enjoys a large and substantial business. Charles F. Beebe continued his active identification with

the business until 1905 and his demise occurred in November, 1922. He is survived by his widow, who still resides in Portland.

Kenneth Beebe graduated from the Portland Academy in 1901 and then entered the employ of William D. Wheelwright, of the Pacific Export Lumber Company, remaining with that gentleman until 1908, during which period he became manager of the business. He then took over the actual supervision of the Charles F. Beebe Company, of which he has been president and manager to the present time. Energetic in his methods and square in all of his dealings, he has established himself firmly in the confidence of his patrons and is meeting with noteworthy success.

On September 21, 1911, Mr. Beebe was united in marriage to Miss Caroline Wilson, a daughter of Dr. and Mrs. George F. Wilson, who were pioneers of Portland. They have two children, Evelyn and Jane Wade. Mr. Beebe is a member and the present commodore of the Portland Yacht Club, the Mazama Council and the University Club and is a member of the recreation committee of the Chamber of Commerce. The republican party receives his political support and he stands consistently for those things which contribute to the welfare of the community. Because of his ability and success, as well as for his excellent personal qualities, he is held in high regard by all who know him.

J. E. WOLFF

J. E. Wolff, who enjoys an enviable reputation as a foundryman, is successfully conducting one of Portland's oldest and best known industries and ably sustains the traditions of the family. He was born in 1872 and is one of the city's loyal sons. The father, Fritz Wolff, was born in Germany, November 6, 1842, and his parents, John and Henrietta Wolff, always remained in that country. In 1867 he yielded to the lure of the new world and was employed as an iron worker in New York city for two years. Journeying to the west, he followed his trade in San Francisco, California, for a few years and in May, 1871, arrived in Portland. He secured a position in the Oregon Iron Works and worked for a year or two for the Southern Pacific Railroad Company, being the only boilermaker in the shops at that time. He had also learned the trade of a blacksmith and was an expert mechanic.

In 1874 Mr. Wolff ventured in business for himself and in partnership with Herman Trenkman opened a small foundry in Portland. For a number of years they were associated under the style of Trenkman & Wolff and when the senior partner retired his stock was purchased by Arthur Zwicker, at which time the firm of Wolff and Zwicker was formed. The business was first carried on at Front and Oak streets on the west side and later was moved to Flanders and Third streets. There it was conducted for four years and during that period the firm of Wolff & Zwicker built four and a half miles of twenty-four inch pipe for the City Water Company. They constructed two light ships, one torpedo destroyer, two torpedo boats, a freight boat and a large tug. In 1889 they transferred their activities to the east side, erecting a large plant, which was devoted to the manufacture of engines, ice machinery and compressed air machinery, and in addition they conducted a general machine shop and foundry. They also built thirty-four miles of pipe line used in connection with the City Water Works, five miles of pipe line for Spokane, Washington, and twenty-six miles for Butte, Montana. The firm of Wolff & Zwicker passed out of existence about 1901 and in 1902 the Phoenix Iron Works was organized and incorporated by Mr. Wolff and his associates. Early in 1903 the building was destroyed by fire and soon afterward the present plant was erected.

Mr. Wolff's first wife, Fredericka Hilmas, passed away in 1880. She had become the mother of four children: Emma, who is the widow of C. H. Fox; John E.; Sophia, who is Mrs. Walter S. Zimmerman; and Helene, the wife of Charles Urfer. All live in Portland. In 1883 Mr. Wolff was married in Portland to Miss Metta Rasmussen, a native of Denmark and a daughter of Rasmussen Jensen and Jacobine Thompson. By the second union there were two children: Freda, at home; and Carl, who was graduated from the Corvallis School of Mechanical Engineering and is connected with the Phoenix Iron Works. The mother still resides in Portland but Mr. Wolff passed away July 13, 1916. He was affiliated with the Masonic order and the Chamber of Commerce, while his religious views were in accord with the doctrines of the Methodist

Episcopal church, of which he was an earnest member. He made his own way in the world and his mental attainments and force of character placed him with Portland's industrial leaders. At all points in his career he followed the course dictated by conscience and honor and thus won a high place in the esteem of his fellowmen.

J. E. Wolff attended the public schools of Portland and continued his studies in the Van der Nailen Polytechnic School, a San Francisco institution, from which he was graduated in 1893. On his return to Portland he entered the foundry of Wolff & Zwicker and gradually advanced through the various departments. He was associated with his father until the latter's death, becoming thoroughly conversant with the business, and in 1925 was elected president, in which capacity he has since served. The industry is still operated under the name of the Phoenix Iron Works and the other officers of the corporation are William H. Morrow, vice president; and Louis Steinhäuser, secretary and treasurer. The business is housed in a half block on Hawthorne street and occupies the entire block bounded by Third street and Union avenue and Stephens and Mills streets, where the foundry and pattern shop are located, while the machine shop is on Hawthorne street. The normal capacity of the foundry is seventy-five tons per month. The firm specializes in repairs on buckets, road crushers and other types of machines and is also engaged in a general foundry, forge and machine shop jobbing business. About forty men are in the service of the corporation, which employs only skilled labor and has the largest and best equipped plant of the kind on the east side. For thirty-five years Mr. Wolff has been identified with the industry, devoting his best efforts to its upbuilding. He closely adheres to the progressive policy and high standard of production maintained by his father, inheriting his business sagacity and administrative power, and his work had been manifestly resultant.

In 1914 Mr. Wolff was married in Portland to Miss Harriet Rose Edwards, a native of the city and of New England stock. To them has been born a daughter, Jessie Helene. Mr. Wolff is a member of the Chamber of Commerce, the East Side Commercial Club, the United Metal Trades Association and the Benevolent Protective Order of Elks. He loyally supports all projects destined to prove of benefit to his city and state, whose progress and greatness are matters in which he takes much personal pride, and his fine qualities of mind and heart have established him high in public regard.

GEORGE H. FISHER

As one of the officers of the Carbolinum Wood Preserving Company, George H. Fisher plays an important part in the commercial life of Portland and worthily represents one of its old and honored families. He was born in St. Louis, Missouri, and his father, H. J. Fisher, who was a native of Germany, came to the Pacific northwest with a number of men brought here by Henry Villard, becoming master painter for the Oregon Railroad & Navigation Company. Mr. Fisher remained with that corporation until about 1888, maintaining his headquarters at The Dalles, and then located in Portland. Here he opened a retail store, handling paint, oil and varnish, and afterward entered the manufacturing field and the wholesale paint trade. About 1902 he formed the Carbolinum Wood Preserving Company. The undertaking prospered from the start but during the World war he was obliged to suspend operations, as he was unable to secure raw material. After the close of the conflict he resumed business under the same name and about 1921 opened a plant for treating lumber at Springfield, Oregon. Mr. Fisher was an exceptionally capable business man and created an industry of large proportions. His talents were exerted as readily for the general good as for his own aggrandizement and as a member of the state legislature for one term he established an enviable record. He was a Mason and a worthy representative of the order. His life was long, upright and useful and was brought to a close February 29, 1928.

George H. Fisher was a youth of fifteen when the family settled at The Dalles and in 1886 he came to Portland, entering the employ of the Oregon Railroad & Navigation Company. For about two years he was at the Ash street docks and afterward worked on one of the steamboats of the same corporation, with which he remained for about six years. On the expiration of that period he joined his father

and diligently applied himself to the task of learning the business, with which he has since been identified. He advanced through the various departments and is now vice president and treasurer of the Carbolinium Wood Preserving Company. The firm also manufactures industrial paints in the Portland factory, making them principally on special orders. Fifteen persons are employed in both plants, which are completely equipped and efficiently operated. Like his father, Mr. Fisher has the mature judgment, the mental alertness and unfailing energy of the true executive and his well directed labors have constituted a vital force in the development of the industry.

In 1900 Mr. Fisher married Miss Abbie Nelson, who went to Goldendale, Washington, when five years old with her parents. Two children were born of this marriage: Grace, who is the wife of C. Hoyt Barnett, a journalist and has one child, Pat Fisher; and Minnie Mildred, at home. Mr. Fisher is a member of the East Side Commercial Club and earnestly cooperates in movements for the growth and betterment of his city and state. He has a wide acquaintance in Portland and the respect accorded him is well deserved.

CHRIS EBSEN

Chris Ebsen is one of the venerable citizens of Clatsop county, where he has resided for the past four decades and has won a substantial measure of success as a dairyman. He was born in Denmark, April 28, 1850, his parents being Nickoli and Mary Ebsen, who spent their entire lives in that country. The father was a farmer by occupation. The mother died when her son Chris was but two and one-half years old.

When he had reached the age of fourteen Chris Ebsen was confirmed in a Lutheran church of Germany, in which country he lived as a boy. He returned to Denmark in 1870 and thereafter followed the sea for six years, being on vessels which touched the shores of China, Mexico, Australia and South America and in fact sailed all over the world. Landing in San Francisco, California, on the sailing ship Theodore Kerner, a German vessel, he was there paid off and then shipped on coastwise vessels. He followed the life of a sailor on the Pacific coast until about 1885, when he took up a homestead claim on Camas prairie in Klickitat county, Washington. Mr. Ebsen cleared away part of the timber which covered the place and disposed of the property in 1889 to come to Astoria, Oregon. After working in salmon canneries for a time he purchased a tract of eighty acres on the Lewis and Clark river, seven miles south of Astoria, which was a part of the old Moses Rogers donation land claim. He cleared off most of the alder brush and stumps which covered it and began improving and farming the property. This he has cultivated continuously to the present time and has erected substantial and commodious buildings thereon, including a modern barn which he built in 1917. He began raising pure bred Jersey cattle in 1903 and keeps about twenty-two head of pure bred Jersey cows and a pure bred registered bull. His principal crops are hay and oats for silage. Despite his advanced years, he is still active in the operation of the farm and personally tends a fine garden.

In 1885 Mr. Ebsen was united in marriage to Jorgine Johansen, a native of Denmark, who emigrated to the United States in 1883. They reared a family of five children, as follows: Elizabeth, born in Astoria, who is the wife of Carl Hansen, a native of Denmark, now engaged in the logging business in Clatsop county; Chris, who died in 1918; Sophie, now the wife of Louis Johansen, of Columbia Beach, Oregon; and Harry and Peter N., both at home. The two last named, together with their brother-in-law, Carl Hansen, operate extensively in the logging business in Clatsop county, owning two large donkey engines. Mrs. Jorgine (Johansen) Ebsen passed away on the 2d of May, 1923.

Mr. Ebsen filled the office of justice of the peace most acceptably for several years and also served on the school board for many years. He is a member of the Danish Brotherhood of America, vice president of the Federal Farm Loan Association and a member of the Lower Columbia Dairy Association, which he assisted in organizing and in which he holds stock. When in reminiscent mood he talks most interestingly of his experiences as a pioneer in this part of the country. As there were no roads or bridges he was obliged to go by boat to Astoria to market his produce and purchase supplies. Now there is a fine concrete bridge across Young's bay and the distance to



MR. AND MRS. CHRIS EBSEN

Astoria can be covered by an automobile in fifteen minutes. With the assistance of his daughter, Mrs. Hansen, who is a great lover of flowers, Mr. Ebsen keeps his garden in a riot of bloom all summer, and large shade trees protect the house in winter storms. Mrs. Hansen is very active in the work of the Grange and is a member of Sacajawea and The Danish Women's Sewing Club, of which she has filled the position of vice president and is one of the Graces in the Grange, of which Mr. Hansen is gate keeper.

WILLIAM A. HUNTER

A notable example of a well spent life is afforded by the career of William A. Hunter, the owner of one of the model farms of Wasco county and an influential citizen of The Dalles, of which he was formerly the mayor. A native of Canada, he was born December 28, 1867, in Kincardine, Bruce county, Ontario, and has inherited the sterling traits of his Caledonian ancestors. His parents were Murdoch and Ann (Finlayson) Hunter, the former born in the province of Ontario, while the latter was a native of Scotland. When a child of three Mrs. Hunter made the voyage to Canada with her parents, who settled on a farm in the province of Quebec and there remained until called to their final rest. Murdoch Hunter was a lifelong resident of the Dominion and responded to death's summons in 1884, while his wife passed away in Wasco county, Oregon, in 1901. Their family numbered eleven children, seven of whom survive: Mrs. Maggie McLeod, of Moosejaw, Saskatchewan, Canada; John, who lives at Sault Ste. Marie, Michigan; Mrs. Betsy McLeod, of The Dalles; Mrs. Catherine Longhurst, a resident of Chico, California; David, who lives on the old homestead in Canada; William A.; and James, who is engaged in farming in association with his brother David.

William A. Hunter received a public school education and assisted his father in the tasks of plowing, planting and harvesting, becoming thoroughly familiar with farm work. In 1888, when a young man of twenty-one, he severed home ties and crossed the border into the United States, locating on a homestead of one hundred and sixty acres in Sherman county, Oregon. Later he purchased adjoining land and acquired a tract of four hundred and eighty acres, which he cultivated until 1894. He then sold the property and purchased a large ranch twenty-five miles south of The Dalles, in Wasco county. Spring water has been piped to all of the buildings, which are modern and substantial, and up-to-date equipment facilitates the work of the fields. The land is devoted to diversified farming, wheat being the principal crop, and cattle and hogs are also raised on the place, which is exceptionally well improved. This is one of the best farms on Tygh ridge and Mr. Hunter also owns a tract of two hundred acres, containing valuable timber and likewise situated in Wasco county. He was one of the promoters and builders of the first Farmers Warehouse at Dufur, in which he is financially interested, and also owns stock in the Farmers Union Warehouse at The Dalles. In 1913 he retired from agricultural pursuits and became a resident of The Dalles. He has since leased the Tygh Ridge ranch, on which he erected a large barn in 1909 and a modern farmhouse in 1910. The fields are separated by neat fences and everything about the place indicates the progressive spirit of its owner.

On July 4, 1899, Mr. Hunter was married at The Dalles to Miss Gertrude Badger, a native of Grand Rapids, Michigan, and a daughter of George and Sarah Ann (Raymond) Badger. Mrs. Hunter's great-grandfather, Stephen Badger, was a soldier in the Continental army, and his father, Obadiah Badger, also served in the Revolutionary war. Samuel Badger, the grandfather of Mrs. Hunter, was born in Boston, Massachusetts, and his wife was a native of Scotland. Samuel Badger migrated from Massachusetts to Michigan, which at that time contained dense forests and was sparsely settled. He was a contractor of high standing and assisted in building some of the first railroads in Michigan, also constructing the old state capitol at Lansing. His son, George Badger, was born in Ionia, Michigan, and fought in the Civil war, serving in the First Michigan Cavalry and also in the Sixth. He likewise established an enviable reputation as a contractor and in 1884 built the State Asylum at Ionia. In addition he erected the John C. Blanchard residence and other fine homes in Ionia. His wife was born in New Canaan, Connecticut, and her parents were Russell G. and

Asenath (Hoyt) Raymond. Her father was a direct descendant of Count Raymond, a nobleman of France, and traced his ancestry in that country to the third century. The American progenitor of the Raymond family left England in 1624 and settled in Salem, Massachusetts, in colonial times. Mrs. Hunter's uncle, Cyrus Raymond, was for years a councilman of Danbury, Connecticut, and also served in the legislature of that state. He was a member of the firm of John B. Stetson, whose hats are nationally known, and in connection with their manufacture he owned a valuable patent, which he afterward sold. Going to Florida, he invested heavily in orange groves, from which he derived a large income, and spent the remainder of his life in that state. To George and Sarah Ann (Raymond) Badger were born seven children: Raymond, who has passed away; George, who conducts a garage at Grays River, Washington; Gertrude; Mamie, deceased; Mrs. Jennie Pomeroy, a resident of Portland, Oregon; Frank, who owns a large dairy farm near Grays River; and Sarah, who lives in Ionia, Michigan, and follows the profession of teaching.

Mrs. Hunter received her early instruction in Ionia, Michigan, and attended various schools in the west. Her education was completed in the old Portland University in Oregon and previous to her marriage she engaged in teaching school. She is one of the Daughters of the American Revolution and belongs to the Sorosis Club and the Monday Musical Club. In religious faith she is an Episcopalian and takes a keen interest in the activities of the church Guild, of which she is a member. Along fraternal lines Mr. Hunter is connected with The Dalles Lodge, No. 303, of the Benevolent Protective Order of Elks. An earnest advocate of the cause of education, he made an excellent record as school director and for many years was clerk of the board. For two terms he was mayor of The Dalles and during his tenure of office the city made notable progress. His labors have been resultant and beneficial and the respect accorded him is well deserved.

WILLIAM H. AND ERNEST VON DER WERTH

Portland's proximity to the sea and to the great rivers which constitute maritime highways has naturally made it a favorable site for boat-building enterprises, and among those who have recognized the opportunities offered in this field is numbered Ernest von der Werth, who is today classed among the most prominent and successful shipbuilders of the Pacific coast. The business was established in 1904 and throughout the entire intervening period Ernest von der Werth has been associated with his brother, W. H. von der Werth, and even previous to this time their business interests and activities were almost identical. The brothers were born in Germany, sons of Albert and Augusta (Alt) von der Werth. The family came to America in 1881, settling in Detroit, where they remained for four years and then removed to Buffalo. The father died in 1903, the mother surviving until 1913. Albert von der Werth possessed great mechanical skill and ingenuity but ill health prevented his active connection with business after the removal of the family to Oregon. To him and his wife were born five children: Antonia, who died in Buffalo; William Hugo, a member of the von der Werth firm of boat builders, who is married and has one child, Florence; Ernest von der Werth; Albert, who is living in San Francisco and is married and has two children, Albert and Gordon; and Walter, of Portland.

It was during the residence of the family in Detroit that Ernest von der Werth became interested in boats. He attended school there and afterward learned the cabinetmaker's trade in that city, remaining in Detroit for four months after the family removed to Buffalo, when he joined them there. In the latter city he and his brother, William H. von der Werth, were employed in a piano factory for about a year, at the end of which time Ernest von der Werth secured a situation in a large planing mill which was located on the lake front and in which he did cabinet work. Boats continued to be his hobby and he spent his spare time in designing craft of that kind. While living in Detroit he built a boat for himself and also in Buffalo. In 1889 the family came to Portland and with his westward removal it was his plan to build boats, but he did not find an advantageous market at that time. Previously he had worked in car shops in Buffalo, as had his father, and it was experience of this character that prompted him, when he found that he could not carry out his plan of building boats, to secure a situation in the Columbia Car & Tool Works. When they

retired from business in 1893 he entered the employ of the Portland Street Railway Company, he and his brother being engaged in repair work and in rebuilding street cars, remaining with that company until June, 1894. They then rented a place at Nineteenth and Vaughn streets and engaged in repair work on buildings and in restoring inside fixtures which had been damaged by the flood of 1894. They afterward again entered the employ of the railway company, where they worked in fixing up the cars that had been damaged in the flood. Later they rented space at Second and Clay streets and established a shop, doing contracting and building and car repair work. In 1896 the railway company put up a building for their use at Fifteenth and Washington streets, where they continued doing contracting repair work, being thus engaged until 1901, when they sold the business to the street car company. At that time W. H. von der Werth took the management of car building for the street railway company. His brother was also associated with him in this undertaking and their careers are notable in the fact that they have always been closely connected in their business activities. Notwithstanding the different lines in which he worked nor the pressure of his business cares, Ernest von der Werth was always thinking and dreaming of boats. In 1904 he had built a boat for his own use. When gas engines were introduced he foresaw great possibilities for boat building and he never ceased to cherish the idea that he might enter that field of business. When the street railway merger took place both brothers left the railway employ and it was not long before they became actively engaged in boat building. The brothers established business by renting a small place from Joseph Supple at the foot of Belmont street and a little later removed to Morrison street, near the Morrison street bridge. After the fire of 1905 they secured ground formerly occupied by the Portland Rowing Club. Their plant had been located near the Portland Rowing Club, and although they were not burned out, it was necessary to rebuild. They constructed a floating ship and through all the intervening period they have been engaged in building pleasure boats and other small craft. In 1914 they built their present floating ship, which is fifty by one hundred feet. The biggest boat which they ever constructed was a towboat for the Crown Willamette Paper Company. Their output now exceeds one hundred boats and includes the Charmalee, which held a record from 1911 to 1921 for fast time on a round trip from Portland to Astoria and back, making the distance of two hundred and eight miles in seven hours and thirteen minutes, with a speed at times of thirty-four miles per hour. The brothers do all their own designing, having developed many new types of boats, and they employ ten men. They have executed some important contracts and are accorded a liberal patronage.

Ernest von der Werth is well known in Masonic circles, having taken the degrees of the York Rite, while with the Nobles of the Mystic Shrine he has crossed the sands of the desert. He also belongs to the Auld Lang Syne Society, is a charter member of the Portland Yacht Club and the Portland Marine Club and belongs to the Portland Marine Trades Association and the Oregon Outboard Association. He has come to a realization of the hope which he has entertained from his boyhood of becoming a boat builder and in this field has achieved a measure of success that is gratifying.

WILLIAM DUNCAN McMILLAN

William Duncan McMillan, secretary of the state board of dental examiners, was born in Ford River, Michigan, where his father, the late Duncan McMillan, was the general superintendent of a large lumber manufacturing concern which operated in northern Michigan and in Wisconsin, where the family subsequently resided. William D. McMillan entered the public schools of Escanaba, Michigan, and afterward attended the schools of Fort Howard, now a part of the city of Green Bay, Wisconsin. When he was about ten years of age his parents removed to a large ranch near Crookston, Minnesota, where he spent the next ten years or more in living the glorious life of a farmer boy, alternately roasting in the summer and freezing in the winter, until he decided that the life was not suited to his liking, whereupon he turned to the city and spent the next few years largely in attending Macalester Academy, from which he was graduated, and Macalester College at St. Paul, in which he completed his sophomore year. In the succeeding two years he pursued a course in dentistry in

the Northwestern University Dental College of Chicago and his final year's work in dentistry was taken at the North Pacific Dental College of Portland, Oregon, since which time he has made his home in this state. He first located in Union, where he remained for three years, and afterward went to La Grande, where in 1907 he married Miss Evelyn Seemann, a daughter of the Rev. S. W. Seemann, pastor of the La Grande Presbyterian church. Their two daughters were born at that place.

In 1910 Dr. McMillan aided in organizing the Grand Ronde Chautauqua and for the next ten years was its secretary and one of its directors. In 1917 he was appointed by Hon. James Withycombe a member of the Oregon state board of dental examiners and at the end of his first term a reappointment was tendered him by Hon. Ben W. Olcott, following which Governor Walter M. Pierce reappointed him to two additional terms. During practically his entire incumbency in office he has served as secretary of the board and as such is well and favorably known to the dental fraternity of the northwest. In a professional way Dr. McMillan has served as vice president of the Oregon State Dental Society, has been delegate to the conventions of the national board of dental examiners held in various parts of the country and is always ready and willing to serve in any way that may be helpful to the profession.

In 1921 Dr. McMillan removed from La Grande to Portland, where he continues to reside. For many years he has been a member of the various Masonic bodies and the Shrine and was secretary of the Shrine Luncheon Club during its existence. He is now interested in several business ventures which promise to become leading institutions in due course of time. He is also connected with the Elks and the Woodmen of the World and is a charter member of the Lions Club.

EARL SMITH, M. D.

Dr. Earl Smith, of Portland, stands deservedly high in the estimation of the people of Multnomah county, who have elected him county coroner for the fourth consecutive term, while as a physician he has a well established reputation for skill and dependability. Dr. Smith was born in Portland on the 8th of February, 1882, and is a son of Joseph Edward and Mary Anne (Remond) Smith, natives of Carlisle, Ontario, Canada. The father first came to the Pacific northwest via the Isthmus of Panama in 1862 and after residing for a short time in San Francisco, California, came to Portland, Oregon, returning overland to Canada in 1865. Following his marriage in that country he came back to Oregon, making the trip overland. Joseph E. Smith was engaged in construction work during early Oregon railroad history and later became a contractor in bridge building and pile driving. He was prominent in the affairs of Portland, having served two years as police commissioner and also as city councilman under Mayor Chapman. Both he and his wife have passed away. Their family numbered eight children, all of whom are deceased except Earl and Lena.

Earl Smith received a good elementary education in the public schools, graduating from high school. He then worked for A. W. Allen, a druggist, as delivery boy for six years, during which period he studied to be a pharmacist, receiving his license in 1902. Later he clerked for Rowe & Martin at Sixth and Washington streets and in 1904 entered the medical department of the University of Oregon. He worked in two drug stores to obtain money to put him through college and was graduated from the university in 1908. He was vice president of the student body of the medical department at the university and was interne at the Good Samaritan Hospital in Portland from 1908 to 1909. He was then in railroad service as physician during the building of the Deschutes Railroad through central Oregon for the Oregon-Washington Railroad & Navigation Company and began his practice in Portland in 1911. Through the intervening period of seventeen years he has been engaged in the work of his chosen profession in this city, having offices in the Oregonian building. He was appointed to the position of county coroner in 1917 and so efficient was his discharge of his official duties that he has been continued in that office to the present time. He also owns and operates the Roosevelt Hotel of Portland.

In September, 1916, Dr. Smith was united in marriage to Miss Annette Florence Erickson. The Doctor is a staunch republican in his political views and has shown a splendid interest in matters affecting the public welfare. A worthy exemplar of the teachings and purposes of the Masonic fraternity, he holds the office of grand expert

in the twentieth degree of the Scottish Rite, has membership in Al Kader Temple, A. A. O. N. M. S., and is veiled prophet in Gul Razee Grotto, M. O. V. P. E. R. Moreover, he is esteemed lecturing knight in the local lodge of the Benevolent and Protective Order of Elks and likewise belongs to the Loyal Order of Moose and the Woodmen of the World. He is rendering effective service as chairman of the News-boys' Education Fund, was president of the State Coroners Association for eight years and is a member of the advisory board of the National Association of Coroners. Along strictly professional lines he has membership in the Multnomah County Medical Society, the Oregon State Medical Society and the American Medical Association. In boxing Dr. Smith finds diversion and recreation. He is a man of sterling character, upright life and cordial and friendly manner, and has shown himself worthy of the high place which he holds in public confidence and regard.

ERNEST H. STREIT, M. D.

During the past ten years Dr. Ernest H. Streit has steadily advanced in the ranks of the medical profession in Portland and today is regarded as one of its representative members, enjoying a wide reputation for his exact knowledge and skill and commanding an extensive practice. The Doctor was born in Phillipps, in the province of Quebec, Canada, in 1886, and when about a year old accompanied his parents, John W. and Linda (Wheeler) Streit, on their removal to Portland, where his father engaged in the real estate business. He is now deceased, while the mother still resides in this city.

Ernest M. Streit attended the public schools and Hill Military Academy, from which he was graduated. He matriculated in Jefferson Medical College, at Philadelphia, Pennsylvania, and won the degree of Doctor of Medicine in 1912. He served as interne in St. Vincent's Hospital, in Portland, and Letterman General Hospital in San Francisco, and in 1918 entered upon the practice of his profession in Portland. He possesses to a marked degree the essential qualities of the successful physician and his career has been marked by tireless and conscientious devotion to his life work.

In 1920 Dr. Streit was united in marriage to Miss Lela Yerex, who was born and reared in Portland and completed her education in St. Helen's Hall. They have two children, Fraser and Jack Hamilton, who are attending the public schools. Doctor Streit is a member of the Portland Academy of Medicine, the Multnomah County Medical Society and the Oregon State Medical Society, and is held in high regard among his professional brethren.

GEORGE EARLE HENTON, M. D.

A learned and skilled physician and surgeon, public-spirited citizen and congenial companion, Dr. George Earle Henton is one of the most highly esteemed members of the medical profession in Portland and is regarded as one of this city's representative men.

He was born at York, Nebraska, in 1879, and is the son of George H. and Lydia (Eikenbary) Henton, who were married at Plattsmouth, Nebraska. The former followed the vocation of farming. They are both now deceased, the mother dying in 1922 and the father in 1924. Mr. Henton was a veteran of the Civil war, in which he served three years and six months in the Army of The Cumberland. His ancestors came from the southern part of England about 1695 and established themselves near Philadelphia, where they were close neighbors and friends of the Lincoln and Boone families. In 1751 they accompanied the ancestors of Abraham Lincoln and Daniel Boone to the Shenandoah valley, Virginia, where they settled in Shenandoah and Rockingham counties. Evan Henton was a companion of Daniel Boone in the founding of Harrodsburg, Kentucky, and occupied the same cabin, which was known as Henton's or Boone's cabin. Several of Dr. Henton's ancestors served in the French and Indian war, the Revolutionary war, War of 1812 and in the Mexican war. Dr. Henton has a brother Frank E. who is a farmer and stockman of New York state, and a sister, Mrs. Herbert G. Harris, whose husband is a dentist of Auburn, Nebraska.

George E. Henton attended the public schools of York, Nebraska, and Cotner University at Lincoln, Nebraska, with postgraduate work at Cornell University; then matriculated at The Illinois Medical College at Chicago, from which he graduated as Doctor of Medicine in 1902.

He entered upon the practice of his profession at Friend, Nebraska, where he remained for nine years, after which he attended The New York Eye and Ear Infirmary, Bellview Medical College and St. Bartholomew's Ear, Nose and Throat clinics of New York city; also went abroad and took postgraduate work in Vienna, Berlin, Paris, Barcelona and London. In 1913 he came to Portland and engaged in practice, specializing in diseases of eye, ear, nose and throat. During the World war he volunteered for service and was commissioned a first lieutenant in the Medical Corps, but was not called for active duty owing to the signing of the armistice. He has been eminently successful, building up a large and lucrative practice, and his many patients hold him in grateful regard for his able and efficient service. The Doctor is a valued member of The Multnomah County Medical Society, The Oregon State Medical Society, The American Medical Association, The Pacific Coast Oto-Ophthalmological Society, The American Academy of Ophthalmology and Oto-Laryngology. He has always been a lover of out of door sports, particularly hunting and fishing and was president of The Portland Rifle Club of The National Rifle Association five years.

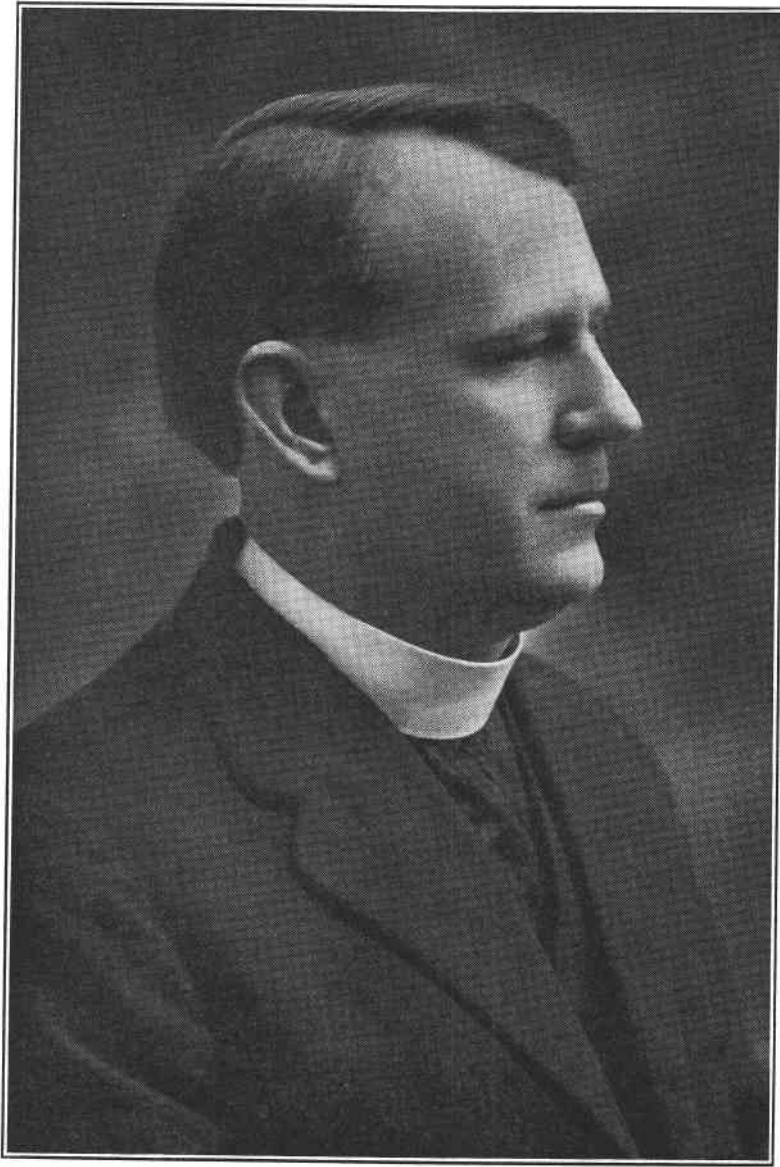
George Earle Henton is the father of four children. Herbert C., twenty-three years of age, is a graduate of The University of Oregon with the Bachelor of Arts degree, was a letter man in tennis while a student there and at present is a junior in The University of Oregon Medical School, and is a member of The Sigma Alpha Epsilon and Alpha Kappa Kappa fraternities. Berniece A., nineteen years of age, has completed two years of university work at the California Junior College at San Diego and is now entering The University of Oregon. She is a member of The Sphinx and Treble Clef fraternities and a representative of her educational institutions in tennis. Nancy Ann, aged four years, and Barbara Jean, aged one year, complete the family.

Dr. and Mrs. Henton (Bertha Anna Hacker) were united in marriage at Friend, Nebraska; Mrs. Henton was born at Waterloo, Iowa; she is an accomplished musician and a prominent member of the Portland Women's Club, The Daughters of The Nile and Eastern Star. They are members of The First Congregational church. The Doctor is a member of Portland Lodge, No. 55, A. F. & A. M., of which he is an affiliated past master; Portland Chapter, No. 3, Royal Arch Masons; Multnomah Council; Oregon Commandery, No. 1, Knights Templar, of which he is a past commander; St. Laurence Conclave, Red Cross of Constantine, of which he is past sovereign; Oregon Consistory, No. 1, Scottish Rite, thirty-second degree, in which order he is deputy master of the seventeenth degree; Rose City Chapter, Order of The Eastern Star, of which he is past patron and the Multnomah Amateur Athletic Club. He is a man of strong individuality, sterling qualities of character and high ideals, and throughout the circle of his acquaintance commands uniform confidence and respect.

REV. WARREN A. WAITT

Rev. Warren A. Waitt has filled the pastorate of St. Stephen's parish of Portland since its inception two decades ago, building the school and the church and in fact making all of the improvements that now adorn a once barren property. He was born in Minneapolis, Minnesota, January 5, 1879, his parents being Daniel and Julia (D'Avignon) Waitt. The father was an active politician of Minneapolis, took a leading part in the public affairs of that city at an early period in its development and served as alderman for sixteen years.

Warren A. Waitt obtained his early education in the public schools of his native city and continued his studies in the North Side high school, while subsequently he attended the University of Minnesota for a year. He began preparation for the priesthood in Laval University of Montreal, Canada, and following his graduation in 1903 entered St. Paul Seminary of Minnesota, where he was graduated and ordained in June, 1904. He then came direct to Portland and for the three succeeding years served as assistant pastor of St. Francis church under Father Black, after which he filled the pastorate of St. Joseph's church at Roseburg, Oregon, for fifteen months.



REV. WARREN A. WAITT

Returning to Portland, he was made pastor of the newly created St. Stephen's parish, this being then a barren tract of land of an acre and a half on which no streets had been laid out or other improvements made. The property had been purchased by Archbishop Christie. Father Waitt held his first service in a public hall at the corner of Hawthorne and Marguerite streets and about one dozen families were in attendance. His first task was the establishment of a school and the erection of a building for that purpose was begun at 1236 East Taylor street in the summer of 1908, the work rushed to completion and the school opened in the following fall. Church services were conducted on the second floor of the building. There were about sixty pupils in the beginning, and some idea of the growth of the parish may be gained from the fact that the number has increased to about three hundred and fifty. The erection of the present beautiful church edifice was begun in the fall of 1925 and completed the following spring at a cost of about ninety thousand dollars. The number of families in the parish has increased from twelve to more than one thousand.

During all the years of his pastorate at St. Stephen's Father Waitt has taught in the parish school. In the fall of 1927 he opened a high school with ninety pupils, whom he has since instructed in stenography, commercial law, French, Spanish and sociology. There are four priests and four nuns in the high school, while the teaching staff of the grade school comprises six sisters. St. Stephen's church, modern in all of its appointments, has a seating capacity of seven hundred and fifty and has a splendid pipe organ. So large is the membership that five masses are required on Sunday. Two assistant priests aid Father Waitt in his pastoral duties.

FRANK MARTIN BROOKS, M. D.

In the career of Dr. Frank M. Brooks, of Portland, there is presented a splendid example of what may be accomplished through determined and persistent effort in the face of discouraging conditions, for he is essentially a self-made man, having been thrown on his own resources at the age of thirteen years. His industry and integrity have been rewarded with abundant success and he has long stood among the representative members of the Medical profession in this section of the state. He has been continuously engaged in the practice of his chosen profession in Portland during the past eighteen years and has specialized in surgery.

Dr. Brooks was born in Salem, Oregon, on the 10th of April, 1868, and is a son of John and Martha (Harper) Brooks, the latter related to the family of her name at Harpers Ferry, West Virginia. John Brooks and his wife crossed the plains in 1864 and settled on a farm near Salem. The former was an agriculturist by occupation, was a strong prohibitionist and a strict member of the Baptist church. To him and his wife were born ten children, six sons and four daughters.

Frank M. Brooks attended the public schools of Salem and at the age of thirteen years started out to earn his own livelihood, working at various occupations. He practiced rigid economy, for he was ambitious to obtain a good education, and in the course of time entered the medical department of Stanford University, attending there for a year. He then spent two years in the University of Oregon as a medical student and was graduated with the degree of Doctor of Medicine in 1890. He pursued his professional studies further in the Jefferson Medical College of Philadelphia, from which he was graduated in 1895, and took postgraduate work at the St. Thomas Hospital in London, England, studying also in Paris, and Edinburgh, Scotland, and attending several of the leading clinics in the east. In 1890 he entered upon the practice of his profession at Camas, Washington, but two years later located in Silverton, Oregon, where he was engaged in practice for seventeen years. In 1910 he came to Portland and has since devoted himself closely to his life work here. He has a well equipped office in the Medical Arts building and has long been regarded as one of the learned and dependable physicians of this city. His medical practice in Marion county was characterized by many hardships in getting to his patients, due largely to the almost total absence of good roads, but he was loyal to the traditions of his profession and faithful to his patients, regardless of time or weather. The Doctor is a member of the medical staffs of the Good Samaritan Hospital and St. Vincent's Hospital and was formerly a member of the state board of health.

On the 21st of January, 1891, Dr. Brooks married Miss Agnes Gordon, of Chicago,

Illinois, who passed away, and on September 11, 1900, he was united in marriage to Miss Jessie Fremont Davis, M. D., a daughter of Dr. P. A. Davis, of Silverton, Oregon, who had four sons who became physicians, while Mrs. Brooks also is a graduate in medicine. To Dr. and Mrs. Brooks were born three children: Irwin Gordon, who enlisted for service in the World war and died at Fort Houston; Agnes Jessie, who is a graduate of the University of Oregon; and Frances, who died in infancy.

Dr. Brooks is a republican and has always evinced a deep interest in public affairs. He served as mayor of Silverton, Oregon, in 1899-1900 and was a member of the school board there for nine years. During the World war he offered his services to the government and was commissioned a captain in the Medical Corps. He belongs to Albert Pike Lodge, No. 59, A. F. & A. M.; Portland Consistory, A. A. S. R.; Al Kader Temple, A. A. O. N. M. S.; the Order of the Eastern Star; and the Benevolent and Protective Order of Elks. He is a member of the Portland Chamber of Commerce, the Advertising Club of Portland and the Automobile Club. He is a member of the City and County Medical Society, the Oregon State Medical Society, the American Medical Association and is dean of the Florence Crittenton Home in Portland. While conducting a general practice, he specializes in surgery, in which he has exhibited remarkable skill, and in every relation of life has proven worthy of the esteem and confidence which are accorded him by his fellowmen.

ISAAC NEWTON FLEISCHNER

For years Isaac Newton Fleischner occupied a place of prominence in business circles of Portland as a partner in the well known firm of Fleischner, Mayer & Company, the largest wholesale dry goods house on the Pacific coast and also the oldest. In educational and philanthropic affairs and other lines of public service he took a leading part and was termed "the most sincere sportsman in Oregon." His was a many-sided, forceful personality and his life was symmetrical and complete.

Mr. Fleischner was born July 16, 1859, in Albany, Linn county, Oregon, and his parents, Jacob and Fannie (Nadler) Fleischner, were natives of Bohemia, Austria. They followed the tide of immigration to the new world and in 1852 made the overland journey to Oregon. Jacob Fleischner was the proprietor of one of the first stores in Albany and in the '60s moved to Portland, where he and his wife spent their remaining years.

In the acquirement of an education Isaac N. Fleischner attended the Portland Academy and continued his studies in St. Augustine's College at Benicia, California, graduating with the class of 1878. He returned to Portland and soon afterward entered the employ of Fleischner, Mayer & Company. His ability was at once apparent and as his experience increased he was intrusted with greater responsibilities, eventually becoming a member of the firm. He combined a capacity for detail with the ability to think in large terms and his well formulated plans constituted an effective force in the expansion of the business, at the same time increasing the prestige of the firm.

Business however, constituted but one phase of Mr. Fleischner's life and in the cause of charity he was always a leader. At the time of the disastrous flood in Heppner, Oregon, which resulted in the destruction of much valuable property and the loss of three hundred lives, he was placed at the head of the relief committee organized in Portland. So well did he direct its activities that more than the necessary funds were provided for that emergency. After the San Francisco earthquake and fire he was chairman of the relief bureau established by the Portland Oregonian and through his efforts a fund of about three hundred thousand dollars was raised and disbursed. He was elected treasurer of the Open Air Sanitarium and became vice president of the Associated Charities of Portland.

Mr. Fleischner was first vice president of the Lewis and Clark Exposition and chairman of the press and publishing committees which had charge of publicity. For many years he was a member of the school board and served as its president for some time. The Merchants Protective Association chose him as its president and for two years he was secretary of the Chamber of Commerce, at the same time acting as chairman of the relief committee of the Portland Commercial Club. Soon after its formation he was appointed a member of the state game commission, on which he

served for about a quarter of a century, and at his death on December 1, 1927, was its chairman.

In San Francisco, California, Mr. Fleischner was married in 1892 to Miss Tessie Goslinsky, who preceded him in death. He was survived by two daughters, Mrs. William H. Ehrman and Mrs. Harold F. Wendel; a brother, Max Fleischner, who died in March, 1928, and three sisters, Mrs. Solomon Blumauer and Mrs. Rudolph, who live in Portland, and Mrs. George H. Davis, of New York city.

A connoisseur of Art, Mr. Fleischner had a fine collection of paintings, secured during his European travels, and his library contained rare manuscripts, curios and books. Works of art of every description ornamented his home and in their selection he displayed impeccable taste. An adherent of the Jewish faith, he was affiliated with Temple Beth Israel. He was a member of the Concordia Club and his fraternal connections were with the Independent Order of B'nai B'rith and the Benevolent Protective Order of Elks. In his life Mr. Fleischner exemplified all that is admirable in conduct and character, and to know him was to be his friend. The following tribute was paid to him by one of the local papers:

"It were difficult to name the many interests, all of them honest and kindly, that suffer loss in the passing of I. N. Fleischner. Surely the state has lost a citizen, in the deeper meaning of the word, and surely field and forest, lake and stream, and every creature thereof, have lost a most sincere and loyal friend. Among his fellow-men his friends were many, and yet it may be said of him, without disparagement of the fine quality of his friendship, that he 'loved not man the less, but nature more.'

"He was the nephew of a great pioneer merchant, Colonel Louis Fleischner, but the commercial responsibilities to which he succeeded were his by virtue of fitness rather than by an accident of inheritance. He was thorough. It was a marked trait, and it characterized his business enterprise, his public service, his contact with friends, and his enjoyment of the outdoors. Of an amiable and easy disposition, he was nevertheless inflexible in matters of principle. There have been few men more uniformly and unobtrusively cheerful.

"It used to be—for all that is now of the past—that as his later years came upon him, and he devoted more and more time to angling and to those investigations incumbent upon him as the eldest member and chairman of the state game commission, one might often find him far from the city and in most lonely places. Such places as lakes and river banks. Some one would come up stream to that eddy where you were fishing, that riffle which twirled your fly, and say to you 'What luck?'—and then, 'I. N. is down the river a mile or so.' It might be raining or it might be bright with sunshine. That made no difference. He had the heart of Walton. A lake in the dunes, a lake but little known, where landlocked steelhead rise. And often the boatman would say to you, 'Are you from Portland? I guess you know Mr. Fleischner? He landed a big one off that point yesterday.' People who frequent the waters where trout are found were always cutting his trail—the pleasant, friendly trail of I. N. Fleischner.

"As to his service to this city and state, it is remembered—among many services—that he was tireless, efficient and constructive upon the school board of the state's largest district. But who shall say, or what records may disclose, the full benefit of his mature and helpful opinions as to game and fish propagation and conservation? Sportsmen have sound reason to remember him as a friend beloved, and so have all friends of his. He is down the river a little way."

CHARLES C. BECHTOLD

For twenty years a resident of Portland, Charles C. Bechtold has thoroughly demonstrated his worth as a citizen and is widely and favorably known as general manager of the National Hospital Association. He was born June 14, 1885, on a farm near Freeport, Illinois, and is a son of N. S. and Elizabeth Bechtold, who still make their home in that locality. Reared on his father's farm, Charles C. Bechtold received his early education in the public schools of Freeport, afterward attending Western College, at Toledo, Iowa. In 1910 he entered the law department of the University of Oregon and was admitted to the bar in 1913. After leaving Western College he taught in the public schools of Illinois for two years, after which he went to Chicago where he was associated with the Culp Paving Company as secretary and treasurer. In

1908 he came to Portland and took up work as auditor for the National Hospital Association. He later was promoted to general manager, which position he still holds. He has exerted every effort in behalf of the Association, displaying the resourcefulness, initiative and sound judgment of the true executive, and his work has been a vital element in the success the Association has attained.

He was married in 1906 to Miss Irene McMahon, of Michigan, and they have two children: Paul W. and Glen Allyn. Mr. Bechtold is a staunch republican but has never sought political office as a reward for party fealty. He is an Elk, a thirty-second degree Mason, a member of the Phi Alpha Delta Law fraternity, and also a member of the Portland Chamber of Commerce and the Portland Country Club. He is fond of outdoor sports but his interest centers in his work and the rules that govern his life are such as constitute the basis of progress in all lines of endeavor.

E. G. BATES

E. G. Bates, a prominent young citizen of Clatsop county who has ably represented his district in the state legislature, enjoys an enviable reputation as a dairyman and poultry raiser of Gearhart and as the proprietor of Ocean Home Farm, which comprises two hundred and fifty-six acres and extends to the Pacific Ocean on the west. He was born at Williamsport, Pennsylvania, April 23, 1892, his parents being E. M. and Annie Bates, who have spent their entire lives in the Keystone state. The father, who was engaged in the grocery trade during his active business career, is now retired and during the winter months resides at Redlands, California, where he owns a ten-acre orange grove that is managed and occupied by his youngest son, Russell. His family numbers four sons and two daughters, namely: Myron, who is with the General Electric Company of Pittsfield, Massachusetts; Robert, county clerk of Lycoming county, Pennsylvania; E. G.; Mrs. Isabel Anthony, a resident of Wilmington, Delaware; Elizabeth, at home; and Russell, who is in the government postal service and resides at Redlands, California.

E. G. Bates supplemented his grammar school education by a high school course at Williamsport, Pennsylvania, where he was graduated. He was a youth of nineteen when in 1911 he came to the Beaver state and enrolled as a student in the School of Forestry of the Oregon Agricultural College, from which he was graduated with the Bachelor of Science degree in 1915. The following year he was married to Verna M. Tagg, a classmate, who was born on Clatsop Plains, near Astoria, Oregon, her parents being William and Sarah Tagg, natives of England and now residents of Gearhart, Oregon. Mr. and Mrs. Tagg emigrated to the United States in the middle '80s and purchased a farm on Clatsop Plains which they subsequently sold, buying and locating on a farm at Gearhart. This Mr. Tagg cultivated until 1916, when he sold the place to Mr. Bates, and since that time he has lived retired at Gearhart. He has three daughters: Mrs. Lystra Horrie; Mrs. Verna M. Bates; and Elvia, the wife of W. O. King, a high school teacher of Boardman, Oregon. The three daughters were all graduated from the Oregon Agricultural College in 1915.

After purchasing the farm of his father-in-law in 1916, Mr. Bates began erecting modern dairy and poultry houses thereon. His main poultry building is three hundred and fifty-two feet long by twenty-seven feet wide. The poultry plant is one of the finest in the state from the standpoint of convenience and the arrangement of the different divisions of the business. At the south end of the main building are the laying pens with a capacity of fifteen hundred layers, in the center are the feed rooms and garage and at the north end are the fattening pens and brooder house. The hot-water brooder has a capacity of five thousand chicks and the fattening pens a capacity of two thousand fryers. Mr. Bates raises two varieties of chickens—White Rocks and Black Jersey Giants—and has the largest flock of White Rocks in Oregon. The White Rock pullets average seven pounds at seven months and the roosters nine pounds at the same age. The Jersey Giants are also large, heavy fowl and, like the White Rocks, are good layers. Mr. Bates operates his incubators throughout the year. He dresses the broilers and sells them direct to the consumer. Moreover, he operates a large dairy and retails milk in Seaside, while the demand for his eggs, which he ships in large quantities to California, exceeds the supply. His model, sanitary dairy barn is equipped with an electric milking machine and with the latest and best bottle washing and sterilizing machinery. His stock farm, named Ocean



E. G. BATES

Home, is two hundred and fifty-six acres in extent and has the Pacific ocean for its western boundary. One hundred acres are under cultivation for hay and root crops. Mr. Bates has one of the finest places in the state of Oregon; all of the machinery on the farm is operated by electricity, and water is piped all through the barns and poultry house. He keeps thirty head of Guernsey cows, a registered Guernsey bull and also has a fine flock of sheep. Mr. and Mrs. Bates maintain a few cottages at Ocean Home Farm where they board summer visitors from Portland who find many vacation delights amid the attractive rural surroundings.

To Mr. and Mrs. Bates have been born two daughters and a son, namely: Barbara, who is ten years of age; Patricia, a little maiden of five summers; and Edward, who is one year old.

In public affairs Mr. Bates has always manifested an active and helpful interest and his fellow townsmen, recognizing his worth and ability, have chosen him for various important positions of trust and responsibility. He was elected to the state legislature on the republican ticket in 1925 and in 1928 was appointed by Governor Patterson to serve as one of the five members of the state educational board for a four-year term, Mr. Bates being chosen to represent Oregon's agricultural interests. From 1925 until 1927 he represented the Lower Columbia Chambers of Commerce as a member of the reforestation commission. He is a member of the port commission of Astoria and has served as president and vice president of the Clatsop County Fair Board, having always taken a prominent part in promoting its activities and in exhibiting stock. Fraternally he is affiliated with the various Masonic bodies, including Al Kader Temple of the Mystic Shrine in Portland. He also belongs to the Order of the Eastern Star, in which his wife is a past matron, and both are likewise consistent and devoted members of the Presbyterian church. While students at the Oregon Agricultural College Mr. Bates became a member of the Kappa Sigma college fraternity and his wife joined the Alpha Chi Omega sorority. They enjoy an enviable position in the social circles of the community in which they reside, the circle of their friends being almost coextensive with the circle of their acquaintance.

STARR FRUIT PRODUCTS COMPANY

In a history of Portland's commercial development it is imperative that mention be made of the Starr Fruit Products Company, which is now the largest independent packing concern in the northwest. This enterprise has contributed in notable measure to the commercial growth and development of this section. It was established in 1916 by H. C. Frost, F. A. Long, L. M. Starr and C. D. Starr. H. C. Frost is vice president and general manager of the business. From the beginning the plant has been maintained at its present location and originally the business was carried on under the name of the Long Fruit Products Company, but in 1917 the present corporate style was adopted. The company is engaged extensively in preparing and marketing canned goods, including fruits, jams, jellies, preserves and maraschino cherries, and something of the volume of the business is indicated in the fact that the company pays out about one million dollars annually for raw fruit, which it secures from Oregon, Washington, Idaho and other districts. The business has grown steadily, being represented in the first year by an investment of one hundred thousand dollars and in the present year—1928—by an investment of one million, six hundred and fifty thousand dollars. The steady development of the trade has made this corporation the largest individual and independent packers in the northwest, furnishing employment to six hundred people. The volume of its trade is also represented in the statement that the company now uses annually one hundred tons of gooseberries, six hundred tons of strawberries, three hundred tons of raspberries, twelve hundred tons of cherries, five hundred tons of loganberries, four hundred tons of blackberries, three thousand tons of pears, one thousand tons of prunes and three thousand tons of apples, and pays out annually to the farmers a million dollars. The fruits obtained are manufactured into the highest grades of canned goods, jellies, preserves and jams. An extensive department of the business is the maraschino cherry plant, which is operated nine months in the year. Their product is sent out under the name of Marasca cherries and preserves, while their canned goods are put upon the market under the following brands: Starr, Crown Point, Firefly and Staregon.

The officers of the company are: L. M. Starr, president; H. C. Frost, vice president and general manager; and C. D. Starr, secretary and treasurer. All are men of broad experience and sound judgment, as is indicated by the continuous development and expansion of the business. The company maintains a plant in Portland with one hundred and twenty thousand square feet of floor space and a second plant in Salem with one hundred thousand square feet. The sales cover the entire United States, England and the Hawaiian islands. The company handles its own sales organization, employing from forty to fifty men in that department, and also sells to jobbers. The business is thoroughly organized, systematically managed and is conducted with a minimum expenditure of time, labor and material, but only to a point that never sacrifices the quality of goods. In this efficient management is found the secret of the success of this undertaking, now one of the foremost productive enterprises of the northwest.

H. C. Frost, the vice president and general manager, is recognized as a most efficient and progressive business man. A native of Denmark, he became a resident of California when a lad of eight years, the family home being established in San Francisco. In 1888 he became identified with the shipping and drayage business there as an employee of the Stetson-Renner Drayage Company. He afterward engaged in the drayage business on his own account, showing that he had made wise use of his time and opportunities, whereby he had acquired capital sufficient to enable him to undertake an independent venture. Subsequently he was associated with the Long Syrup Refining Company for eighteen years and during this period he also conducted a drayage business.

While a resident of California, Mr. Frost was married to Miss Matilda Mogensen, a native of Minnesota, and they became parents of one son, M. M. Frost, who is now with the company. It was in 1916 that Mr. Frost and his family came to Portland, where he was made superintendent and vice president of the Long Fruit Products Company, then a subsidiary of the California company. In 1917 this was converted into the Starr Fruit Products Company and as vice president and general manager he has been active in control of the enterprise, directing its operations and largely shaping its policies. Under his careful guidance the business has steadily grown and is the visible expression of his life of well directed energy and his progressive spirit. Mr. Frost is a member of the Portland Chamber of Commerce and the East Side Commercial Club. Fraternally he is a Scottish Rite Mason and Mystic Shriner, and something of the nature of his recreation is indicated in his membership in the Portland Golf Club. He is richly endowed in those qualities which ever command confidence and respect and he stands high in public opinion in his adopted city.

His associates in business are L. M. and C. D. Starr, respectively president and secretary and treasurer of the company. These brothers are natives of Victoria, British Columbia, and in 1882 became residents of Oakland, California. Their father, L. M. Starr, came to Portland in the early '60s and was married here to Mary Jane Monnastes, a representative of one of the very old families of this city. The father was a manufacturer, builder and representative of railway interests and his removal to British Columbia was occasioned by the fact that he was carrying mail to that province, which necessitated his residence there. His interests, however, chiefly centered in Seattle, where he was connected with steamship and real estate activities. In 1881 he removed to California, where he was connected with iron interests and also engaged in the real estate business. He passed away in the year 1889, while his wife survived until 1898.

Their two sons, L. M. and C. D. Starr, attended school in California, while subsequently the former continued his education in Cornell University and the latter in the University of California. C. D. Starr afterward engaged in the real estate business in California and L. M. Starr conducted a brokerage business there. In 1903 they came to Portland and both were for a time associated with the salmon packing industry. In 1912 they were active in organizing the Starr-Collinson Packing Company of Portland and in 1916 both became associated with the enterprise now conducted under the name of the Starr Fruit Products Company.

L. M. Starr married Ivy G. Barnes, of Portland, and they have become the parents of three children: Mrs. Grace Mathews, Isabelle and Gene. L. M. Starr is a member of the Arlington Club, the Multnomah Club and the Waverly Country Club. In 1924 he suffered a physical breakdown and has not been active in the business since that time.

C. D. Starr wedded Viola Barnes, of Portland, who died in 1925, leaving two sons, Dudley Barnes and Lewis M. C. D. Starr has membership in the Benevolent and Protective Order of Elks and in the Multnomah Club.

CLAUDE S. JENSEN

Claude S. Jensen, who for a number of years was prominently identified with theatre interests, has since 1926 devoted his attention to the investment business in Portland, where he owns considerable property. Born at Richmond, Utah, in 1883, he is one of the family of six sons and six daughters reared by Casper and Anne (Schmidt) Jensen, who were married in that state. The father is still living, but the mother has passed away.

Claude S. Jensen was a young man of twenty-four years when in 1907 he embarked in the moving picture business at Missoula, Montana. Prior to that time he had been in the service of the Northern Pacific Railroad Company in Montana as brakeman and conductor. From that state he made his way to Los Angeles, California, and eventually acquired control of a theatre at Long Beach. In the fall of 1909 he removed to Seattle, where he was associated with a man named La Due until the latter's interest was purchased by a Mr. Von Herberg. This was the beginning of an association which resulted in one of the largest chain-theatre ownerships in the Pacific northwest, the concern at one time operating more than one hundred theatres in the states of Montana, Washington and Oregon. In 1926 these interests were sold to the Northwest Pacific Theatres, Inc., for a sum running into many millions of dollars. Since that time Mr. Jensen has been engaged in the investment business, although he is still interested in several theatres. He is the owner of the new Portland Theatre, the new Heathman Hotel and a corner block at Jefferson and Sixth streets, as well as other large tracts in Portland. A man of splendid business ability, enterprising, progressive and farsighted, his undertakings have been crowned with notable success.

Mr. Jensen is the proud father of three interesting children and has a scrap-book with a complete record of their lives. They are as follows: Von Claude, who was born in Portland and is nine years of age; Mary Anne, born in Portland eight years ago; and Joann, who is two years old.

A worthy exemplar of the teachings and purposes of the Masonic fraternity, Mr. Jensen has attained the thirty-second degree of the Scottish Rite in the order and has also crossed the sands of the desert with the Nobles of the Mystic Shrine. He is likewise affiliated with the Benevolent and Protective Order of Elks and is a member of the Portland Chamber of Commerce. He is a progressive business man and a deservedly popular, highly esteemed and influential citizen whose labors have been a vital force in the advancement and development of his community.

LEE S. ELLIOTT

In its special field, the Defiance Tea and Coffee Company is one of the leading firms of Portland, and Lee S. Elliott, who established the business, is known as an aggressive, wide-awake and enterprising man, who well merits the success which has come to him. Mr. Elliott was born in Denver, Colorado, and is a son of A. N. and Emma S. Elliott. His paternal grandfather, John Elliott, took his family to Colorado in 1849 and on the Saint Varine river, near Plattville, secured the first water right for irrigation purposes in that state. This right, No. 1, in Colorado, is still in the possession of the family.

Lee S. Elliott received his education in the public schools and in 1909 came to Portland. He entered the employ of the Jones Mercantile Company, with which he remained for ten years as city salesman, and on February 1, 1918, he established his present business under the name of the Defiance Tea and Coffee Company. He is engaged in manufacturing and distributing tea, coffee, spice and extracts, in which he has built up a large business, and employs seven people, of whom two are travel-

ing salesmen, who cover Oregon and Washington. The original location of the company was at 63 Front street, but in 1926, the business having outgrown its quarters, Mr. Elliott bought a three-story building at 74 Front street, which he now occupies and which is well adapted for his purposes. The success of the enterprise has been due to the sound business policy of Mr. Elliott, who handles only the best quality of goods and gives fair treatment to every customer, so that he has a well established reputation for reliability.

In August, 1918, Mr. Elliott was united in marriage to Miss Hortense Thurman, a daughter of J. W. and Mary (Fisher) Thurman. The former was a native of Virginia and the latter of Philadelphia, Pennsylvania, and both of whom are deceased. Mr. Thurman was long engaged in contracting and was a man of high standing in the business world. Mr. Elliott is a member of the Portland Advertising Club and is actively interested in all movements for the betterment of the community along material or civic lines. Through an agreeable manner he has a large circle of loyal friends and is greatly esteemed by all who have come into contact with him.

RODERICK LACHLAN MACLEAY

Among the influential citizens of Portland none are held in higher esteem than Roderick Lachlan Macleay, of Portland, who for many years has been actively identified with affairs of importance and is recognized as one of the substantial men of his city. He is a scion of one of the most distinguished families of Oregon, being the son of Donald Macleay, mentioned at considerable length in another part of this publication. A native of Portland, he was born October 15, 1874, received a good education and early became associated with his father in the management of the latter's extensive business affairs. Since the death of Donald Macleay the various properties, both in corporation stock and real estate, have been incorporated as the Macleay Estate Company, of which Roderick L. Macleay is the active manager, in which capacity he has largely enhanced its value and made substantial additions. He is a director in a number of financial, commercial and industrial organizations and is regarded as a man of clear-headed judgment and wise discrimination in business affairs. He is a member of the leading clubs of Portland and is held in the highest esteem throughout the range of his wide acquaintance.

WILLIAM S. DIRKER

The successful operation of any great business depends as much on its sales department as on any other single factor. In the organization of the American Can Company in the northwest district one of the most efficient and valuable officers is William S. Dirker, who for ten years has served with ability as district sales manager, for which position he has shown himself particularly well qualified. Mr. Dirker was born in New Orleans, Louisiana, in 1875, and is a son of Charles A. and Eliza Dirker, also natives of that state. His father was for many years engaged in the grocery business and both parents are now deceased.

Mr. Dirker received a good public school education, graduating from high school, after which he went to work as a clerk in a country store. Later he returned to New Orleans and engaged in the manufacturers' agency business, in which he was successful, among his connections being the American Can Company. In 1910 he was appointed that company's local sales manager at New Orleans. Through close application, energetic methods and keen sagacity, he made an excellent record, so that he well earned the promotion that came to him when in 1918 he was made district sales manager at Portland, in which position he has served to the present time. The territory covered by this district includes Oregon, Washington, Idaho, and Alaska and in this field Mr. Dirker has built up an enormous business, as may be inferred from the statement that the great plant at Portland turns out a million packers' cans a day, besides a large amount of other lines, covering about four hundred items.

In 1906 Mr. Dirker was united in marriage to Miss Edna Brady, of New Orleans, and they are the parents of two children, Brady, who is a student in the University of

Oregon, and William J., Jr., a lad of seven years. Mr. Dirker is a member of the Rotary Club, of which he is a director, the Portland Golf Club, the Oswego Golf Club and the Portland Chamber of Commerce. He is independent in his political views, but invariably gives his support to those measures which in his judgment are calculated to promote the public welfare. He has been a loyal and valued member of the official personnel of his company, in the interests of which he has been indefatigable, and he commands the sincere regard of his associates and the confidence of all with whom he has had business contact.

F. M. YOST

For twenty-three years F. M. Yost has been connected with the American Can Company, and during the greater part of this period has held positions of large responsibility. He is now rendering valuable service to this company as district superintendent of the northwest district, with headquarters at Portland. Mr. Yost was born at Staunton, Augusta county, Virginia, September 2, 1883, and is a son of Jacob and Mary (Young) Yost. His father was long engaged in mining and the real estate business in Virginia but is now retired from active pursuits.

Mr. Yost received his elementary training in the public and high schools, after which he entered the Virginia Polytechnic Institute, at Blacksburg, and was graduated with the degree of Mechanical Engineer in 1904. In the following year he entered the employ of the American Can Company at Brooklyn, New York, where he remained for ten years. During the ensuing three years he traveled over the Atlantic coast region in factory efficiency work, and during the World war period he was engaged in special work at the Edgewater (N. J.) plant. He was then sent to Atlanta, Georgia, where he had charge of the southern factories of the American Can Company, and one year later was transferred to New Orleans in the same capacity, having charge of all factories south of Maryland. He held that position two years, when he was transferred to the New York office, where he remained until December, 1926, when he came to Portland as district superintendent of the northwest district, embracing Oregon, Washington, Idaho, Montana, British Columbia and Alaska.

In 1914 Mr. Yost was united in marriage to Miss Minnie Safford, a native of New York, and to them have been born two children, Lucy and Frank. Mr. Yost is a member of the Benevolent Protective Order of Elks, the Oswego Country Club, the Irvington Club and the Laurelhurst Club. In his political views he maintains an independent attitude, voting according to the dictates of his judgment. Since coming to Portland he has shown active interest in the public welfare and throughout wherever known commands uniform respect for his ability and sterling personal qualities.

ABRAHAM MEIER

One of the outstanding figures in the commercial affairs of Portland is Abraham Meier, president of the firm of Meier & Frank, whose great department store is one of this city's most important business establishments. He was practically reared in this business, of which he has been the executive head for the past seventeen years, and is regarded as one of Portland's able and most successful merchants. Born in Portland on the 9th of March, 1888, he is a son of Aaron Meier, extended mention of whom appears elsewhere in this work.

Abraham Meier received his educational training in the Harrison street public school and the high school, and then entered his father's store, with which he has since been actively identified. In the course of time he became an expert in his judgment of merchandise and in this particular field is regarded as one of the leaders in this section of the country. He held various official positions in the business and on March 6, 1911, was made president of the company, which position he still retains. In the '90s the present splendid store building was erected on Fifth, Morrison and Alder street, beyond what was then the retail district of the city, and the subse-

quent trend of business abundantly vindicated the judgment of the firm as to location. Mr. Meier has continued the business along the same progressive and capable manner that characterized his father's career, and has added prestige to a name already illustrious in this city for commercial achievement.

In 1895 Mr. Meier was united in marriage to Miss Minnie Eising, of New York city, and to them have been born four children, namely: Harold, who died at the age of nineteen years; Allen, who is general merchandise man in his father's business; Jeanette, the wife of Walter Heller, of San Francisco, California; and Frank, who is in the Montezuma Mountain School in California.

Mr. Meier is a member of the Auld Lang Syne Society, the Native Sons of Oregon, the Concordia Club, the Tualatin Country Club and the Portland Chamber of Commerce. He gives his political support to the republican party and has ever shown a deep interest in everything pertaining to the public welfare. Because of his sterling character, distinctive business ability and splendid success, he commands public confidence and regard and is recognized as one of Portland's representative men of affairs.

ALLEN E. MEIER

Allen E. Meier, merchandise manager for Meier & Frank, owners of Portland's greatest department store, is well qualified for the responsible position which he holds, having worked his way through all departments of the store, and is contributing in every definite measure to its success. He was born in Portland in 1896 and is a son of Abraham Meier, president of the Meier & Frank Company, a separate sketch of whom appears elsewhere in this work.

Mr. Meier completed the courses of the public and high schools of Portland, after which he attended the University of Pennsylvania and Reed College. In 1917 he enlisted in the United States Navy for service in the World war and was assigned to the intelligence department, in which he served until the close of the war, when he was honorably discharged. He then entered the Meier & Frank store and, beginning at the bottom, worked through all of the departments, with the stock of which he became thoroughly familiar, and for the past five years he has been merchandise manager, being regarded as an expert in his line.

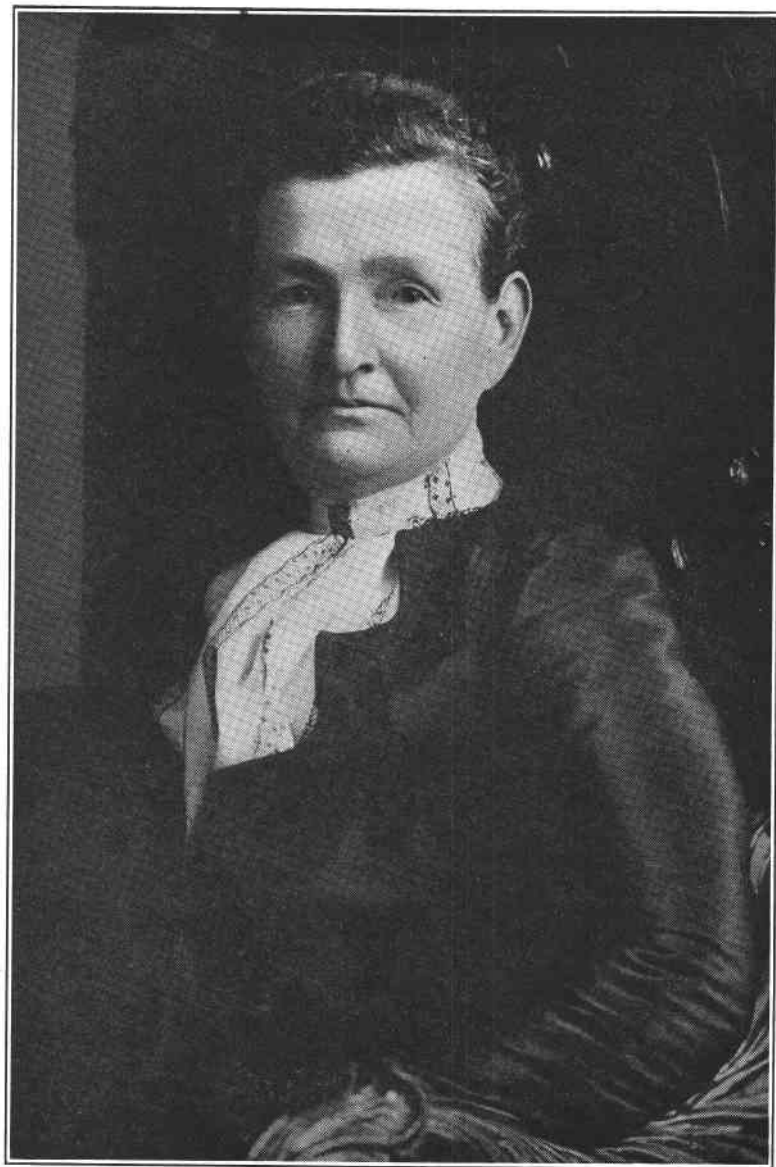
In 1923 Mr. Meier was united in marriage to Miss Jane Seller, of Portland, a daughter of Fred Seller, who was a pioneer of this city and became a member of the firm of M. Seller & Company, with which he remained identified until his death. Mr. and Mrs. Meier are the parents of two children, Allen, Jr., and Roger.

Mr. Meier is a member of the Multnomah Athletic Club, the Tualatin Country Club and the Chamber of Commerce, while in his political views he is a republican. He is fond of outdoor life, golf being his favorite form of recreation. He is a man of splendid character and agreeable personal qualities, is exceedingly popular in social circles and commands the uniform respect of all who have come in contact with him.

MRS. MARY ELIZA (GRIMES) STANLEY.

Mrs. Mary Eliza (Grimes) Stanley, the widow of Samuel K. Stanley, was one of Seaside's most highly esteemed pioneer women and had attained the age of eighty-one years when she passed away in that city on the 18th of February, 1928, at the home of her daughter, Mrs. J. E. Oates. She was seventy-five years old when in December, 1921, she wrote the following interesting autobiography for publication in the Journal:

"I was born in Coffee county, Alabama, December 19, 1846. My father, George Kanaga Grimes, was born in North Carolina. My mother, whose maiden name was Mary Frederic, was born in Georgia. My father was born about 1821. He was about twenty-five years old when I was born, but he always seemed like an old man to me. When he was twenty-one years old he was sick and his hair turned white and somehow it is hard to think of a person with white hair as young. Mother died not long before the breaking out of the Civil war. My father took no part in that



MRS. MARY E. STANLEY

war, but my two brothers, though mere boys, wore the gray and one of them was wounded. A lot of our friends, after Lee had surrendered, went either to Mexico or to South America. My father, one of my brothers and I went to Brazil. Father was going to get a plantation on the Amazon, but he didn't like that country. We liked the sound of our own language, so we came back to America. We landed in Portland fifty years ago, in the fall of 1871. A real estate man told my father the old Josiah West ranch in Clatsop county, then owned by Mr. Jewett, was for sale, so he went down to see it. He wanted to buy it. I didn't want to move on a farm. I had seen too many farmers' wives. We came down to where Seaside is now located. There were three houses here. Mrs. Clutri was running a summer hotel where Ben Holladay later built the Seaside House. Her father was a Scotchman, Captain Laddie. Her mother was Indian. A young man named Clifford Speaden had taken up a homestead where Seaside now is. Father paid him fifty dollars for his improvements and relinquishment, and built a two-room frame house on the place, into which we moved. He got his patent from the government for the forty-seven acres that he had bought of Speaden, and bought two fractional quarters of school land, containing about sixty acres, that joined him on the north, paying the state a dollar and a quarter an acre for it. The Hotel Seaside is built on our homestead. The summer after we took up the place we noticed that lots of Portland people came here to spend a few weeks, so we thought that some day we might have a summer resort here. Among the people who used to come here in the early '70s were the Burnside, Kamms, Failings, Flanders, Couches, Glisans, Wilsons, Lewises, Harveys, Van Schivers, Jacobses, Dr. Jones and other pioneer Portland people. Father built a hotel, 'The Grimes Hotel,' near the Necanicum. We set a fine table and charged ten dollars a week for room and board, which people thought was a big price. During the first years we were here, among our neighbors were the Claytons, Evermans, Austins, Steabs, Mulkeys, Matsons, Gearharts, Birds, McGuires, Burkes and Bradburys. In 1873 Ben Holladay built the Seaside House.

"It was quite an undertaking to come to Seaside in those days. You took the boat from Portland to Astoria, then took the plunger from Astoria to Skipanon, where you changed to a wagon. It was heavy pulling through the sand. The road was pretty much all sand except through the woods at Gearhart, where it was full of chuckholes and sticky mud. Between the chuckholes and the spruce roots the passenger was nearly shaken to pieces while making the trip.

"They started a town east of the Necanicum and named it Seaside. Father platted part of his place and called it Ocean Grove, but now it is part of Seaside. He sold lots ninety by one hundred feet for fifty dollars. People thought they were being jobbed and robbed. They knew he had paid only a dollar and a quarter an acre for it. You couldn't buy those lots now for twenty times what father sold them for.

"Samuel K. Stanley was the manager of Ben Holladay's hotel, the Seaside House. His wife died in 1875, leaving four children one of them a baby a few months old. I took charge of the baby, who is now Mrs. Frank Howard Loughton. Mr. Stanley and I were thrown together a good deal on account of my having charge of his baby. On May 27, 1877, we were married. We had one child, a daughter, June. My husband was the first postmaster at Seaside. He was paid by the amount of stamps he cancelled. At first it amounted to several dollars a month, rarely as much as five dollars. Jim Austin succeeded him. When we were running the Seaside House, Jim Burke, who still lives here, used to sell us lots of elk meat at seven to eight cents a pound. He used to peddle elk, deer and bear meat to the campers. In those days, forty years or more ago, there was wonderful trout fishing in the Necanicum. Where they catch one now, they used to catch a hundred. We bought from J. B. Hunt the old Everman ranch of two hundred acres for twelve hundred dollars. It is about half a mile from the post office. We lived on the farm twenty-five years till my husband died. We had as high as twenty-five hundred laying hens at one time. We sold fryers to the hotels for twenty-five cents each and we averaged twenty-five cents a dozen for our eggs. I used often to gather as many as seventy-five dozen eggs a day in the spring. Raising chickens looks easy, but it is real work. By the time you have fought mites, lice, crows, bluejays, skunks, rats, weasels, minks, martens, late wet springs and disease, you earn your money."

Samuel K. Stanley died on the 25th of June, 1900, and was survived by his widow for more than a quarter of a century. Their daughter, June, born at Seaside,

Oregon, is the wife of J. E. Oates, owner of one of the finest natatoriums in the Pacific northwest. J. E. Oates is a native of North Carolina and a son of Samuel and Elizabeth Oates, the former a cotton planter of that state. He attended grammar school in North Carolina to the age of thirteen, when he began learning the cotton business, with which he thoroughly acquainted himself. After several years spent as a cotton buyer he turned his attention to railroad construction work in association with a brother, conducting his operations under the name of the Oates Construction Company. The brothers were awarded large contracts for railroad construction work in the south and maintained their headquarters at Asheville, North Carolina. The panic of 1907, however, caused them to discontinue their operations. In the following year J. E. Oates came to Seaside, Oregon, and a few days after his arrival he purchased a fine corner lot, two hundred and twenty-four by one hundred and twenty-seven feet, at the intersection of Broadway and Promenade. In 1914 he constructed a large swimming pool and modern and up-to-date bath houses and he has since conducted one of the most splendidly equipped natatoriums in this part of the country. He installed new filtering machinery in 1927 and the following year added a chlorinator, whereby the water for the swimming pools and bath houses is made absolutely pure and safe for public use. The new installation will take care of five hundred thousand gallons of water. The Oates natatorium lacks no detail of the most modern equipment, there being steam cabinets, steam baths, two slides in the plunge, ten showers and three hundred and fifty individual dressing rooms, together with a large balcony for spectators. Mrs. Oates has proved an able assistant to her husband in his business affairs and is an active partner in the natatorium at Seaside. Ten store rooms in their building at Broadway and Promenade are being leased.

Mr. Oates was elected mayor of West Seaside soon after his arrival here and for two years ably discharged the duties of the office. His fraternal connection is with the Benevolent and Protective Order of Elks, and in their social intercourse both he and his wife have won many warm friends throughout the community in which they make their home.

JOHN C. AINSWORTH

Endowed with rare judgment and keen powers of discernment, John C. Ainsworth has long been an outstanding figure in banking circles of Portland, whose advancement he has also furthered along other lines, evincing that keen interest in progressive movements and that eagerness to promote civic development which are embodied in the truest and highest ideals of public service. He was born January 4, 1870, in Portland, and represents one of its old and highly respected families. His father, Captain J. C. Ainsworth, is mentioned at length on another page of this work.

John C. Ainsworth received his higher education in the University of California, from which he was graduated in 1891 with the degree of Bachelor of Science. When twenty-three years of age he began his financial career, entering the Central Bank of Oakland, California, and at once manifested a natural aptitude for the work. He advanced rapidly and in 1894 was elected president of the Ainsworth National Bank of Portland. Of its successor, the United States National Bank, he was also chosen the executive head and has since occupied this important office. Under his expert administration this has become one of the largest and strongest moneyed institutions west of the Rockies. The methods of the bank are founded on a broad policy of cooperation and the spirit behind its service is one of helpfulness. Mr. Ainsworth is also president of the Columbia-Pacific Steamship Company, which has likewise profited by his business sagacity and administrative power. He is a director of the Pacific Telephone & Telegraph Company, the Pacific Power & Light Company, the Portland Electric Power & Light Company, the Federal Reserve Bank of this city and the Fidelity Trust Company of Tacoma, Washington.

On the 26th of June, 1901, Mr. Ainsworth was united in marriage to Miss Alice Heitshu, of Portland, and their attractive home at No. 583 Hawthorne terrace is a center of the social life of the city. Mr. Ainsworth gives his political allegiance to the republican party and is a Presbyterian in religious faith. As president of the city planning commission he is doing notable work in behalf of Portland, whose growth and betterment are matters close to his heart. A strong advocate of educational

progress, he was selected as a regent of the University of Oregon and also one of the trustees of Whitman College. He was formerly president of the Arlington Club and has represented the Waverly Golf Club in the same capacity. In Masonry he has attained the thirty-second degree and is also a member of Chi Phi, a Greek letter fraternity. As a financier and business man of high standing Mr. Ainsworth exerts an influence which is strong, far-reaching and beneficial and his deep interest in the public welfare has been demonstrated by tangible efforts for the general good.

SWIFT & COMPANY

One of the most important enterprises of this city, and one which has to an immeasurable degree contributed to the city's advancement and prosperity is the business of Swift & Company. The company first became identified with Portland in 1907, when it bought the Union Meat Company from James O'Shea. It ran the O'Shea plant until 1910, when the present plant in North Portland was constructed. Here the company has fourteen hundred acres of land, about fourteen acres of which are devoted to the packing plant, the buildings covering about seven acres of ground, with a total floor space of approximately four hundred thousand square feet.

The company is engaged in the killing of cattle, sheep and hogs, of which it has a weekly capacity of fifteen hundred cattle, eight thousand hogs and four thousand sheep. The products are shipped throughout the west and northwest, as well as to Alaska and the Philippine Islands. About eight hundred people are employed by the Company at Portland.

The company also has a separate plant at Fourth and Hoyt streets, which is devoted to the manufacture of butter and cheese, poultry feeding and dressing, and the handling of eggs.

Swift & Company has operated in a big way—in fact, was the pioneer corporation here to do things on a large scale.

The Portland Union Stock Yards in North Portland occupies fifty acres. This company handles between seven thousand and eight thousand carloads of live stock yearly. This public market serves the live stock industry of the northwest. A cash competitive market is provided daily. Mr. Louis F. Swift and his brothers are among the principal stockholders.

Swift & Company has shown an active and effective interest in the great Live Stock Show, for which Portland is famous, having been largely responsible for securing and improving the grounds on which the show is held. It is hard to estimate the advantage to a city of such a concern as Swift & Company, for in many and various ways it contributes to the city's welfare, and it has long been recognized as one of Portland's biggest assets.

B. C. Darnall has been manager of the Swift & Company, North Portland plant, since 1919.

D. LEO GHOLSON

The largest livestock commission firm at the Portland Union stockyards is that of Kidwell & Caswell, of which D. Leo Gholson is president, and to him must be given due credit for his efforts in cooperation with other members of the firm and its employees over a long period of years, resulting in the splendid growth which this company has enjoyed. Mr. Gholson was born in Monroe county, Iowa, on the 1st day of January, 1887, and is a son of Daniel and Lydia (Beck) Gholson. His father and grandfather came to Oregon in 1860, the father remaining here until 1867, when he returned to Iowa, by way of the isthmus of Panama. They were farmers by occupation and both are deceased.

D. Leo Gholson attended the public and high schools of his native state and for several years was employed at various occupations. In 1907 he came west, locating first in Walla Walla, Washington, where he became connected with the Walla Walla Meat Company, with which he remained for two years and nine months. In

1910 he entered the employ of Kidwell & Caswell, of the Portland Commission Company, his first assignment being as a stock shipper in California. Later he was put in charge of feeders and in 1912 came to the Union stockyards as a stock seller for his firm. During the ensuing years he worked in every department of the business and in 1923 he acquired the controlling interest in the firm, of which he became president and has since been the executive head, the other officers of the firm being Harry H. Cofoid, vice president, and Miss E. H. Kennedy, secretary and treasurer. Miss Kennedy has been with the firm since February, 1914, and has been secretary and treasurer since 1920. The volume of business done by this firm has steadily increased and now averages nearly four million dollars a year, putting it at the head of the livestock commission firms of this locality. Mr. Gholson is also the owner of a large feedyard at Bremerton, Washington, where he feeds hogs and chickens. The firm handles all kinds of livestock and has a well earned reputation for reliability and trustworthiness.

In 1913 Mr. Gholson was united in marriage to Miss Ruth M. Weaver, of Kansas City, Missouri, and they are the parents of five children, Maude, Ruth, Nancy, Frances and Patricia. In his political views Mr. Gholson is a strong republican and fraternally is a Mason. He served as president of the Portland Livestock Exchange in 1924 and has shown a keen interest in everything relating to the success and prosperity of the livestock industry, in which he is a prominent and influential figure. A man of high business ideals, progressive and energetic in his methods and loyal and true in all the relations of life, he commands a high place in public esteem.

FRANK S. GODFREY

Frank S. Godfrey is a successful representative of mercantile interests in Seaside as a member of the firm of Godfrey Brothers, which carries a full line of shelf and heavy hardware, paints, oils, sporting goods, etc., and conducts the only exclusive establishment of the kind in the resort city. He is a native of Coldwater, Michigan, and a son of O. F. and B. W. (Williams) Godfrey, who were of Norwegian and Welsh descent, respectively. The father was born at Girard, Pennsylvania, in 1850 and the mother at Coldwater, Michigan, in 1856. It was about 1868 that O. F. Godfrey removed from the Keystone state to Coldwater, Michigan, where he met and married Miss Williams. Subsequently he made his way to Wells, Minnesota, and there engaged in mercantile pursuits until going to Chicago, Illinois, where he was connected with the dental supply business for a few years. He next removed to Kansas, in which state he was identified with mercantile interests for a few years and also hunted wild birds for the market, such as wild turkeys, quail and prairie chickens. Returning to Chicago, he was there again connected with mercantile pursuits until 1886, when he disposed of his interests in the midwest metropolis and came to Oregon, settling in Roseburg, Douglas county, where he purchased a farm which he cultivated for a few years. At the same time he bought stock in the Douglas County Bank at Roseburg, of which he was elected president, remaining at the head of the institution for ten years or until he sold his interests therein and took up his abode in Portland in 1900. In the latter city he devoted his attention to the grocery trade for seven years and then in 1907 came to Seaside, where in partnership with his three sons he embarked in the hardware business, which claimed his time and energies throughout the remainder of his life. He was accidentally drowned in the Necanicum river, in Clatsop county, in 1920, and for five years was survived by his wife, who died in 1925. They were the parents of three sons, namely: Frank S., of this review; C. M., who conducts a sporting goods store in Boise, Idaho; and A. O., who is associated with his brother Frank in the hardware business at Seaside, Oregon. The firm of Godfrey Brothers carries a complete line of shelf and heavy hardware, paints, oils, sporting goods, etc., and has a stock valued at twenty thousand dollars.

Frank S. Godfrey, accompanying his parents on their various removals in his youth, acquired his education in schools of Kansas, Illinois and of Roseburg, Oregon. After putting aside his textbooks he entered the Douglas County Bank at Roseburg and advanced through successive promotions to the cashiership of the institution. When the Spanish-American war broke out he enlisted April 27, 1898, becoming quartermaster sergeant of Company B, Second Oregon Infantry, and soon afterward went to



FRANK S. GODFREY

the Philippines. He fought at Manila and participated in forty-three different engagements, including the battle of Malabon and in fact all of the principal encounters. He related some of his experiences, which were most interesting, as follows: "Near Maasin, Luzon, Philippine Islands I took Colonel Summer's cook and a bugler from another company and Tim Rose, bugler of Company B and the Colonel's horse and wagon on a sweet potato hunt. We went two miles from our camp and close enough to the enemies' outpost, so that we could see them walking back and forth at their posts and hear them talking. We tied the horse up along side of the road and went about five hundred yards into a sweet potato patch; and in a few minutes discovered that about three hundred of the enemy had almost surrounded us. They had the horse and wagon and were driving off with it. There wasn't any dispute about their owning it. The cook and bugler escaped into a ravine and made their way back to camp where a detail of sixty men were sent out under First Lieutenant Frank B. Hamlin to rescue Tim Rose and myself. They encountered the enemy and were driven back before they reached the place where we were digging potatoes and returned with long faces reporting their unsuccessful attempt at rescue.

But I had made up my mind to go along the enemy's front until we hit the river then work along up the river. As we were walking down a ravine, a Corporal dropped down into the ravine about thirty feet in front of us. I immediately brought my gun to my shoulder and demanded his surrender. We finally reached another sweet potato patch and made our prisoner dig a sack full and marched into camp with a prisoner and a fine bag of sweets. Our spies got some valuable information from the prisoners."

Another experience, of a most unpleasant character, he relates as follows:

"I was with my detail one day traveling with the wagon train. Every few miles in this tropical country it was necessary to halt and either let the water buffalos wallow in the water or pour a few buckets of water over them, as they die very easily if without water too long. After having attended to them I walked over and sat down on an old chicken coop from which a few slats were missing. Several of the boys were resting on the grass, when I saw Percy Webb with a horrified look on his face, point over towards me and say "look out for that snake." I leaned over and saw the gigantic head of a python was thrust out between the slats and between my legs; mouth wide open and tongue darting out, and my face was so close I could feel his hot breath. I was so paralyzed with fright that I couldn't get up but fell off the coop and rolled over and over until I was at a safe distance. The boys fixed bayonets and killed him. He was ten feet long and as large as my leg at the thigh."

He is a member of the Spanish War Veterans and is past department commander of the Spanish War Veterans for the state of Oregon. The organization awarded him its highest military honor—the past department commander's badge for Oregon.

In 1894 Mr. Godfrey was united in marriage to Miss Hattie Berry, who was born at Pine City, Minnesota, her parents being Eben and Clara (Thompson) Berry, natives of Burnham, Maine, and Detroit, Maine, respectively, and both now deceased. The father was a Civil war veteran. Mrs. Godfrey pursued a high school course in Minnesota and is also a business college graduate, being proficient in stenography. Moreover, she is an artist of no mean ability, having produced very creditable china paintings as well as landscapes in water and oils. By her marriage she became the mother of three children, two of whom, Frank and Sidney, died in infancy. Her daughter, Dorothy Vilona, born in Roseburg, Oregon, is the wife of Fred W. Otto and has three children: Roger William, Janet Eileen and Kenneth Truman.

Mr. Godfrey gives his political allegiance to the republican party and has rendered valuable service to his community in behalf of good roads and improved school facilities. He gave active support to the movement for the building of the Roosevelt highway in Oregon and is chairman of the conservation committee of the Beach Communities of the state. He has made a splendid record in the office of city treasurer, which he has filled for sixteen years, and he is a charter member and treasurer of the Kiwanis Club of Seaside. Fraternally he is affiliated with the Masons, belonging to Evergreen Lodge No. 137, A. F. & A. M., of Seaside, while both he and his wife are members of Maple Chapter of the Order of the Eastern Star at Seaside. Mr. Godfrey likewise belongs to Nekanikum Lodge, No. 88, of the Knights of Pythias at Seaside of which he is a past chancellor commander while his religious faith is indicated by his membership in the Methodist church, in which he is serving as superintendent of the Sunday school and his wife is teacher of a Sunday school class.

They are well known and highly esteemed throughout the community in which they reside, their circle of friends being almost coextensive with the circle of their acquaintance.

ALBERT SIDNEY EDMONDS

Continuously for thirty years Albert S. Edmonds has been closely connected with railroad operations and during the past seven years has served as assistant traffic manager for the Union Pacific system at Portland. Mr. Edmonds was born in Louisville, Kentucky, on the 7th of July, 1881, and is a son of James Addison and Adeline (Beeler) Edmonds, of whom the former was engaged in manufacturing in that city. Both parents are now deceased. Mr. Edmonds attended the public schools of his home city, graduating from high school and, in July, 1899, entered the railroad service as messenger and correspondence clerk under the assistant freight traffic manager of the Southern Railway at Louisville. In March, 1901, he was made assistant rate clerk, and later rate clerk, with the same road and transferred to Washington, D. C. From there he was sent to Atlanta, Georgia, where he continued his service in the same capacity until September, 1903, when he was appointed a traveling freight agent for the Mallory Steamship Company, filling that position at Atlanta and Birmingham until January, 1906, when he was appointed commercial agent of the Mallory Steamship Company, with headquarters at Atlanta, which position he filled until June, 1908, when he was appointed general agent of the Missouri Pacific Railroad at Birmingham, Alabama.

In February, 1912, he was transferred to Philadelphia, Pennsylvania, as general agent of the Missouri Pacific, serving in that capacity until May, 1915, when he was appointed traffic manager of the Chesapeake Steamship Company, at Baltimore, Maryland.

Mr. Edmonds remained with the Chesapeake Steamship Company in the capacity of traffic manager until July, 1917, when he returned to the Missouri Pacific as assistant freight traffic manager, with headquarters at St. Louis.

From August, 1918, to January, 1919, Mr. Edmonds was assistant chief of the inland traffic service under the war department, with headquarters at Atlanta, Georgia. From January 1, 1919, until March 1, 1920, he served as traffic assistant under the directors of traffic of the federal Railroad Administration, his headquarters being at Washington, D. C.

Upon the return of the roads to private control he was appointed general traffic manager of the Los Angeles & Salt Lake Railroad, with headquarters at Los Angeles, remaining there until September, 1921, when he was appointed traffic manager of the Oregon-Washington Railroad & Navigation Company at Portland, Oregon. In November, 1921, he was made assistant traffic manager for the Union Pacific system, with headquarters at Portland, in which capacity he is still serving.

In September, 1905, Mr. Edmonds was united in marriage to Miss Laura Caldwell, of Atlanta, Georgia, and they are the parents of two children, Albert S., Jr., who graduated in mechanical engineering and business administration at Harvard University in 1928, and Laura, who is thirteen years of age.

He is a member of the Waverley Club, the Oswego Country Club, the Arlington Club, of which he is a director, and the Portland Chamber of Commerce, where he has served on the foreign trade committee and is now a member of the land settlement committee.

HON. WALTER H. EVANS

The Hon. Walter H. Evans, judge of the circuit court of the fourth judicial circuit, at Portland, has gained distinction for the high type of service which he has rendered in that capacity and is regarded as one of Multnomah county's representative men. He was born in Harrison county, Indiana, on the 17th day of April, 1870, and is a son of Isaac W. and Mary C. (McRae) Evans, of whom the former was a teacher by profession and both are now deceased.

After completing the public and high school courses, Mr. Evans went to Valparaiso, Indiana, where he graduated in the scientific course, from the Northern Indiana Normal School, and in 1905 he graduated from the law school of the University of Oregon. He was admitted to the bar and at once entered upon the practice of his profession in Portland. In March, 1908, he was made assistant United States district attorney, serving until December, 1912, when he was elected district attorney of Multnomah county. His record in that office gained for him two reelections and he served continuously until October, 1921, when he was appointed to the bench of the circuit court. He was later elected and is in 1928 a candidate for reelection, to which his able and conscientious service clearly entitles him.

On August 11, 1898, Judge Evans was united in marriage to Miss May Ball, of Valparaiso, Indiana, who was at that time director of the art department of the Northern Indiana Normal School. To them have been born three children, namely: Mary C., who is at home, and Lillian Alice are both graduates of the University of Oregon, and the latter is the wife of Floyd Bowles, of Seattle, Washington, also a graduate of that university. The son, Walter H., is attending college. Judge Evans is a veteran of the Spanish-American war, in which he served three and a half years as a clerk in the quartermaster department in Porto Rico. He is a member of Willamette Lodge, No. 2, A. F. & A. M.; Sunnyside Chapter, No. 42, R. A. M.; Oregon Commandery, No. 1, K. T.; Al Kader Temple, A. A. O. N. M. S.; Portland Lodge, No. 142, B. P. O. E., of which he has been chaplain; and the Woodmen of the World. He belongs to the Multnomah County Bar Association and the Oregon State Bar Association and gives his political support to the republican party. He was the first judge of the Boy Scouts court of honor and is chairman of the board of trustees of the Children's Farm Home of the Oregon Women's Christian Temperance Union at Corvallis. He stands consistently for all that is best in individual and community life, lending his efforts and influence to the promotion of the public welfare, and, because of his splendid record as a jurist, the high type of citizenship which he has exemplified in his life and his sterling personal qualities, he commands to a marked degree the confidence and esteem of his fellowmen.

OLIVER K. JEFFERY

Marked enterprise, high ideals and executive force have combined in making Portland an outstanding city in its progressiveness, its business activity, its educational and art advantages and in its beauty. Men of business ability have controlled its commercial, industrial and financial interests, but above and beyond this there has towered their civic spirit and their pride in the municipality. Oliver K. Jeffery is classed with the substantial business men of Portland because of his far-reaching activity in real estate, building and financial circles, but is even more widely known because of his service in behalf of the Portland Rose Festival, annually attracting thousands to the city, and his cooperation in other projects which have added to Portland's beauty and culture. In both paternal and maternal lines he is a representative of old and honored families of the city, his parents being E. J. and Nautilla A. (King) Jeffery, mentioned elsewhere in this work.

Oliver K. Jeffery was born in Portland, January 9, 1888, and early became familiar with the best traditions and the highest ideals of the city, so that his interest in and work for Portland has been a natural sequence. He passed through consecutive grades in the public schools until graduated from the high school and then entered the real estate and financial field, in which he has since operated. He is a keen and sagacious business man, possesses a wide and accurate knowledge of property values and has been more than ordinarily successful, having handled a vast amount of city real estate and business projects. His financial operations have likewise been extensive and in connection with this branch of the business he also maintains an office at 149 Broadway, New York. He is also a stockholder in and director of a number of other important business enterprises and in his own business specializes in handling large industrial and construction bond issues.

Mr. Jeffery has long been actively interested in the annual Rose Festival, for which Portland has a national reputation. In 1908 he was made marshal of the

horse and buggy parade in connection with that event, and in 1911 was chairman of the floral parade, filling that position during the two following years, while for five years he was director of the festival. He originated the great automobile parade, for which he worked out the judging system and he succeeded in one very essential and appreciated phase of the parade, namely, its starting on time. He was also the first person to secure the presence of the city schools in the parade, which has always since been a very popular feature. He served as grand marshal of the parade from 1911 to 1915. He won prizes on his automobile five years in succession and won the grand prize in 1914 and several other years. Mr. Jeffery is an active member of the Multnomah Athletic Club, in which he is chairman of the entertainment committee. A staunch republican in his political views, he has shown keen interest in everything calculated to promote the progress and prosperity of Portland, and throughout his life he has labored just as earnestly and consistently to further the general welfare and development of the city as to advance his individual business interests. Because of his lifelong residence here and his activity in public affairs he is most widely known and has long been accounted one of the prominent and honored residents of the Rose City.

THE BALDWIN LOCOMOTIVE WORKS

Established in 1831, The Baldwin Locomotive Works of Philadelphia is today the oldest industry of the kind in the world as well as the largest. Called into existence by the early requirements of the railroad interests of the country, it has developed with their growth and kept pace with their progress. It has reflected in its career the successive stages of American railroad practice and has itself contributed largely to the development of the locomotive as it exists today.

Matthias W. Baldwin, the founder of the establishment, was a jeweler and in 1819 opened a small shop in Philadelphia. As there was little demand for the articles which he carried, he decided to enter a more profitable field of activity and in 1825 began the manufacture of book binders' tools and cylinders for calico printing in partnership with David Mason, a machinist. Their shop was in Coffee House alley, which ran north from Walnut street, above Fourth, and they afterward removed to Minor street, below Sixth. The business was so successful that steam power became necessary in carrying on their manufacture and an engine was purchased for that purpose. It proved unsatisfactory and Mr. Baldwin decided to design and construct one which should be especially adapted to the requirements of his shop. One of these requirements was that it should occupy the least possible space and this was met by the construction of an upright engine on a novel and ingenious plan. The design of the machine was not only unique, but its workmanship was so excellent and its efficiency so great as readily to procure for Mr. Baldwin orders for additional stationary engines. His attention was thus turned to steam engineering and the way was prepared for his grappling with the problems of the locomotive when the time should arrive. The original stationary engine, constructed prior to 1830, is still in good order and carefully preserved at the works. It has successively supplied the power in six different departments as they have been opened from time to time in the growth of the business.

In 1829-30 the use of steam as a motive power on railroads had begun to engage the attention of American engineers. A few locomotives were imported from England and one had been constructed at the West Point Foundry in New York city. To gratify the public interest in the new motor Franklin Peale, then proprietor of the Philadelphia Museum, applied to Mr. Baldwin to construct a miniature locomotive for exhibition in his establishment. Mr. Baldwin undertook the work and on April 25, 1831, the miniature locomotive was put in motion on a circular track made of pine boards covered with hoop iron, in the rooms of the Museum. Two small cars, containing seats for four passengers, were attached to it, and the novel spectacle attracted crowds of admiring spectators. The success of this model was such that in the same year Mr. Baldwin received an order for a locomotive from the Philadelphia, Germantown & Norristown Railroad Company, whose short line of six miles to Germantown was operated by horse power. The work was prosecuted under great difficulties and the locomotive was fully completed, christened "Old Ironside" and

tried on the road November 23, 1832. It was put into service at once and proved a marked success.

Thereafter Mr. Baldwin gave his attention to locomotive building exclusively and early in 1835 the new shop on Broad street was completed and occupied. During that year he constructed fourteen engines and in 1838 built the first locomotives for export, shipping them to Cuba. Meanwhile he had patented a number of his inventions and had done much to perfect the old pattern of engine. On April 8, 1839, he admitted George Vail and George W. Hufty to a partnership and the business was conducted under the style of Baldwin, Vail & Hufty until 1841, when the name was changed to Baldwin & Vail. In 1842 the partnership was dissolved and Asa Whitney entered the business as a member of the firm of Baldwin & Whitney, which existed for four years. For eight years thereafter Mr. Baldwin conducted the business alone and in 1854 was joined by Matthew Baird, at which time the firm of M. W. Baldwin & Company was formed. Mr. Baldwin passed away September 7, 1866, and in 1867 the business was reorganized as M. Baird & Company, composed of Matthew Baird, George Burnham and Charles T. Parry. In 1870 they were joined by Edward H. Williams, William P. Henszey and Edward Longstreth and in 1873 George Burnham, William P. Henszey, Charles T. Parry, Edward Longstreth, Edward H. Williams and John H. Converse organized the firm of Burnham, Parry, Williams & Company, which took over the business. In 1886 William H. Morrow, William C. Stroud and William L. Austin also became members of the firm of Burnham, Parry, Williams & Company. This was succeeded in 1891 by Burnham, Williams & Company, composed of George Burnham, John H. Converse, Edward H. Williams, William C. Stroud, William P. Henszey and William L. Austin. Under that firm name, but with some subsequent changes in personnel, the business was continued until 1909, when it was incorporated as Baldwin Locomotive Works, and in 1911 the name was changed to The Baldwin Locomotive Works. Its officers at present are: Samuel M. Vauclain, president; John P. Sykes, senior vice president; William de Krafft, A. H. Ehle, Charles A. Bourgeois, Jacques L. Vauclain, Harry Glaenzer and William A. Russell, vice presidents; Arthur L. Church, secretary and assistant treasurer; and A. B. Ehst, comptroller.

The Works own about twenty acres in the heart of Philadelphia and six hundred and six acres at Eddystone, on the Delaware river, twelve miles below the city. The Philadelphia plant is now closed, all manufacturing having been transferred to Eddystone, where a large administration building has been erected. The chief executive office is retained in Philadelphia, but the old plant in the heart of the city is for sale. The Baldwin Locomotive Works has its own docks at Eddystone and excellent facilities for shipments both by rail and water. This great industry furnishes employment to more than twenty thousand persons in normal times and maintains offices in all parts of the world. An office is maintained in Portland, where a staff of three engineers is required. This staff handles all of the business for the states of Washington, Oregon and Idaho. The institution manufactures locomotives of all kinds as well as electric car trucks and sells motive power equipment for logging railroads, making engines of special designs for this purpose and thus furthering the development of the lumber industry to a notable extent.

LOUIS G. CLARKE

Louis G. Clarke, who for many years was successfully engaged in the drug business in Portland but is now living retired from active affairs and resides at the Mallory Hotel, is accounted one of the highly respected residents of this city owing to his former business activity and his prominence in community affairs as the supporter of many measures which have had direct bearing upon the public welfare. He is also one of the leading Masons of Oregon, having held high office in the order.

Mr. Clarke comes to the northwest from Ohio. He was born in Zanesville, Muskingum county, that state, a son of Levi and Mary Ellen (Ellmore) Clarke, both of whom are deceased. The father was for many years engaged in wagon manufacturing. In the public and high schools of his native city Mr. Clarke acquired a good education and there served his apprenticeship in the drug business, while later

he pursued the regular course of study in the Philadelphia College of Pharmacy and was graduated therefrom. In 1876, when twenty years of age, he came to Portland and cast his first vote in this city. Here he engaged in the drug business in partnership with C. H. Woodard, with whom he was associated under the firm name of Woodard, Clarke & Company until 1904. His exceedingly progressive business methods, however, did not meet with the approval of his partner, who later sold his interest to Mr. Clarke and William F. Woodward, and some years later they organized the Clarke-Woodward Drug Company for the conduct of an importing, manufacturing and wholesale drug business. The new firm carried on the business with marked success until 1925, when they sold out to the Blumauer-Frank Drug Company and to the Liggett Drug Company, whereupon Mr. Clarke retired from active business, having in the meantime acquired a substantial competence as the result of his enterprising methods, his indefatigable energy and his sound judgment in commercial affairs. He remains, however, a director of the Oregon State Bank and he was one of the organizers and vice president of the Oregon Life Insurance Company. He is also a member of the Crawford Loan Association.

Mr. Clarke was united in marriage to Miss Elizabeth L. Church, a daughter of Stephen J. Church, secretary of the Portland Transportation Company of Salem, Oregon.

Mr. Clarke has long figured prominently in Masonic circles and in 1915 filled the office of grand commander of the Knights Templar of Oregon. He has been potentate of Al Kader Temple of the Mystic Shrine and is a member of Oregon Consistory No. 1, in which he received the thirty-third degree in 1894, this being the highest degree in Masonry and conferred only in recognition of superior service rendered by the individual to the order. On the 20th of October, 1921, he received the Grand Cross from the Supreme Council. He has served as chairman of the Masonic and Eastern Star Home at Forest Grove and has been most active in furthering the philanthropic work of this time-honored organization. His labors along other lines, too, have been far-reaching and effective. He was one of the founders of the Oregon State Pharmaceutical Association, was appointed a member of the state board of pharmacy by Governor Pennoyer and served as its first president. He was a member of General Beebe's staff, acting as a non-commissioned officer for three years. Under Mayor Joseph Simon he filled the office of police commissioner and in every position to which he has been called he has measured up to the full requirements of the office. For many years he has been a director of the Oregon Tuberculosis Association and in 1928 was elected president of the society. He belongs also to the Rotary Club and to the Waverly Club. His entire career as a business man, public official and citizen has been marked by conscientious loyalty to duty and principle, while his sterling character and his frank and straightforward relations with his fellowmen have long commanded for him a high place in the respect and esteem of those who know him.

JAMES W. McDONALD

James W. McDonald is one of Portland's enterprising business men and enjoys an enviable reputation as a sheet metal contractor, a line of work which he has followed for many years. A native of Kansas, he was born in 1878 and was a boy of ten when his parents, Peter and Cansady McDonald, established their home in Portland, Oregon. The father was a stonemason and aided in constructing the Portland Hotel and many other large buildings and churches of the Rose city. At the outbreak of the Civil war he enlisted in the Union army and served for four years with the Thirty-fifth Illinois Infantry. Death summoned him in 1908 but the mother still resides in Portland.

James W. McDonald received a grammar school education and at an early age applied himself to the task of learning the sheet metal workers trade, which he followed for some time as a journeyman. He then started out for himself, joining M. D. Kreibs, who had been engaged in the sheet metal business for a considerable period. They were associated for eight years under the style of Kreibs & McDonald and after the death of the senior member of the firm Mr. McDonald assumed control of the business, which he conducted alone until about 1920, when the firm of McDonald & Wynkoop was formed. They were located at Second and Madison streets, on the



JAMES W. McDONALD

west side, and when those quarters proved too small, a building, fifty by one hundred feet in dimensions, was erected for the firm at Hawthorne avenue and East Ninth street, where the business has since been located. It was continued under the form of McDonald & Wynkoop until May, 1928, when the present style of McDonald & Wetle was adopted. Adjoining the shop is the office of the firm, which manufactures ventilators and skylights and does all kinds of sheet metal work. The partners also make the various compositions used in roofing and most of their business is contract work on the larger buildings. Both are experts in the lines in which they specialize and an extensive business is proof of the reliability and standing of the firm.

In 1907 Mr. McDonald was married in Portland to Miss Anna G. Jordan, who was born in Norway and came to the United States about 1904, making the trip alone. Their children are Gerald and Elaine, the former a high school pupil. During the Spanish-American war Mr. McDonald joined Company E, of the Second Oregon Infantry, and was sent to Manila, remaining in the service of his country for two years. He is a member of the Chamber of Commerce, the Builders Exchange, and the National Association of Sheet Metal Contractors. Early in life he displayed that self-reliant nature and spirit of energy and determination which carries the individual ever onward and upward. Business men respect Mr. McDonald for his honesty, ability and industry and his worth as a citizen is uniformly conceded.

J. F. DICKSON, M. D.

For thirty-seven years Dr. J. F. Dickson has been numbered among the eminent and successful physicians of Portland. Following the modern tendency toward specialization, he has given his attention to diseases of the eye, ear, nose and throat and his ability has made him widely known in professional circles as well as to the laity. Moreover, he has utilized his opportunities in countless instances when he could extend a helping hand to those who needed assistance, and thus it is that there are many who entertain for him not only love and respect but also that feeling of gratitude which comes as the expression of appreciation for a kindly deed.

Dr. J. F. Dickson was born in Ontario, Canada, in 1855, a son of William and Marian (Forest) Dickson, who were natives of Scotland. The Doctor obtained his elementary education in the public schools of Goderich, Ontario, where he also attended the Collegiate Institute, and in 1880, he was graduated from the Toronto University with the degree of M. B., while later he received the degree of M. D. C. M. from Victoria University of Ontario. Earnest purpose and thoroughness have ever characterized him in all of his professional activities, and his desire to broaden his knowledge and promote his efficiency led him subsequently to continue his studies in the University of Edinburgh, Scotland, which institution conferred upon him the L. R. C. P. degree.

Dr. Dickson entered upon the practice of medicine in St. Louis, Missouri, where he remained for several years, and during that period he was united in marriage to Miss Lillian M. Moss of that city. Deciding to specialize in diseases of the eye, ear, nose and throat, in 1888 Dr. Dickson went to Europe, where he studied broadly, receiving instruction from the most eminent authorities in his specialties in that field. Following his return to the United States in 1891, he established an office in Portland, Oregon, where he has been engaged in active practice to the present time, concentrating his efforts and attention upon the lines in which he specializes and in which he has risen to prominence that is well deserved. During the intervening years he has made several prolonged trips to Europe for further study in London, Paris, Berlin and especially in Vienna. Throughout the years Dr. Dickson has enjoyed an extensive practice and he also has the professorship of ophthalmology and otolaryngology in the medical department of the University of Oregon. He is a member of the American Medical Association, is a fellow of the American College of Surgeons, the American Triological Society and belongs to all the leading medical societies in connection with his specialties in the United States. He assisted in the reorganization of the Pacific Coast Otological & Ophthalmological Society, which went out of existence at the time of the San Francisco earthquake. It was reorganized in 1911 and Dr. Dickson was chosen its first president.

His social nature finds expression in his membership in the Arlington Club and

the Multnomah Athletic Club and he is identified with the Scottish Rite, Mystic Shrine and other Masonic bodies. His life has exemplified a high type of American citizenship as well as of eminent professional service and by reason of his sterling qualities he has won and retains to a notable degree the love and respect of the people among whom he has lived and labored. He has always been actuated by the highest ideals, which have found expression in the exalted standards of personal, professional and public honor, and the years have therefore chronicled his steady progress in all those things which make life worth living.

ARTHUR K. DOWNS

Arthur K. Downs, manufacturing optician, was born in Ravenna, Ohio, in 1886 and is a son of William Edward and Edna (Smith) Downs, who were married in Wheeling, West Virginia. They came to the Pacific northwest in 1888 and for several years his father was a traveling salesman for Olds & Summer, of Portland, also representing Nathan & Dohrman, a San Francisco firm, in the same capacity.

Arthur K. Downs was a child of two when the family came to Portland his education was obtained in the local schools. At the age of ten he was struck on the knee by a baseball and the injury resulted in blood poisoning. In order to save his life it was necessary to amputate the leg, a misfortune which was borne with much fortitude by Mr. Downs, who has made notable progress in business affairs in spite of this handicap. His first position was with the Munsell Optical Company of Portland and later he went to San Francisco, entering the service of Hirsch & Kaiser, an optical firm, with which he remained until 1901. After leaving that city he was associated with the Portland Optical Company and later was employed along the same line in San Francisco and Seattle. In 1909 he went to San Antonio, Texas, and was with the Reiss Optical Company for a time. His first independent venture was at Brownwood, Texas, and on disposing of the business he located in Dallas, that state. On November 1, 1909, he returned to Portland, taking charge of the manufacturing department of the Staples Optical Company, which he successfully managed for three years. In 1912 he organized the Downs Optical Company but later disposed of his holdings therein and became head of the optical department of the business of Woodward-Clarke, a large drug firm of Portland. At the end of two years he tendered his resignation and in 1914 opened a dispensing optical establishment. His attention has since been given to this line of work with the exception of three years, which he spent on a ranch in eastern Oregon in order to regain his health. The business is located in the Journal building and in its conduct he brings to bear the knowledge and wisdom gained by many years of practical experience in optical work. He also has the requisite executive force and has placed the business on a substantial financial basis. His plant is completely equipped and turns out work of the highest grade.

In 1912 Mr. Downs was married in Portland to Miss Laura Downs, and their daughter, Dorothy Margaret, is now a public school pupil. Mr. Downs belongs to the Knights of Pythias and is secretary-treasurer of the Izaak Walton League and a director of the Portland Gun Club. His leisure is spent in the open and the sports of hunting and fishing afford him needed relaxation from business cares. Strong and self-reliant, Mr. Downs has overcome circumstances, bending them to his will, and is deserving of much credit for what he has accomplished. Throughout life he has followed the course dictated by conscience and honor, thus winning and retaining the respect, confidence and good-will of his fellowmen.

WILLIAM LAMBERT ARCHAMBEAU

Diligent, conscientious and efficient, William Lambert Archambeau steadily advanced in the business world and was long identified with construction activities in Portland. A product of Oregon, he had the breadth of view, the self-reliant nature and the enterprising spirit of the true westerner and loyally supported all movements destined to prove of benefit to his city and state. He was born April 21, 1861, in

French Settlement, near Roseburg, and was a son of Xavier Archambeau. The father was a native of France and in his youth made the voyage to Canada. Afterward he crossed the border into the United States, casting in his lot with the early settlers of Douglas county, Oregon, and hewed a farm out of the wilderness.

William L. Archambeau was reared on the homestead and attended the country school at the French Settlement. From 1878 until 1880 he was a student at the University of Oregon and afterward completed a course in a business college of San Francisco, spending two years in that city. In 1882 he returned to Oregon, becoming an accountant for Beck & Son, a Portland firm, and later filled a similar position in the office of Charles H. Dodd. Subsequently Mr. Archambeau entered the employ of the Warren Construction Company and zealously applied himself to his duties. His keen mind enabled him to readily assimilate the technical details of the business and from time to time he was intrusted with greater responsibilities, eventually becoming estimate man. In that capacity he rendered important service to the firm, contributing toward the success of one of the largest construction companies in the country, and in 1911 tendered his resignation. Thereafter he engaged in no business, only looking after his property interests.

On June 14, 1882, Mr. Archambeau was married in Eugene to Miss Emma J. McMurry, a daughter of Fielding McMurry and a member of one of Oregon's old and prominent families that came to Oregon in 1852, taking up a donation claim near Eugene. To this union was born a daughter, Ruby L., who resides in Portland. Mrs. Archambeau passed away February 20, 1911. In politics he was a republican. After locating in the Rose city Mr. Archambeau became a Mason and also was identified with the Modern Woodmen of America. Genuine, frank and unassuming, he sedulously avoided the glare of publicity, but his good qualities were known and appreciated and his death on November 30, 1922, was mourned by a large circle of steadfast friends as well as by the members of his family.

C. HAROLD PALMER, M. D.

Dr. C. Harold Palmer is recognized as one of the most successful of the younger physicians in the Portland district and is making steady progress toward the goal of prominence and prosperity. Born in Hemingford, Nebraska, on the 1st of October, 1890, he was largely reared in Iowa, where he attended the public schools. After coming to Oregon he entered Willamette University at Salem, matriculating in 1911. He studied for two years in that institution and then spent a similar period as a medical student at the University of Oregon, from which he was graduated with the class of 1915. A year's service as interne in St. Vincent's Hospital at Portland was followed by a brief period as a medical practitioner in the little town of Mabel, near Eugene, where he remained until 1917, when he responded to his country's call, for the United States had then entered the World war. He enlisted and went to Camp Lewis but after a short time was sent overseas in July, 1918, with the famous Ninety-first Division as a member of the Three Hundred and Sixty-fourth Infantry Medical Corps. He saw active service along the western front, being stationed at Ypres at the time the armistice was signed, and during the period of his active duty he was promoted to the rank of captain and later to that of major. He made a splendid war record and today one of his valued possessions is a large case of fine surgical instruments which he obtained in the Argonne drive, the case, as he expresses it, having been left by the Germans in their haste to go back and see the Kaiser.

When peace was declared Dr. Palmer went to London, where he did university work and also pursued postgraduate work in the London Hospital. After thirteen weeks he was awarded a fellowship of medicine in the emergency graduates course. In August, 1919, having returned to the United States, he received his discharge and at once came to Portland, where he opened an office in the Medical building. After a short time he located in St. Johns, where he has a very extensive general practice, including a large amount of surgical work, mainly major operations. He has a full electrical equipment and his office is supplied with every device that is an aid to successful medical and surgical practice. His knowledge and skill are being constantly augmented by his wide reading, study and experience and he today occupies an envi-

able position in professional circles. He has an excellent X-ray physio-therapy equipment, so that he is able to engage in any phase of curative activity.

Dr. Palmer married Miss Erma Barr, of Idaho, and they have become parents of three children: Barr, Patricia and C. Harold, Jr., aged respectively eleven, eight and six years.

Dr. Palmer was made a Mason in Doric lodge, at St. Johns, and is a loyal follower of the teachings of the craft. He also belongs to the Alpha Kappa Kappa fraternity, while along strictly professional lines he is identified with the City and County Medical Society, the Oregon State Medical Association, the American Medical Association, the Northwest Medical Society and the Medical Society of London, which is one of the oldest in the world. His experience has been exceedingly broad, due in part to his military service, and actuated by a laudable ambition he has steadily progressed in a field which has rendered his life one of great service to his fellowmen.

GEORGE W. WEATHERLY

George W. Weatherly, chairman of the board of directors of the Western Dairy Products Company, is a pioneer in this line of business, in which he has won notable success, and he also figures prominently in financial circles of Portland, where much of his life has been spent. He was born in Pleasant valley, near this city, a son of W. C. and Aurelia (Johnston) Weatherly, who have passed away. In 1864 they made the journey from Arkansas to Oregon in a covered wagon drawn by oxen and settled in Multnomah county when this part of Oregon was practically a wilderness, enduring all of the hardships and privations of frontier existence.

George W. Weatherly was reared on his father's farm and acquired his education in Portland. In the early days he worked for a building contractor of Portland and later engaged in contracting and building on his own account. In 1892 he purchased a small confectionery store, which stood at the corner of Grand avenue and East Morrison street, on the site now occupied by the Weatherly building. As a side line he sold ice cream, which he made with a hand freezer, and continued as a retail dealer until about 1900 but also did a little wholesale business. In 1900 he sold the retail store and concentrated his attention upon the wholesale trade. In 1901 a building was erected for his use at the corner of East Morrison and Third streets and in 1907 he erected the north half of the present factory building. The entire building, which is of concrete construction, was completed in 1919, constituting one of the chief architectural adornments of this part of the city. The business was conducted under the style of the Weatherly Creamery Company, which manufactured ice cream and butter from 1895 to 1907, when the firm was merged with the Crystal Ice & Storage Company, and the industry was continued under the latter name, but the Weatherly brand of ice cream was retained. In 1925 there was another change in ownership, when the Western Dairy Products Company, with headquarters in Seattle, took over the business, and Mr. Weatherly has since been chairman of the board of directors. His post is one of large responsibility and his qualifications therefore are exceptional, owing to his ripe experience, rare judgment and highly specialized knowledge of the industry. In 1925 the Crystal Ice & Storage Company had about two hundred employes and its chief product was high grade ice cream. At that time the business occupied the entire block between Main and Salmon and East Sixth and Seventh streets, affording ninety-five thousand square feet of floor space, and the normal capacity of the plant was fifteen thousand gallons of ice cream per day. About one hundred motor trucks were in operation and the business covered practically all of Oregon.

It was while F. A. Bruckman was in the employ of Mr. Weatherly that he invented the ice-cream-cone making machine. It was jointly patented by Mr. Bruckman and Mr. Weatherly and was the first machine ever used in the commercial manufacture of cones and was first used in the Weatherly creamery. They have since disposed of their patent rights but this machine is still used more extensively than any other. In all that he has undertaken Mr. Weatherly has won success through his intelligently directed efforts.

The Weatherly building, completed in 1928, is twelve stories in height and the finest business block in East Portland. An astute financier, Mr. Weatherly has for the last three years been connected with the Citizens Bank, of which he is vice presi-



GEORGE W. WEATHERLY

dent and a director, and also serves on the directorates of the Oregon State Bank and the West Coast Bancorporation.

In 1895 Mr. Weatherly married Miss Minnie Hawes, a native of Canada, and they have become the parents of three children, all natives of Portland. Jessie, the eldest, is the wife of J. P. Breckel, of Vancouver, Washington, and the mother of a son, Warren. Clayton, who is engaged in the insurance business in Portland, is married and has a daughter, Susan. Isabelle, the youngest child, is at home.

Mr. Weatherly is vice president of the East Side Commercial Club and also belongs to the Portland Golf Club, the Laurelhurst Club and the Chamber of Commerce. Along fraternal lines he is connected with the Knights of Pythias, the Benevolent Protective Order of Elks, the Modern Woodmen of America and the Woodmen of the World. His life has been earnest and purposeful, fraught with the accomplishment of much good, and his fellow citizens speak of him in terms of admiration and respect.

ALLEN N. STEIGERWALD

Allen N. Steigerwald and Sons have done more to develop and further dairy interests in Portland and this section of the country than almost any others in that line and in the conduct of their private business interests they have acquired success that enables the father to enjoy well earned rest, surrounded by the comforts and advantages that make life worth living. Well defined purpose, keen insight and broad vision have featured in his progress and his course should serve to inspire and encourage others, for he is truly a self-made man, having been dependent upon his own resources from the age of thirteen years.

Mr. Steigerwald was born in Schuylkill county, Pennsylvania, November 3, 1860, a son of David and Salinda (Billman) Steigerwald. The first representative of the name in America came from Germany and settled in Ohio, where members of the family fought through the early Indian wars and afterward removed to Pennsylvania. Early left an orphan, Allen N. Steigerwald faced the necessity of providing for his own support. He was apprenticed to others, but not liking his work soon ran away and decided that he would "go west." From Pennsylvania therefore he traveled until he reached Warsaw, Indiana, in the vicinity of which city there was a German settlement in which he finally secured work as a farm hand at a wage of four dollars per month. Later he returned to his old home but only remained for a short time and then again started for the west, this time proceeding as far as Salina, Kansas. As he traveled westward he learned the carpenter's trade, which he followed after reaching Salina. He there worked for a time but felt that he had not yet reached the "west" and once more started upon his journeyings, traveling through Oklahoma and Colorado until finally he reached San Bernardino, California. Many and varied were the experiences that came to him as he journeyed on, earning his living as best he could. In San Bernardino he obtained work on a hotel being built at Harlem Springs and then, unable to secure further employment as a carpenter, he took a job at trimming fruit trees, whereby he earned a dollar per day. Indolence and idleness are utterly foreign to his nature and he willingly accepted any employment that would yield him an honest living.

While in Salina, Kansas, Mr. Steigerwald had met and married Miss Etta Brown, daughter of William and Martha Brown, who did not hesitate to accompany her young husband, having faith in him and his ability, recognizing perhaps the unconquerable spirit which has ultimately led to his success, making him a prosperous and prominent man. They lived in California for a time and in 1886 came to Portland, so that Mr. Steigerwald had reached the fulfillment of his hopes by going west, as he was now on the edge of the continent. Portland did not recognize that in the arrival of Mr. Steigerwald she was receiving a citizen who was to play an important part in her development and progress. He had only ten dollars in his pocket but he possessed what is worth far more than money—courage and determination. He sought and obtained work as a carpenter and a little later met a man who wanted to build a home. Mr. Steigerwald undertook the contract, and while he was a stranger and naturally had no credit in Portland, he succeeded in convincing a lumber dealer that he was honest and obtained the necessary building materials. After completing the

house he was for a period engaged in contracting and jobbing work and then secured a position with Lipman & Wolfe, with whom he continued for a number of years. After a time he told them if they would supply the mouldings he would make picture frames and thus was instituted one of the departments of their great store. Mr. Steigerwald not only enjoyed his work but felt that he never worked for anyone who showed him such consideration and kindness as the members of that firm.

Before the opening of the Lewis and Clark exposition in 1905, Mr. Steigerwald secured a contract and did much of the building on the exposition grounds. In the same year he purchased a tract of raw land which he cleared, situated between Prescott and Alberta streets and between Forty-second and Forty-seventh streets. He there developed a berry and fruit ranch and for several years was an extensive grower of small fruits. He also specialized in handling nursery stock and introduced the Perfection currant into this section of the country. In 1914 Mr. Steigerwald had one cow and his son Ira, realizing that there was more milk than the family could use, began selling to the neighbors. This was the beginning of the extensive dairy business developed by the Steigerwalds. It was not long before the son realized the possibilities for business in that field and soon had a dairy of more than twenty cows. The business grew so rapidly that Mr. Steigerwald and his sons later purchased eight hundred acres of land just east of Washougal, Washington, which was in charge of his sons, Ira and Alvin, until 1925, when they sold the dairy there, and since then all milk handled by them has been purchased of dairymen in the Portland territory. On the original tract of land Mr. Steigerwald erected a beautiful residence and other buildings, including a model dairy barn, and in 1927 their present building on Sandy boulevard at Thirty-seventh street was erected. This is a most novel structure, its outstanding feature being an immense milk bottle carrying out the ideas of his son Ira—a bottle that rises to an elevation of more than seventy-five feet and can be viewed from all parts of the city. Here is one of the most modern and completely equipped dairy plants in the entire country. It is a model in efficiency and cleanliness, every sanitary innovation being used, and the building has received worldwide publicity. Not only have the Steigerwalds, father and sons, developed an extensive and profitable dairy business of their own but they have also labored untiringly and effectively in educating dairymen as to various modern methods, displaying marked friendliness in the assistance and advice which they have given and meeting jealousy and obstacles placed in their path with kindliness and helpfulness.

Mr. and Mrs. Steigerwald became parents of three sons, the two eldest, Ira and Alvin, becoming associated with their father in his dairy interests. The former married Gertrude Stephenson and they have two children. Alvin married Beatrice Boisnault and they have four children. The former is president and general manager of the Steigerwald Dairy Company and the latter vice president and assistant manager. The son Fred married Violet Hobson and they have three children. He is now in business for himself, being at the head of the American Credit Association in Portland.

Mr. Steigerwald has never been active in politics but in civic matters relating to the welfare, upbuilding and progress of the city he has ever been found in the front rank, fighting for the support of those measures which he deems of vital worth to the community. Though he was left practically penniless when a lad of thirteen years, he is today one of the prosperous residents of Portland, having gained an honorable success through patient toil and determination. If others followed his example like results would be attained. Opportunity is before every individual and the career of Allen N. Steigerwald shows how wisely and well he has utilized the chances which have come to him.

BENJAMIN FRANKLIN DOWELL

Many fields of activity contribute to the development, upbuilding and prosperity of a community. A city government has its various departments, but none is more essential to the well-being of a community than the fire department, which furnishes adequate protection to the homes and business enterprises which go to make up a municipality. In this connection there has been no more prominent figure than Benjamin Franklin Dowell, who was familiarly and affectionately termed "Biddy" by

his associates in the fire department and by his countless friends throughout the city. He was of the stuff of which heroes are made. Fearlessness and courage were among his dominant qualities and he never considered a personal risk if he could protect or save his fellow members of the fire department. His qualities were such as won for him the love of all who were connected with him in this branch of city service and his memory will be enshrined for years to come in the hearts of those who knew him.

Mr. Dowell was born in Jacksonville, Oregon, March 22, 1870, and was a son of Benjamin Franklin and Nancy A. (Campbell) Dowell. The father crossed the plains in 1850, with San Francisco as his destination, but after a short time there passed went to Jacksonville, Oregon, making the trip by steamer to Astoria. The boat was an unseaworthy vessel and in severe storms which they encountered was nearly lost. So great was the delay occasioned in reaching port that passengers and crew lived for days on hard tack, but at length Astoria was reached and from that point Mr. Dowell walked the entire distance to Portland through the wilderness, enduring many hardships because of the unsettled condition of the country. From Portland he walked to Waldo Hills, where he taught school for a year, after which he became owner of a mule pack train and packed goods from the valley to Jacksonville. In the Cow Creek canyon he was once attacked by Indians and had a narrow escape. He was a man of liberal culture who had graduated in law from the University of Virginia. In Jacksonville he engaged in the practice of law, becoming one of the leading attorneys of his day. He had much to do with framing many of the early laws of the commonwealth and he gained notable distinction as a successful criminal lawyer. He erected the second brick house in Jacksonville and it is still standing. In the community he exerted a widely felt influence that resulted in substantial progress and development there. On the 24th of October, 1862, he wedded Nancy A., a daughter of Joseph and Rachel Campbell, whose people were from Ohio, and her father served as a colonel under William Henry Harrison in the War of 1812. Abraham Ten Brook, an uncle of Mrs. Dowell, lived in Jacksonville, Oregon, and she came to the west to join him, but her parents never settled in this section of the country. A year later she became the wife of Benjamin F. Dowell, Sr., and for many years they figured prominently in the social life of their community. Mr. Dowell was made prosecuting attorney of Jackson county and later he became collector in connection with Indian depredations. This required that he spend much of his time in Washington, D. C. Later he settled in Portland, where he devoted much of his time to government work. At an earlier period he owned and edited the Oregon Sentinel at Jacksonville, continuing in the journalistic field for thirteen years. He contributed in large measure to the upbuilding advancement and development of the state and passed away March 12, 1897, honored and respected by all who knew him.

Benjamin F. Dowell, whose name introduces this review, was the youngest of a family of three children. He pursued his education in the public schools of Jacksonville, where he won the well merited reputation of being the most honest and truthful boy in the school. He had reached the age of thirteen when his parents removed to Portland, after which he attended the old Couch school. In early life he became a professional ball player, associated with the Portland team in the early '80s. He learned the carpenter's trade in young manhood and assisted in building the Taylor Street Methodist Episcopal church and also engaged in boat building. Much of his life, however, was devoted to service in the fire department and during the Lewis and Clark exposition of 1905 he was in charge of fire details and equipment at the fair grounds. He was recognized as the originator of the present method of fire prevention enforced by the bureau of Portland. When he entered the department its equipment was horse-drawn and very crude as compared to that of the present day. He lived to see the motorization of the apparatus, with the introduction of every modern appliance used in fighting fire. He always gave careful consideration to the welfare of his men and introduced the system of calisthenics practiced now by firemen to keep them in physical trim. Many times he narrowly escaped with his life when burning floors fell beneath him and walls collapsed about him. Having worked his way steadily upward from the ranks of fire-fighters, it was his supervision of the rescue of twenty-five or more of his comrades who had been buried by a falling wall at the Union Oil Company fire of June 26, 1911, that led to his appointment as chief, succeeding David Campbell, who was killed in that fire. He was also the hero of numerous other spectacular rescues and following the death of Chief Campbell was made temporary chief,

while on the 31st of October, 1911, he received the appointment of chief and served in that capacity until August 1, 1920, when he retired on a pension. No man of the department has ever received in greater degree the confidence, friendship and love of fellow members, and not long before his demise he was called upon by a large delegation of his former associates in the fire bureau, many of whom owed their lives to his work in directing rescues and who presented him with a memento of their esteem and affection on the 22d of March, 1928, in honor of his fifty-eighth birthday. He presented to the Bungalow fire station an interesting fountain which was from his old home at Jacksonville.

Mr. Dowell was united in marriage to Anna (Hedermann) Lauder, a daughter of David and Johanna Hedermann, who came from Germany to the new world and settled in Portland in the early '70s. The father is still living at Boring, Oregon, where he early took up the occupation of farming but is now retired. Mrs. Hedermann passed away September 22, 1923. By a former marriage Mrs. Dowell had two children, Clifford Lauder and Mrs. Ellen Leeding, both residents of Portland.

Mr. Dowell was a prominent Mason, having attained the thirty-second degree of the Scottish Rite, and was a past master of his lodge. He was accorded the jewel of the fraternity and he belonged to the Mystic Shrine. He was also very prominent in the Benevolent and Protective Order of Elks and for sixteen years was a member of the Portland lodge, which attended his funeral services in a body. Because of the extensive circle of his friends his funeral services, following his demise in Portland on the 26th of April, 1928, were held in the auditorium. On all hands men paid tribute to his worth and ability, and Captain W. R. Kerrigan, fire bureau veteran, said of him: "I had known him for thirty-five years and had worked with him much of that time. Portland owes much to Biddy Dowell, as he was affectionately called. He was one of the finest men and fellow workers I have ever known." This sentiment was expressed by all who were associated with him in the department and many who knew him in social and fraternal connections. Perhaps the outstanding feature of his career was his fidelity to duty, as expressed in a loyalty to his men that led him to display unflinching courage in the face of danger. The history of Portland's fire bureau contains no more illustrious name than that of Benjamin Franklin Dowell.

S. B. COBB

Lumber manufacturing in Oregon finds a worthy representative in S. B. Cobb, operator of a large sawmill with office at 55 East Water street in Portland. The width of the continent separates him from his birthplace, for he is a native of Maine, born in 1859. He is descended from one of New England's old and honored families, his great-great-grandfather having been a member of the famous Boston Tea Party, which was one of the initial activities of the Revolutionary war. In 1870 S. B. Cobb accompanied his parents on their removal to Illinois and was a youth of seventeen when he went to Kansas, where he remained until about 1878, when he went to Blackfoot, Idaho. S. B. Cobb was at that time nineteen years of age. Previously he had learned the carpenter's trade, which he followed at Fort Hall, Idaho, in the capacity of post carpenter and later went to the Wood river country in the midst of the Sawtooth mountains, there remaining until 1882, when he came to Portland. He had but a dollar and a half in his possession at the time he reached this city and necessity made it imperative that he immediately secure employment. He at once sought work, which he obtained, and after remaining in the employ of others for a short time he opened a carpenter shop at the corner of Fifth and Washington streets, where the Perkins Hotel now stands, becoming associated at that time with D. W. Crandall. Later, in company with S. E. Wren, he established a box business at the mill owned by Shearer & Coyne, located at the foot of Harrison street. In February, 1896, he became one of the organizers of the Standard Box & Lumber Company, which was incorporated with Isaac Gratton as president, C. C. Woodcock as vice president and S. B. Cobb as secretary and general manager. This company took over the business that had been established under the name of the Standard Box Factory. The business was first located on East Washington street, where the old factory had been established. It was destroyed by fire October 31, 1903. In the meantime the business had prospered and a sawmill was built at East Oak and Burnside streets, but fire destroyed

that property in 1915. In 1913 the company had purchased two hundred million feet of timber at Scofield, on the branch of the Southern Pacific, and the same year erected a mill there, but in 1919 it was burned. The following year they rebuilt, the new structure being larger and better than the previous one, and since that time the company has suffered no loss through fire and its business has constantly expanded. While it has been continued under the original name, no boxes have been manufactured since 1915, the company devoting its entire attention to the manufacture of lumber. Theirs is today an important and growing enterprise and Mr. Cobb in his position as general manager has contributed in notable measure to the development of the undertaking.

Pleasantly situated in his home life, Mr. Cobb was married to Miss Florence E. Madden, of Portland who died in 1920. They became parents of six children but lost their eldest son, Earl, who died of influenza during the World war while in training camp at Louisville, Kentucky. The others are: Orville, a resident of Portland; Cecil, of Los Angeles, California; Everett, of Merlin, Oregon; Edna, the wife of R. Fleming; and Grace, the wife of James Hooce. Three of the four sons were in the World war. In 1883 Mr. Cobb became a member of Hassalo Lodge No. 15, I. O. O. F. and has therefore been identified with the order for forty-five years. He is a member of the Chamber of Commerce and The East Side Commercial Club. He takes an active interest in politics, feeling it to be the duty and obligation as well as the privilege of every citizen to express his opinions at the polls on the vital questions which come up for settlement. He votes with the republican party and in 1903 was one of its successful candidates in his district for the legislature. The excellent record which he made during his first term led to his reelection in 1915, and in that session he was chairman of the Ways and Means committee. He has always found time to faithfully perform his duties of citizenship while successfully conducting business interests that have been a contributing factor in the industrial development of the northwest as well as the source of his own fortunes.

J. F. ATTWELL

J. F. Attwell, of Stevenson, Skamania county, Washington, has spent practically his entire life in the Columbia river valley, of which his father was one of the early pioneers, and has done his full share of work incident to the development of this section of the state. After a long and active career, he is now retired, enjoying well earned leisure. Mr. Attwell was born at Cascade Locks, Oregon, on the 5th of January, 1855, and is a son of R. G. and Mary Jane (Harvey) Attwell, the former having been born in Ohio in 1821 and the latter in Illinois in 1820. His father crossed the plains, with ox teams and covered wagons, in 1852, and in the following year filed on a donation claim of three hundred and twenty acres of heavily timbered land at Cascade Locks. He built a log house and proceeded to clear the land, cutting the timber into cordwood, thousands of cords of which he sold to the river steamers. He was a millwright and shipbuilder by trade and built at Fisher's Landing, near Vancouver, the first flourmill in Washington territory. He followed his trade for several years, helped to build some of the first steamboats on the Columbia river, and also built and operated a shingle mill at Cascade Locks. Subsequently he went to Texas, where his death occurred in 1868. He was survived many years by his widow, who passed away in 1901. They were the parents of two children, J. F. and John W.

J. F. Attwell secured a somewhat limited education in the public school at Cascade Locks and in a log schoolhouse at Stevenson, Washington. He worked for two years on the old portage road, after which he became a fireman on the Cascade portage road on the Washington side, working for the Oregon Steam and Navigation Company. He followed that line of work for nine years and in 1882 secured a pilot's license, and navigated a number of steamboats on the Columbia river until about 1910. In the meantime he had bought a ranch near Stevenson, Skamania county, Washington, and there he engaged in farming, devoting his attention to agricultural pursuits until 1920, when he retired and lived in Stevenson for a few years, after which he bought and moved onto a small place near Stevenson, where he is now living.

Mr. Attwell was married in 1878 to Miss Anna Levins, who was born at the Lower Cascades, Washington, and died in 1881. In 1889 Mr. Attwell married Miss

Bertha Blackwood, who was born at Washougal, Washington, and to them were born six children. Percy, who lives at Shelton, Washington, is married and has a son, John; Walter, who is a road contractor at Quilcene, Jefferson county, Washington, is married and has two sons, Arthur and Jimmy; Adele, who is the wife of J. C. Viethier, of Portland, Oregon, is the mother of a daughter, Dorothy; James is in partnership with his brother Percy in the road contracting business; Alice, who is a graduate of the State Normal School, is engaged in teaching; and Albert is attending high school. The mother of these children died in 1916 and in 1921 Mr. Attwell was married to Mrs. Lucy Robertson, who was born in Oregon City, Oregon, and is a daughter of David and Mary (Alford) Markwood. Her father was numbered among those hardy pioneers who crossed the plains, with ox teams and covered wagons, in 1852. He located in Clackamas county, Oregon, where he took up a donation claim of three hundred and twenty acres on Eagle creek, on which he built a log house, and cleared off some of the heavy timber land. He lived there a few years, then sold and moved to Oregon City. A few years later he again located on his ranch, which he farmed until about 1866, when again he moved to Oregon City, where he resided until 1898, when he went to Idaho, where his death occurred in 1901. His wife died in 1886. To them were born five children, namely: Mary, deceased; Ella, who became the wife of Captain George Reynolds and is now deceased; Mrs. Lucy Attwell; William, who lives in Portland, Oregon; and Mrs. Virginia Johnson, deceased. By a former marriage, Mrs. Attwell is the mother of a son, Leslie Robertson, who is employed as a machinist in the office of the Oregon Journal, at Portland.

Mr. Attwell is a member of Columbia Camp, No. 57, W. O. W., at Cascade Locks, and is a member of the Cascade Locks Pioneer Association, of which he was the first president. He has always maintained an active interest in matters affecting the welfare of the communities in which he has lived, being a consistent advocate of good schools and improved highways, and has served on the school boards at Cascade Locks and Stevenson, serving also as road supervisor for several years. Three of his sons are members of the Masonic order. Mr. and Mrs. Attwell are earnest members of the Congregational church at Stevenson, to which they give generous support, and throughout the community in which they live they command the highest respect and esteem.

JOHN EARL ELSE, M. D.

Well equipped for the vocation of his choice, Dr. John Earl Else has not only won an enviable position in professional circles of Portland, but is known throughout the Pacific northwest as a surgeon of high attainments. A native of Portage county, Wisconsin, he was born in 1878 and is a son of George W. and Della (Gray) Else, now deceased. His boyhood was spent on his father's farm and his early schooling was obtained in South Dakota. Later he matriculated in the State College of South Dakota, which conferred upon him the Ph. G. and B. S. degrees, and in 1905 he received the M. D. degree from the Northwestern University Medical school in Chicago. For a year and a half he was an interne of the Cook County Hospital in Chicago and later received the degree of M. S. from the State College of Washington.

Dr. Else began his professional career in the Palouse country of Washington and maintained an office in Pullman for four years. In 1913 he came to Portland and in the intervening period of fifteen years he has built up an extensive practice in general surgery. His scientific knowledge is comprehensive and exact, and his work as a surgeon is characterized by sureness, precision and skill. In 1912-13 he studied in the universities of Vienna and Berlin.

In 1907 Dr. Else was married in Waupaca, Wisconsin, to Miss Jessica Emmons, who was born, reared and educated in that state, and they now have two children, Ruth Elizabeth and John Harold, aged respectively twelve and eleven years.

The Doctor belongs to the Alpha Omega Alpha fraternity, and is a Scottish Rite Mason and Shriner. In 1922 he was chairman of the committee that organized the Pacific Northwestern Medical Association. He is clinical professor of surgery and chairman of the department of general surgery in the University of Oregon Medical school. He is also a member of the Portland City and County Medical, Oregon State and American Medical Societies, the North Pacific Surgical Society, the Pacific Coast Surgical Society, the Western Surgical Society, the American College of Surgeons, and



DR. J. EARL ELSE

was formerly secretary of the Portland Academy of Medicine and later president. Through intensive study, hard work and the wise use of the talents with which nature endowed him, Dr. Else has attained a place of distinction in his profession and is esteemed for the qualities to which he owes his success.

DENNIS S. SWART, M. D.

Dr. Dennis S. Swart, who for a decade has been actively engaged in the practice of medicine, making his home in St. Johns, Portland, since the fall of 1920, was born in Garland, Kansas, October 8, 1889, a son of Charles Swart, who in 1891 arrived in Washington, establishing his home in the Lewis river country. Dr. Swart, then but two years of age, afterward acquired a public school education and later attended the University of Washington at Seattle, where he completed a course in pharmacy by graduation with the class of 1912. He afterward devoted two years to the practice of pharmacy at Endicott and Albion, Washington, and it was a logical step from this to the study of medicine, upon which he entered in the University of Oregon in 1914, completing his course in the medical school with the class of 1918.

In the meantime, through the period of America's connection with the World war, Dr. Swart was on active duty with the navy of Bremerton, Washington. Following the war and the completion of his medical course he spent a year and a half as interne in the King County Hospital at Seattle, Washington, where he gained broad and valuable practical experience while rendering efficient aid to the patients in that institution. In the fall of 1920 he came to Portland and, opening an office in St. Johns, has here continued in active practice to the present time.

Dr. Swart was married to Miss Janet Carlisle, of Seattle, who is a graduate nurse of the Seattle City Hospital, and as a war-nurse served in the government hospital at Camp Lewis, and after her discharge served as a graduate nurse at the King County Hospital. They now have one son, David. The Doctor is a member of Doric Lodge, A. F. & A. M., and the Woodmen of the World but gives the major part of his time, thought and attention to his professional duties, and that he may keep in close connection with the onward march of medical science he holds membership in the City and County, Oregon State and American Medical Associations.

JOHN EDWARD WERLEIN

He drew a circle that kept me out,
Heretic, rebel, a thing to flout.
But love and I had the wit to win,
We drew a circle that took him in.

That was the genius of J. E. Werlein. He didn't wait for the other fellow to be neighborly. He took the initiative in friendliness. And so, as he took his accustomed way daily, in the time that he lived, along the streets of Portland, the salutations became a genial chorus, "Hello, Ed."

Then when he stood before the audience at the Advertising club or perhaps the Chamber of Commerce everyone listened. Partly it was because his big, bluff voice boomed away any possible inattention. Chiefly because his subject was always one that forgot self and inspired help for an unselfish cause or pride in his city and state.

So when "Ed" walked more slowly, and when he leaned more heavily on the arm of his good wife, things didn't seem just as they should be. When his step was heard no longer, when his great voice was forever silent, something was gone out of Portland that was missed. A personality was absent whose place has not been taken, because this old world needs friendliness more than food.

John Edward Werlein, of German background but with "America First" as his heritage, came into the world in New Orleans in 1862. He was the son of Peter Werlein and Clara whose name had been Hackeney. When he was nineteen he came to Portland, studied law at night, in the law department of the University of Oregon, working his way by day, until he was admitted to the bar. He served in the office of

the city engineer, was deputy city treasurer for ten years under his uncle, Frank Hackeney and in 1900 was elected to the office of treasurer, there serving ten years with honor to himself and credit to his community.

His next service, during a five-year period was in the legal department of the Portland Electric Power Company. At the time of his death, October 26, 1922, he was a partner in the firm of Edward Holman & Sons, Inc., morticians.

On September 3, 1892, he married Miss Bertha Thompson, the daughter of Eldridge Hill and Marguerite (Jenkins) Thompson. Helen, the daughter, became the wife of Loring J. Whitaker of Rex, Oregon; the son, Edward E., married Ruth Sellwood of Portland.

In both fraternal and civic activities he had the keenest interest. In Masonry he took the degrees of the Scottish Rite, became a Noble of the Mystic Shrine and was a member of the Court of Honor. He was a life member of the Portland Lodge, A. F. & A. M. He was made an honorary life member of the Advertising Club of Portland and was prominent in the Royal Rosarians, the Progressive Business Men's Club, the Portland Transportation Club and the Young Men's Christian Association. He was a captain in the Willamette Rowing Club.

So there was written not alone on chiseled epitaph of stone but in friends' hearts this line—He truly loved his fellow man.

CAPTAIN EBEN P. PARKER

Among the worthy sons of Clatsop county, Oregon, who have honored their native locality by their active, useful and successful lives, stands Captain Eben P. Parker, of Astoria. His active career covered the period of the greatest development of this section of the Columbia River valley and he has been a witness of and a participant in many of the stirring events which marked the transformation of Clatsop county from what was comparatively a wilderness into one of the most attractive and desirable sections of the state. His life story was well told by Fred Lockley and printed in the Portland Daily Journal of June 5 and 6, 1922, as follows:

"Eben P. Parker lives at Astoria. He is an old-time mail carrier, hotel keeper and river captain. 'I was born at Fort Clatsop November 30, 1854,' said Captain Parker. 'Fort Clatsop, by the by, is where Lewis and Clark wintered. My father, whose name was Hiram B. Parker, was born in Washington, Vermont. He came to Oregon in 1851. My mother, whose maiden name was Irene Cox, was also born in Vermont. My parents came to Oregon by water, coming by the Nicaragua route. They settled about twelve miles from Astoria on the tidewater of the Lewis and Clark river. My father worked in a sawmill there until 1853. My brother Charlie was born there. In 1853 my parents moved to Fort Clatsop, where I was born. My father worked at Fort Clatsop in a sawmill owned by his brother, Wilder W. Parker. They used to receive one hundred and fifty dollars a thousand for their lumber delivered at San Francisco.

"In 1856 my father came to Astoria and bought the 'Cooney' Welch sawmill. They sawed up two shiploads of lumber and shipped it to San Francisco. The freight was fifty dollars a thousand. Instead of receiving one hundred and fifty dollars a thousand for the lumber, as they had expected, it brought fifty dollars a thousand, which just cleared the ship's charges for taking it there. This put my father out of business. He lost his sawmill and had to take a job as carpenter. A little later he went to the mines. After mining awhile he ran a butcher shop. Later he got a job taking the census. Later he built steamboats, and still later became a hotel man. He ran the Parker house in Astoria over fifty years. Lincoln, Clara and I are the children still living. Clara married Charlie Johnson, a steamboat man. When he died she married W. H. Hobson, also a steamboat man. Her first husband was a bar pilot there. While bringing in a ship loaded with rails for Ben Holladay's railroad the ship was wrecked on the beach and Captain Johnson was drowned.

"I started my career on the river when I was twelve years old as a mess boy aboard the old 'Joe Lane.' They paid me thirty dollars a month in greenbacks, which were worth fifty cents on the dollar. The 'Joe Lane' was a revenue cutter. Her commander was Captain Scamerin. Lieutenant Hooper was the first lieutenant. Many years later he took the battleship 'Oregon' back, after its long run to take part in the destruction of the Spanish fleet. Lieutenant Davidson was second lieutenant.

"In 1869 I landed a job with Hapgood & Hume. They had a cannery at Eagle Cliff, about forty miles up the Columbia, just below Oak Point. They paid me thirty dollars a month. Billy Hume was a good old scout. He was a Scotchman and he understood the cannery business. Most of the other canneries had all sorts of grief with "swell heads." In those days they paid twenty-five cents apiece for salmon irrespective of size. The fishermen would often bring in salmon weighing fifty pounds, for which they received twenty-five cents. My father started a butcher shop, so I learned the meatcutter's trade. I worked in the butcher shop from 1869 to 1872.

"Along about that time father took a contract to carry the mail to Seaside. We made three trips a week. Father wished the job on me. I took the mail from Astoria to Skipanon in a plunger. Don't you know what a plunger is? It is a small sailboat. I used to leave Astoria about six o'clock in the morning and usually I got into Seaside at about three o'clock. From Skipanon I transferred the mail from the plunger to a team and drove the rest of the way.

The captain carried the mail over the old military road from Astoria to Forest Grove for a period of four years and was familiarly known to the old settlers as the "wild boy."

"In 1872 Ben Holladay bought up about five hundred acres on the beach and put up the Seaside hotel. This cost him about seventy-five thousand dollars. Holladay liked me and said to me, "Some day there will be a city down here. It will pay you to buy the property between my place and the Ocean house." That was a two-and-a-half-mile stretch along the ocean shore. George Cook owned a donation land claim of something over four hundred acres, for which he wanted one dollar an acre. Bill Hodge had forty acres along the beach, for which he wanted five hundred dollars. G. F. Clayton had eighty acres along the beach, for which he wanted six hundred and fifty dollars. Fifteen hundred dollars would have purchased the whole proposition. The city of Seaside is built on the Hodge place and the Clayton place. I wanted to take a chance on it and buy it, but my father said, "Don't do it. You will waste your money. You can't grow grass on it. This talk of having a city there is sheer nonsense."

"When I was carrying the mail from Astoria to Seaside Ben Holladay asked me, when I handed him his mail, not to go away, as he wanted me on a matter of importance. He had a negro cook named Washington, who is now living in Portland. I decided that while I was waiting I would go into Washington's cook tent and get a square meal. While I was there they were scouring the whole country for me. Finally, Ben Holladay located me and handed me some papers. He said, "I have just bought this place. These papers are important. I want you to deliver them to my agent in Astoria. Whatever you do, see that they get there safely." I took the papers and stuck them inside my blue flannel shirt. Holladay said, "That's no safe place; they will work down your leg and get lost." I showed him my flannel shirt was double breasted, so they couldn't get out. He said, "Don't that beat hell? I have driven and owned stage coaches and pack trains, and I never thought of having a double breasted shirt as a safe place to carry papers in."

"He was so pleased at buying the property that he invited me to take a drink of whiskey. I knew how my father felt about it, and refused. He urged me to take it, and so finally did so. He opened a bottle of champagne, which he said was very mild. About all I remember about that champagne was that every time I drank a glass of it it tickled my nose and made me want to sneeze. I went to a dance that night, but I didn't lose the papers, and also I didn't know much about the dance. The next morning when I got home I told my mother about it. She and I decided I had better not tell my father. Holladay started east on a trip the next month. Joe Medley, Holladay's foreman, went to Astoria and said to my father, "Your lad was down to our place not long ago and got full. He didn't know whether he was afoot or on horseback." The next day I received a letter marked "In Haste." It was from my father. He said, "I hear bad news about you. Come home at once." I had a very painful session with my father, but there is no need of going into that.

"When Holladay returned from the east I drove him down to Seaside. He said, "You are driving a good horse." I said, "Yes, you told me to take any horse I wanted from your place except your trotting horses, so I took this one." He said, "Why, that's Hester Campbell's horse. You shouldn't have taken Hessie's horse." However, he agreed to let me keep it. Later Holladay married Hester Campbell. Two of her sisters live in Portland—Maria Smith, who lives at the Ramapo hotel, and Mrs. Latham, who

lives in East Portland. All three are daughters of Hamilton Campbell, who came as a missionary to Oregon in 1840.

"As we drove along Holladay said, "Well, my boy, how has the world been using you since I have been gone?" I said, "Not very well, thanks to you." He looked astonished and said, "What do you mean?" I replied, "I don't think it is a very nice thing for a man to get a boy drunk and then go and tell his father about it." He said, "Why, I never mentioned it." I said, "Well, one of your men did." He didn't say any more until we got to his place. Then he said, "Who told your father about your being tight?" I said, "Your foreman, Joe Medley." Instantly he struck up a clamor and began calling, "Joe, Joe, Joe Medley. Where are you? Come here this minute." When Joe came, he said, "Did you tell this boy's father he was drunk?" Joe said, "Yes, I did." Holladay gave him the worst tongue lashing I ever heard. He said, "You have worked for me for ten years, but you are through. You are fired right now." Then Ben called for the hostler. He came running, and Holladay said to him, "Hitch up a team at once. Take Joe Medley to Astoria. He's fired. I won't have him on my place a minute longer."

"I used to see Holladay every day when I was carrying mail. Once when I handed him his letters he said, "You won't be seeing me around here much more. I have lost everything I have. I mortgaged the land grant of my road from Astoria to Forest Grove and they are going to foreclose. They are going to take steamships and everything." He transferred the Seaside house and the property there, as well as his sawmill, and also the Portland Street Railway Company, to his brother Joe, to keep for him until the storm blew over. Joe had been working for Ben as a barkeeper on one of the boats. When Ben wanted the property back later Joe refused to turn it over. The contest over this property kept the lawyers busy for years afterwards.

"I went into the hotel business and worked in a hotel until 1881. My father had built a steamboat, called the "Clara Parker," which plied between Astoria and Portland. I served as captain of the "Clara Parker" until 1890, when he built the "Astorian" and I took charge of her. I worked on the river thirty years. When we sold the "Astorian" to Jacob Kamm and his associates I quit the river and took up the hotel business. I have been running this hotel, the Parker house, since 1913.

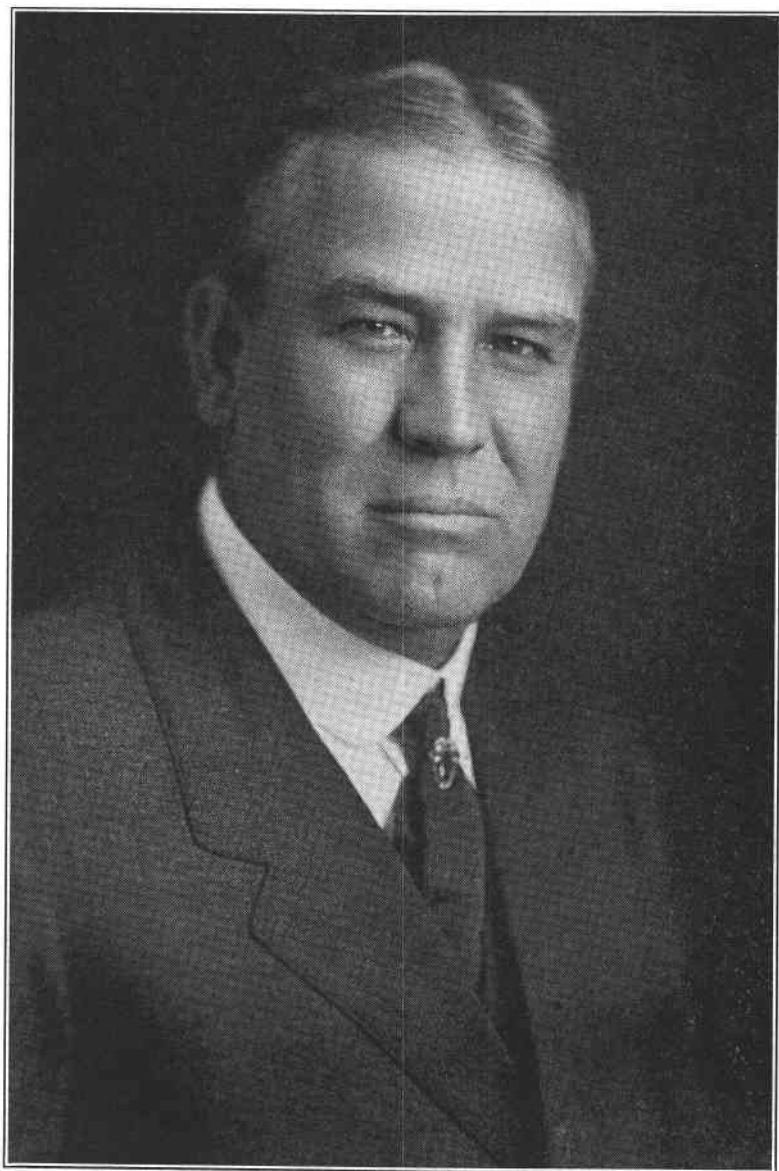
"I was married, March 6, 1876, to Nellie Carr. We have six boys and four girls. As I have lived in and around Astoria for the past sixty-eight years I come pretty near knowing most of the old timers."

The ten children born to Captain and Mrs. Parker are Thomas, Mrs. Elsie Stanfield, Mrs. Laura Shea, Hiram B., Mrs. Rose Hess, Wilder W., Charles L., Freeman F., Mrs. Irene Boyle and Eben P., Jr., all of whom are living except Freeman F. Captain Parker has had thirty-six grandchildren, of whom two are deceased, and he also has several great-grandchildren. Four of his sons, Charles L., Wilder W., Freeman F. and Eben P., Jr., served in the World war. Wilder was the only one to go overseas, where he was actively engaged in fighting, and was badly wounded and gassed in the action in Belleau Woods. The Captain has always taken a keen interest in everything concerning the welfare and progress of his community or county and at one time was a member of the city council. Though well past the psalmist's three score years and ten, he is still mentally alert and physically vigorous for his age, and throughout the locality in which he has spent his life he commands the respect and esteem of his fellowmen.

H. E. HARRIS

One of Portland's oldest industries is the Harris Ice Machine Works, which has been in continuous operation for nearly forty years and has long been one of the important manufacturing concerns of this locality. To the sagacity and sound management of H. E. Harris is due the splendid growth and the fine record of this company and the prosperity which has come to him is well merited. From an article which was printed in the Portland Daily Journal in 1916, after an interview with Mr. Harris, the following reference to this company is quoted:

"Our Harris Ice Machine Works was established on a small scale in 1889 and incorporated in 1913. By close application to business and persistent effort it has grown until, in normal times, we employ from twenty-five to thirty skilled workmen.



HENRY E. HARRIS

Our plant is complete in every detail. Our machine shop lacks nothing to make it perfect for all our purposes, a claim which a visit to our place would readily substantiate. For this reason we are able to furnish ice making or refrigerating machines the equal of any made in any factory in the world, and we care not from whence they come. Critical investigation will disclose this fact, and this is exactly what we invite. We would be pleased to have any citizen, in any wise interested in our products, pay us a visit, that he could see for himself that we speak the truth in these assertions.

"We build ice making machines in capacities of from one ton per day to one hundred and twenty-five tons, and can make immediate delivery of any from twenty tons per day down. The larger machines are only made to order, but we are so well equipped for speedy construction that small delay is occasioned on any size machine.

"Our workmen are all skilled mechanics and are paid the regular scale such employment demands, and every penny of their salaries is spent in Portland for such necessities as families require. Our payroll would be trebled if all those purchasing ice and refrigerating plants would buy at home instead of sending their money east to help in propagating the prosperity of eastern communities. If an advantage were to be gained by the transaction no blame would lie, but there absolutely is not, either in efficiency or price.

"It may not seem reasonable, but it is a fact that seventy-five per cent of the price of an ice machine or refrigerating plant goes to workers. We can demonstrate this to any person making an investigation; therefore those who buy from eastern makers actually remit three-quarters of all the money they pay for the thing purchased, to eastern interests, and it never returns to Portland. This is not good business. It is wrong in principle and is not justice to the home community. To me it is reprehensible, and I am so strenuously opposed to the practice that, for my personal needs, as well as those of my family and this plant, I insist upon Portland-made products and Oregon-made goods in every instance wherein I can procure them.

"Sixty per cent of all ice machines and refrigerating plants used in Portland came from eastern factories. I know their location and purchasers, and I can prove this assertion true, and the very men who bought them live by Portland patronage. If their customers followed their example bankruptcy would be their fate.

"We have installed refrigerating plants in northern British Columbia, in every city of note in California, old Mexico, in all parts of Washington and interior towns of Oregon, and have actually received more money from the small city of Boise, Idaho, than from all sales made in Portland. What do you think of that? One company alone in Boise has bought five machines from us, and we are at this time installing the last one ordered, and it has a capacity of one hundred and twenty-five tons a day. We also have put in large plants at Grand Junction, Colorado, and Reno, Nevada, in direct competition with eastern bidders. Some Portland business men, prominent in the community, however, are still doing business on the theory that the production of eastern factories are superior to those of the west, seemingly imagining that when a man crosses the Rocky mountains, westward bound, his brains and honor are left behind. I can ascribe their opinions to no other senseless conclusion."

In 1925 the Harris Ice Machine Works were moved to a fine, reinforced steel and concrete building, one hundred and fifty by one hundred and eighty-five feet, at 188 Tillamook street, costing seventy-five thousand dollars, where they are better than ever prepared to care for their constantly increasing business. The product of this plant is sold all over the northwestern states and in many distant parts of the country.

H. E. Harris was born on the 17th of May, 1867, and is a son of William and Harriet (Bonney) Harris. His father crossed the plains to California in 1849, and two years later came to Portland. Soon afterwards he located at Butteville, Oregon, where he worked at his trade, that of wagonmaker. Later he took a donation land claim near Aurora, and there his death occurred in 1905. His wife, who also was a pioneer of this state, is deceased.

H. E. Harris received his education in the public schools and then became a steam engineer, in which capacity he was employed on river boats. Later he was employed as a stationary engineer, and for twelve years worked in various ice plants. During this period he conceived a number of improvements in ice-making machines, for which he made designs, and in 1889 he put his ideas into practical use by estab-

lishing the present business. He had had extensive experience and was chief engineer of the first water power ice plant in Oregon, located at Oregon City. The practicability of his ideas has been abundantly demonstrated in the extraordinary success which has accompanied the use of his ice machines and refrigerating plants.

Mr. Harris was united in marriage to Miss Susan Jackson, of Markham, Oregon, and to them have been born three children. Wilda, is the wife of Elza Van Way, of Oakland, California; Claude, who is married, is the manager of the St. Johns Ice Works; and Gilbert W., who is associated with his father in business, is married and has three children. Mr. Harris supports the republican party and has at all times shown an active interest in matters concerning the welfare and prosperity of his home community. He is a member of the Benevolent Protective Order of Elks and the Chamber of Commerce and is a director of the Multnomah Anglers and Hunters Club. Mr. Harris is one of the charter members of the National Association of Stationary Engineers, of which he was president several terms and is now vice president of the local chapter of the National Association of Practical Refrigerating Engineers. A man of earnest purpose, sound convictions and loyal to every obligation of citizenship, he has long commanded the confidence and respect of his fellowmen and has many warm friends in the community.

HON. HENRY WINSLOW CORBETT

No name is more familiar to those who have knowledge of the history of Portland and its continuous development from pioneer times than that of Hon. Henry Winslow Corbett, who through many years was closely associated with activities that contributed to the material, social, civic and moral upbuilding of the city. He was born in Westboro, Massachusetts, February 18, 1827, and traced his ancestry back to Roger Corbett, who was a military leader under William the Conqueror. His son, William Corbett, was seated at Watesborough, while his second son, Sir Robert Corbett, had for his inheritance the castle and estate of Caus. A son of the latter, also named Robert, accompanied King Richard I to the siege of Acre. In the seventeenth century a branch of the family was established at Mendon, Massachusetts, and from this line was descended Henry W. Corbett, a grandson of Elijah Corbett, Sr., and a son of Elijah Corbett, Jr., who was born in Massachusetts and there engaged in the manufacture of edged tools. Later he removed to White Creek, Washington county, New York. He married Melinda Forbush, also a native of Massachusetts and a descendant of an old colonial family of English origin.

Henry W. Corbett was four years of age when the family home was established in White Creek, New York, and following the removal to Cambridge, New York, he completed a course in the Cambridge Academy when but thirteen years of age. He afterward engaged in clerking and later went to New York city, where for seven years he was in the employ of Williams, Bradford & Company. In October, 1850, that firm furnished the necessary capital that enabled him to ship a stock of general merchandise to Portland, Oregon, where he arrived on the 4th of March, 1851, at which time the town contained but five stores and had a population of four hundred. Mr. Corbett rented a building, not quite completed, on the corner of Fourth and Oak streets, and when fourteen months had passed he had disposed of his entire stock of merchandise at a profit of about twenty thousand dollars. After forming a partnership with Robert and Finley McLaren he went east, his partners continuing the business in Portland, and spent a year in New York. He then returned to Portland and several months later withdrew from his partnership connection and established an independent business, handling general merchandise until 1860, after which he conducted a wholesale hardware business. In 1871 he became senior partner in the firm of Corbett, Failing & Company and they developed one of the largest commercial enterprises of this part of the country. In 1869 Mr. Corbett, with his partner, Henry Failing, purchased a controlling interest in the First National Bank of Portland, Mr. Corbett serving as vice president for a number of years and succeeding to the presidency on the death of Mr. Failing. They made the bank one of the strongest financial institutions of the northwest. Mr. Corbett was also president of the Security Savings & Trust Company and did much to establish the financial stability of this part of the country. He became president of the Portland Hotel Company and of the

Willamette Steel & Iron Works and he constantly broadened his business connections to meet the demands of the growing city. He became interested in city and suburban railway building and served as a director of the street railway company. Previous to this time, in 1865, he had taken the contract for transporting the mails to California and four years later became owner of the California stage line, operating a four-horse stage coach between Portland and the southern state. He relinquished his contract in 1866, upon his election to the United States senate, but his identification with transportation interests was not ended, as he served on the directorate of the Oregon Steam Navigation Company and the Oregon Railroad & Navigation Company. He was likewise identified with many manufacturing interests which have featured in the growth of Portland and with real estate activity, being the builder of the First National Bank building, the Worcester, Cambridge and Neustadter blocks, the Corbett and Hamilton buildings and many others.

Mr. Corbett worked just as earnestly and consistently for the promotion of public projects as he did for the advancement of his individual fortunes. In 1866 he was elected to the United States senate, where he promoted many important measures. He secured the appropriation for the Portland post office and the customs house at Astoria and was instrumental in making Portland the port of entry for the Willamette customs district. Following his service in the senate he spent seven months in travel abroad and then again entered actively into American politics, exerting widely felt influence in this connection. In 1896 he stanchly advocated the gold standard and in 1900 was again a candidate for the United States senate but was defeated through a combination of democrats and a wing of the republican party. He was largely instrumental in bringing about the removal of obstructions to navigation in the Willamette river, the erection of lighthouses along the coast and the location of fog whistles and buoys to mark the channels of the navigable streams. He secured an appropriation for the survey of Oregon's public lands and was instrumental in bringing about the removal of the military department headquarters of the Columbia from Washington to Oregon.

In Albany, New York, Mr. Corbett was married to Caroline E. Jagger, a native of that city, who there passed away in 1865, and their two sons, Henry J. and Hamilton F., both died in early manhood. In Worcester, Massachusetts, Mr. Corbett wedded Emma L. Ruggles. He remained an honored resident of Portland until his death March 31, 1903. His last public service was in connection with the Lewis and Clark exposition. He became the leader in that movement and continued his effective work for the development of the exposition until within a few days of his death. All Portland delighted to honor Henry W. Corbett and of him a contemporary writer has said: "His entire life was actuated by a sense of duty that found expression in marked devotion to his city, his state and his country, also to the highest ideals of business and by a comprehensive recognition of his responsibilities toward his fellowmen. He never deviated from a standard which he considered right between himself and his fellows and there has been no citizen of Oregon more truly honored during his lifetime, nor whose name has been more greatly cherished and revered since death."

HENRY WARD

Henry Ward, who came to Portland in 1918, when a young man of twenty-three years, has made for himself a creditable position in connection with automobile interests of the city and has also become widely and prominently known in sporting and political circles. He holds to high standards in every relation and his activities have been intelligently directed toward the public good as well as to individual progress.

Henry Ward was born in Lincoln, Nebraska, August 19, 1897, a son of William Henry and Anna Janette Ward. The father was the organizer of the Nebraska Buick Company in Lincoln. The son was reared and educated in that city, supplementing his public school training by a course in a business college. When young he worked in his father's garage and thoroughly acquainted himself with every phase of the business. In 1918 he arrived in Portland, attracted by the opportunities of the growing west. For eight months he was in the employ of others and then opened a Buick service garage at Fourteenth and Burnside streets. Subsequently he removed to 111 Thirteenth street, his present location, there establishing business in 1922. The build-

ing was remodeled for him, making a very complete plant, but it has already proven inadequate to the demands of the business, so that soon new quarters will have to be secured. Here Mr. Ward maintains an exclusive service and repair shop for Buick cars and in addition he is selling agent for the Mohawk Pinto aeroplane, manufactured in Minneapolis, Minnesota. He is a licensed aviator, greatly interested in flying, and thus he is able to speak intelligently upon the merits of the plane which he represents and for which he has the agency in both Oregon and Washington. He believes that there is a great future for the air service and that its speedy development will largely revolutionize travel and commerce. Mr. Ward has made notable progress since he came to the northwest. He is interested in many other enterprises aside from those already mentioned and is a director in several concerns, including the Snug Harbor Land Company at Seaside, Oregon, the Guardian Building & Loan Association and the Investors Company of Oregon.

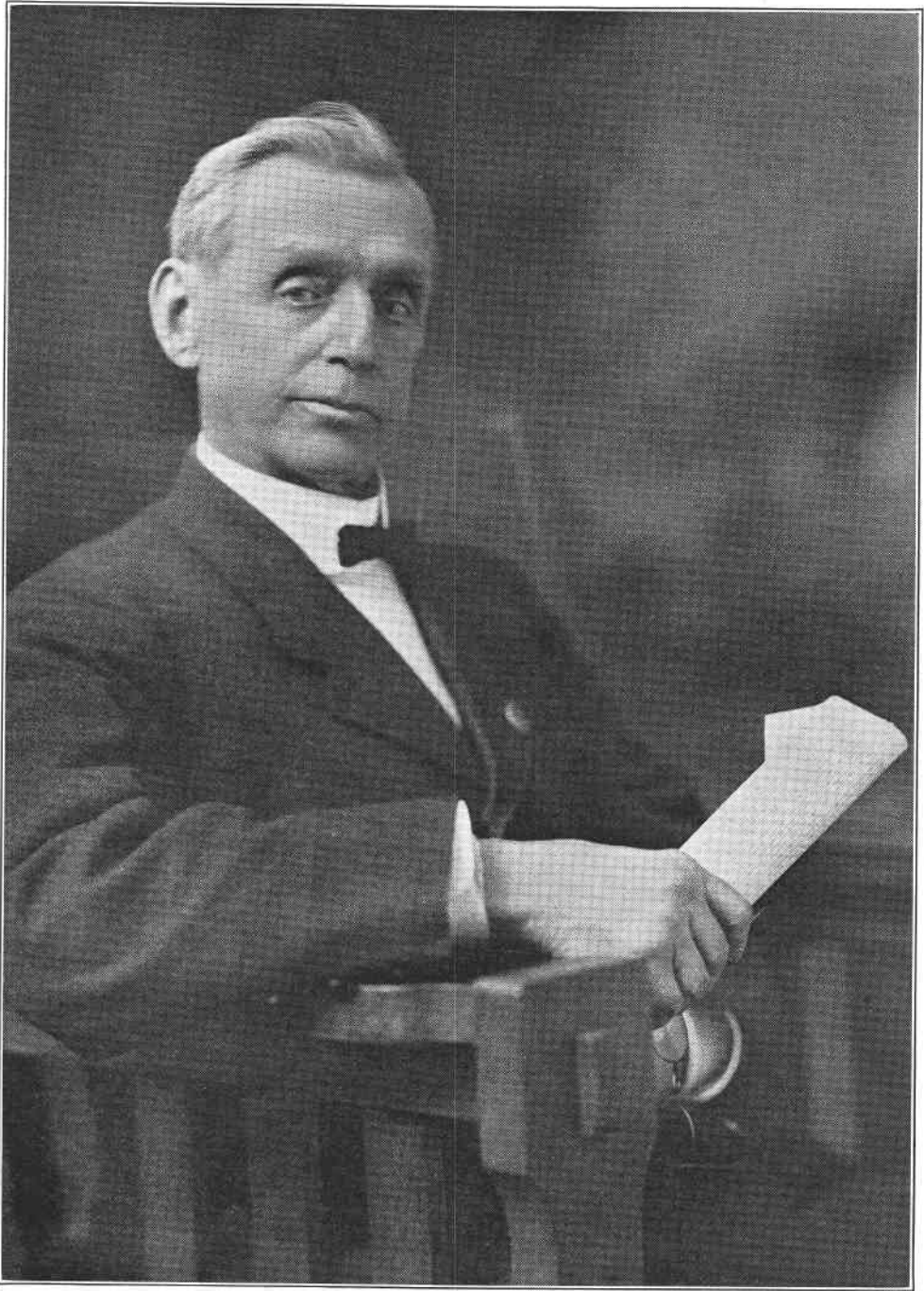
Mr. Ward was married to Miss Edna Miller, of Whitney, Nebraska. Fraternally he is a Mason, with membership in Hawthorne Lodge, and in the York and Scottish Rite bodies, being keenly interested in the organization and its high purposes. He not only belongs to Al Kader Temple of the Mystic Shrine but also to its patrol. He is greatly interested in many sports and is a director of the Multnomah Anglers and Hunters Club, while his membership relations extends to the Portland Gun Club and the Multnomah Club. He is the Multnomah representative of the State Sportsman's Association and is a director of the State Game Protective Association. In 1927 he was chosen president of the Portland Automotive Trades Association and in this connection familiarized himself with the legislative needs of automobile owners in general.

NELSON GALES BLALOCK, M. D.

Nelson Gales Blalock, of Walla Walla, physician, was born February 17, 1836, on a farm on the Toe river, Yancey county, North Carolina. Through his father, Jesse Blalock, he was of Scotch and French descent, and on his mother's side he came from German stock. His grandfather, John Blalock, was a member of George Washington's regiment, was associated with him throughout the Revolutionary war, and received from him the Masonic degrees in Lodge No. 2 of Virginia, over which Washington presided as master. At the time of his death, John Blalock was the owner of a Masonic emblem on which was engraved the date of his being made a Mason by George Washington.

Nelson Gales Blalock spent his youth and early manhood in the rural sections of the Carolinas, pursuing agricultural and similar work for his livelihood, and later teaching school and preparing for a medical education, the object of his ambition. His opportunities for a general school education were, of course, very limited in that ante-bellum period, when throughout the country districts of the south the facilities for book learning were of a most primitive sort. For some time he was a student at Tusculum College in Tennessee and to pay his board and tuition there chopped white-oak wood for fifty cents a cord and made white oak rails at fifty cents a hundred.

On the first day of August, 1858, he married Panthe A. Durham, daughter of Macajah and Esther Durham, of High Shoals, Rutherford county, North Carolina. One year before that event both he and his future wife were engaged in teaching at places seven miles apart, he in South Carolina and she in North Carolina. During the same time he was receiving his first instruction in medicine, walking fourteen miles two nights a week to meet his preceptor. In 1859, having decided on a professional course in the Jefferson Medical College of Philadelphia, he loaded a large four-horse wagon with an assortment of native country products—chestnuts, dried apples and peaches, flaxseed, black walnuts and butternuts, ginseng and Seneca snakeroot—and attired in a blue jeans suit of wool shorn by his own hands, carded, spun and woven into fabric by his mother and thence fashioned into the finished habiliments by his wife, he set forth from his Carolina home to Salisbury, the nearest railroad town, some one hundred and fifty miles distant across the Blue Ridge mountains. The journey occupied ten days. It was his expectation that he could dispose of his commodities at Salisbury, but the market was not able to absorb so large and unexpected a supply, and after selling what he could he was left with fully half of his



DR. NELSON G. BLALOCK

load on his hands. This he shipped to Philadelphia with the necessary assistance of the freight agent in billing the goods, for the young mountaineer had never before seen a railroad and knew nothing whatever about shipping by rail. Upon arriving in Philadelphia he was so fortunate as to realize a good price for his produce, and with the resulting funds paid his way through the first year at the medical college. While in attendance there he still wore the blue jean suit and, being the only student of over six hundred thus arrayed, was very conspicuous and was familiarly known as "Blue Jeans." During the second year his wife and their two-year-old son, Yancey, were with him. The family reached Philadelphia with only seventy-five dollars, whereas the college fees which had to be paid amounted to one hundred and thirty dollars. Professor Dixon of the college became responsible for the deficit and Mrs. Blalock assisted by boarding eight medical students without hired help. In this enterprise she was so successful that the advance made by the Professor was repaid out of the first two months' income. Mr. Blalock was graduated as Doctor of Medicine in March, 1861, when after settling his debts he had fifty cents left. Meanwhile he had selected Decatur, Illinois, as his future home. Professor Dixon again came to the rescue, loaning him fifty dollars, with which the fares to Decatur were paid. After arriving at Decatur, Dr. Blalock settled in the neighboring town of Mount Zion, where he purchased a lot on one year's time for twenty dollars. He then went into the woods and cut logs, which he hauled to a sawmill with a team borrowed from his uncle, assisted in sawing the lumber, and from it built a small box-house, into which the family moved.

By this time the Civil war was in progress. A call was made by Governor Yates of Illinois for army surgeons, and Dr. Blalock went before the state board of medical examiners and received a certificate. He was commissioned by Governor Yates assistant surgeon of the One Hundred and Fifteenth Regiment, Illinois Volunteer Infantry, with only two weeks' time to prepare for the service. Another child had now been born to him, and to leave his wife and babies in a strange land without money seemed a very hard sacrifice; but without hesitation he entered upon the course of duty he had chosen and at the appointed time joined his command. After three years in the army he was sent home in an unconscious condition, suffering from typhoid fever followed by dysentery, and for three weeks did not know that he was in his own house. As soon as he was able he commenced a private practice, in which he continued in Illinois until 1872. He then crossed the continent by team with the object of selecting a new home in the Pacific northwest, and, deciding to locate in Walla Walla, returned to Illinois for his family.

With his wife and family he joined a party consisting of several other families. The start was made in May, 1873, and they arrived at Walla Walla on the 11th of October. There were twenty-seven immigrants in the company, whose total financial means did not exceed twenty dollars when they reached Walla Walla. Dr. Blalock at once found employment in hauling wheat from Walla Walla to Wallula, loading back with groceries and other merchandise, which had to be laid in before navigation on the Columbia closed for the winter. He was thus engaged for a little over a month, when he embarked in professional business as a physician—the beginning of a long and noteworthy career in that relation.

The practice of medicine in early time in eastern Washington was a very arduous vocation, involving constant travel by buckboard or horseback for distances of one hundred to two hundred and twenty-five miles, frequently on urgent calls. The following is a typical instance. One day Dr. Blalock received a message brought by an Indian from a stockman, the only white man living with a family in the Yakima country, which read: "Come immediately. Wife bleeding to death. Indian waiting on north side of the Columbia. Don't spare horseflesh. Money ready." The message came at eleven o'clock in the morning and at one o'clock in the afternoon the Doctor was at old Wallula on the Columbia, thirty-two miles from Walla Walla. He was rowed across and was met by a large Indian with a buckboard and two very fine cayuses. While waiting for him the Indian had supplied himself with a dozen stout willow whips, which he applied with much energy to the horses for a distance of sixty miles without making a stop even to water the animals. He then turned his jaded beasts loose to take care of themselves, changed teams, hastened into the Yakima river for water and continued the journey with equal speed. They arrived at their destination, two hundred and twenty-five miles from Walla Walla, in fifteen hours, having averaged fifteen miles an hour. At the ranch there was a large assem-

blage of Indians, good friends of the stockman and his sick wife, among whom there was much commotion when it was announced that the Doctor had come, and they crowded around into the house to see what he would do. The case was a retained placenta, which was quickly removed, and although the patient was quite exhausted from the loss of blood she rallied rapidly. Great was the enthusiasm of the assembled friends when the husband informed them that his wife would live. The Doctor slept four hours and then returned, making the trip homeward in twenty-five hours. When they came to the sixty-mile station where the first team had been left, they found one of the horses dead and the other so stiff that it could not walk. He began to express regret for the loss of so fine a team, but was silenced by the Indian owner, who said: "Me no care. Me have heap cayuses. Not many good white woman."

Dr. Blalock, being the only surgeon in all the Inland Empire at a time when there were no railways and only a few stage lines, had numerous experiences similar to this, generally furnishing his own transportation—a team and buckboard or saddle horse. He was at various times summoned on professional calls to Lewiston, Nez Perce and Lapwai. At Lapwai he was called to see Henry Spalding, whose parents came to Oregon with Dr. Whitman. Mr. Spalding was affected with appendicitis, and as he could not be removed to a hospital and the Doctor had to operate in very unsanitary conditions, he died some days later.

The professional career of Dr. Blalock covered a period of fifty-two years, including his early practice while studying medicine. His first case was on the 10th of September, 1858. He preserved no record of the number of his surgical cases and operations during his military, pioneer and civil life but kept a complete record of his obstetrical cases, including the names, ages and birthplaces of parents and the names and sexes of children, the last number on the list being nearly seven thousand. The child in his ninety-ninth case is now a grandmother and is known by the name of Ninety-nine Davis; should her granddaughter maintain the record of grandmother and mother, she may expect to be mother in eight years more. The Doctor hoped all the parties would live to celebrate the event.

Dr. Blalock's first wife died in Mount Zion, Illinois, May 17, 1865, leaving two sons, Yancey C. and Plato. The latter died at the age of eight years. On the 10th of December, 1865, Dr. Blalock was again married, his second union being with Mary E. Greenfield, daughter of Abraham and Sarah Greenfield, and to them were born three children: Luda, who died in 1876; May L., who is the wife of Glenn B. Hite, of Portland, mentioned at length on another page of this work; and Rose M., who married Phil M. Winans, of Walla Walla. She is now deceased, passing away in 1914. Yancey C. became a physician of note and was serving as county physician at the time of his death, which occurred May 14, 1921. He was prominent in fraternal circles, being an honorary thirty-third degree Mason, and had held nearly every important office in every branch of Masonry in the state of Washington, being at the time of his death grand recorder of the Royal Arch Masons and grand secretary of the Knights Templar. He was also grand master of the state and past eminent commander of the Knights Templar. Over one thousand Masons were in the funeral cortege. The second Mrs. Blalock died in Walla Walla, December 24, 1886.

Dr. Nelson G. Blalock took an active part in the promotion and conduct of important enterprises in the Inland Empire. He organized and was at the head of Blalock, Son & Company, a corporation to build a mill and flume and to manufacture and ship lumber, wood, etc., from what is known as Blalock mountain. The company failed for one hundred and forty thousand dollars, with assets of only fifty thousand dollars, whereupon the Doctor assumed the liabilities and in less than five years paid every cent with interest at fifteen per cent per annum, in this matter acting against the advice of his lawyers. He installed the first telephone used in the state, which was employed in the mill and at the end of the flume.

His next noteworthy undertaking was what is known as Blalock Orchards, two miles west of Walla Walla. In 1876 he purchased, for two dollars and a half an acre, four hundred acres of desert land, which he leveled, put under water and planted with apple, pear and cherry trees and small fruits. He shipped the first two car loads of pears from the state of Washington east of the Rocky mountains, the Oregon Railway & Navigation Company giving him free transportation for them to the World's Columbian Exposition at Chicago in 1893. After exhibiting them there for

two weeks he sold them at a net profit of two thousand dollars. The Blalock Orchards were enlarged to sixteen hundred acres and proved a valuable advertisement to the northwestern country. Eight artesian wells afforded ample water supply, irrigating the sixteen hundred acres by a system of pipe lines twenty miles in length touching every acre. Following his orchard venture he bought twenty-three hundred acres of dry land six miles south of Walla Walla, at the price of ten bushels of wheat an acre, equal to two dollars and a half an acre. A third of the first crop paid for the land. The transaction was regarded so unfavorably that the church session of which Dr. Blalock was a member sent a committee to interview him and advised abandonment of the project, as he would surely be bankrupt if he persisted. He thanked the committee and went on with the work. The second summer's follow crop averaged forty bushels an acre for the whole farm, and on a thousand acres he raised fifty thousand bushels. He sold the tract at twenty-five dollars an acre to meet the indebtedness of Blalock, Son & Company, and the wheat was sold for seventy-five thousand dollars, which was applied to the same purpose.

Another great and successful enterprise was the purchase of seven thousand acres of wheat land in Gilliam county, Oregon. This acquisition was incorporated with other lands amounting to nineteen thousand acres, and the whole property was operated under the name of the Blalock Wheat Association, of which the Doctor was president. The association was conducted a few years on the cooperative plan with satisfactory results. Roads were built and fences, houses and other improvements were constructed, all the business of the association working smoothly and successfully. He established an orchard at the town of Blalock, which is now owned by J. W. Langdon and known as the Blalock Orchard of that place. He also set on foot the Blalock Island venture, covering four thousand acres on the Columbia river in Benton county, Washington. The project is one of exceptional attractiveness to those desiring healthful homes, and especially inviting to persons who may wish to establish sanitariums, as the climate is remarkably fine, there being over three hundred bright, sunny days during the year. Dr. Blalock's largest and last enterprise was the development of three hundred thousand acres of desert land under the Carey act in Morrow county, Oregon.

He was a member of the constitutional convention which framed the state constitution in 1889, was president of the Columbian Exposition for the state of Washington, served two terms as mayor of Walla Walla and was a member of the city school board for eight years. For a third of a century he was a member of the board of trustees of Whitman College and for the last twelve years was president of the board. He was one of the members of the national rivers and harbors congress from the time of its organization and he was also a director for the state of Washington from the beginning. For a period of eleven years he served as president of the Northwest Fruit Growers Association, which increased in membership from one hundred when organized to over five thousand and was the prime factor in building up the fruit industry in the northwestern country. From the time of its establishment he was a member of the American Medical Association, of which he was a charter member. He was also a member of the Washington State Medical Association and an honorary member of the State of Idaho Medical Association.

Dr. Blalock died at Walla Walla, Washington, Friday, March 14, 1913. We clip the following press notices:

Oregon Sunday Journal. March 16, 1913: "Dr. N. G. Blalock died Friday, March 14, 1913, at Walla Walla. Few men have labored so long, so faithfully and so effectively for the public good as Dr. Blalock. He died in the harness at the age of seventy-eight years. For fifty years he has been one of the leading physicians of the west. For more than fifty years he held the serving of the public as his highest ideal. He preached in season and out the merits of the Inland Empire. Without hope of personal reward or financial gain, he worked persistently and aggressively for the open river and for water transportation. His last visit to Portland, which occurred only a few weeks ago, was to consult with Joseph H. Teal on traffic matters of vital interest to the public. His best monument will be the universal regard in which he is held by all those with whom he came in contact during his long, busy and useful life."

The Sunday Oregonian, Portland, March 16, 1913: "The name of Dr. N. G. Blalock will not soon if ever disappear from the annals of the Inland Empire. An active and successful practitioner of medicine, the scope of his activities extended to

farming development and public affairs. He was a pioneer in agriculture and horticulture as he was in his own profession. He was unselfishly devoted to the public interest and he thought of others long before he gave a moment's heed to his own welfare. It is pleasant to know that in his latter years he was active and in touch with professional and public concerns, and that his enthusiasm was never dulled by any temporary failure, though of course his life was a distinct success measured by the confidence of his friends and the esteem of the public and by the great share of personal happiness and satisfaction that were assuredly his portion."

HARVEY WHITEFIELD SCOTT

To the great majority of the people of the northwest journalism and The Oregonian are synonymous terms, and all recognize that The Oregonian owes its position, its influence and its standing in notable measure to Harvey Whitefield Scott, who was its editor for four decades. A native of Illinois, he was born in Tazewell county, February 1, 1838, and was of Scotch descent, the family having been founded in Charleston, South Carolina, in 1755. His grandparents became residents of Pennsylvania and North Carolina, and his parents, John Tucker and Ann (Roelofson) Scott, established their home in Illinois, where Harvey W. became familiar with every phase of farm work ere he left his native county in 1852, accompanying his parents on the long journey across the plains and over the mountains to Oregon. While en route his mother and brother had succumbed to the hardships of the trip. The others of the family lived in Yamhill county for about a year and then settled near Olympia in what is now Mason county, Washington.

Harvey W. Scott bore his full part of the work of developing a new farm. In 1855 he became a private in the Washington Territory Volunteers and participated in warfare against the Indians for about nine months, while later he worked in logging camps and at surveying and farming until 1857. Up to this time he had had no educational opportunities other than those offered by the district schools in his native county, and ambitious to secure a better education, he walked the entire distance from Olympia to Oregon City, where he attended school. Later he became a student in Pacific University at Forest Grove, meeting the expenses of the course by working as a farm hand in the neighborhood. In 1863 he was the first to complete the four years' classical course. In the meantime his father returned to Oregon and settled on a farm near Forest Grove, and near by was a sawmill in which Mr. Scott worked when not employed elsewhere. He made excellent use of his opportunities for mental progress, was fond of the classics and read in the original all the Latin and Greek authors he could find. Throughout his entire life he was a student, constantly broadening his knowledge by reading, observation and study.

After leaving Pacific University, Mr. Scott spent a year in mining and whipsawing in Idaho and in 1864 came to Portland, where for a few months he was librarian of the public library. During that time he wrote a few articles for The Oregonian and then obtained a position on the paper through the influence of Matthew P. Deady, then president of the Portland Library Association. In journalism he found a congenial field. In this connection a contemporary writer has said: "Showing a decided talent for newspaper work he soon became editor of The Oregonian, in which position he found a wide scope for his tastes and abilities. Without previous experience in the complex duties of what is usually first a trade and afterwards a profession, he rose to all the exacting requirements of his work, and so signal was his success and so thoroughly was his individuality associated with his paper that his name became a household word over the entire northwest. One of his first notable articles was an editorial written on the death of President Lincoln, which attracted widespread attention. He gave The Oregonian his continuous editorial service until October, 1872, when he was appointed collector of customs for the port of Portland, which position he retained for four years, and in 1877 returned to The Oregonian as editor and part owner, where he remained until his death in 1910. To a certain extent he had so learned the feelings, demands and habits of the people that his utterances were the daily voice of the Oregonians. Bold and forceful in his writings, never seeking to conciliate, he met with opposition but usually prevailed. Earnest and sincere in all that he did, he had no patience with pretense and had a wholesome contempt for shams.

Avoiding rhetorical art or indirection of language, he went with incisive directness to his subject and commanded attention by the clearness and vigor of his statement, the fairness of his arguments and the thorough and careful investigation of his subject. In the midst of his journalistic and business affairs he found time to pursue literary, philosophical, theological and classical study and to his constant and systematic personal investigation in these directions were due his scholarly attainments. At the time of the reorganization of the Associated Press in 1898 he took a prominent part therein and served as a member of its board of directors until his death in 1910."

In October, 1865, Mr. Scott married Miss Elizabeth Nicklin and they had two sons, John H. and Kenneth, but the latter died in childhood, while the mother passed away January 11, 1875. Mr. Scott was married in 1876 to Margaret McChesney, of Latrobe, Pennsylvania, and they became parents of two sons and a daughter: Leslie M., Ambrose and Judith.

Throughout his life Mr. Scott was keenly interested in Oregon and the development of her natural resources, her great forests, mines and broad acreage that was cultivable. He made the advantages of the state known to the public through the columns of his paper. Politically Mr. Scott was always a republican but was never bound by party ties and never hesitated to express his honest convictions though in opposition to a party policy or program. In 1876 he was a delegate to the republican national convention and in 1886 was temporary secretary of the state convention and on various other occasions attended republican conventions of Oregon as a delegate. His writings, clear, concise, forceful and convincing, did much to shape political thought and action of Oregon. He was offered the positions of ambassador to Mexico and minister to Belgium but declined, having no political ambition. In local affairs, however, he rendered valuable service, acting as a member of the Portland water board and taking prominent part in the erection of a monument in the Plaza to the dead of the Second Oregon Volunteers who fought in the Spanish-American war. He served as a trustee of Pacific University for a number of years and at his death was president of that board. In 1903 he was elected president of the Lewis and Clark Fair Association and greatly promoted the success of the exposition.

Mr. Scott had membership in the Arlington and Commercial clubs of Portland and in 1905 became a member of Portland Lodge, No. 55, A. F. & A. M. He afterward took the various degrees of the York and Scottish rites and had membership in Al Kader Temple of the Mystic Shrine. He passed away August 7, 1910, following a surgical operation in Baltimore, Maryland, and his funeral services were conducted under the auspices of the Scottish Rite Consistory. Mr. Scott was a man of many admirable qualities. He was always friendly and charitable in considering the errors and faults of men. He was kind-hearted and sympathetic, quick to vindicate the right and denounce the wrong, whether of public or individual concern. His crowning virtue, however, was the love he bore for his state and his pride in its material advancement. He labored unceasingly for high ideals and the betterment of the common lot. Success and honor were his, each worthily won, and there is in his history an element of inspiration for others and an example of high principles and notable achievement. In his death Oregon lost one of her most illustrious men.

CLARENCE E. FRANCIS

Clarence E. Francis, who is the Portland agent for Ford and Lincoln cars, is a man of exceptional business qualities and has attained notable success, being regarded as one of the leading automobile men of the Columbia River valley. Mr. Francis was born in Portland, Oregon, in 1886, and is a son of Clarence A. and Sarah A. (Martin) Francis, the former a native of Vermont and the latter of England. The paternal grandfather, Stephen A. Francis, crossed the plains in 1852 and located at Oregon City, where he took a donation land claim. Clarence A. Francis, who is deceased, established and operated one of the first brass foundries in Portland. The maternal grandfather, Richard Martin, brought his family from England to Oregon in 1870 and here became a successful stone contractor, which line of business he followed to the time of his death. Mrs. Sarah Francis still resides in this city.

Clarence E. Francis acquired his education in the public schools of Portland and was first regularly employed by the Marshall-Wells Hardware Company, with which

he remained for five years. For three years he worked as a clerk in a retail hardware store. In 1909 he turned his attention to the automobile business as a buyer and seller of used cars, and two years later opened a place of business at Broadway and Everett streets. In 1914 he took the Oregon agency for the Brisco automobile, which he handled for two years, and in 1916 acquired the Ford agency, which he has handled continuously to the present time. His first Ford agency was at Thirteenth and Hawthorne streets, at which location he built up a business of such extent that in a few years it became necessary to secure larger quarters. To meet this situation, in 1920 Mr. Francis bought three-quarters of a block of ground at Hawthorne and Grand streets, on which he erected an attractive and substantial three-story building, containing sixty thousand square feet of space, and now splendidly equipped for the proper handling of his extensive business. In addition to the spacious and well arranged office and the large display room, he has a fully equipped repair and service department and a complete parts room, so that he is prepared to give his patrons the very best service. He employs a large force of highly skilled mechanics and has built up a fine reputation for the satisfactory character of the service which he renders in every phase of his business. In addition to the full line of Ford cars, Mr. Francis also handles the Lincoln cars, which have attained a well merited popularity among the buyers of higher priced automobiles. He employs over sixty-five people and is enjoying a measure of success which he has fully merited because of his sound business methods and his splendid personal qualities. He now has the largest Ford agency in Oregon, and in former days enjoyed the distinction of being the first dealer in used cars to devote a vacant lot to that business exclusively.

Though always showing a deep interest in public affairs, Mr. Francis maintains an independent attitude in politics, voting according to the dictates of his judgment, regardless of party lines. He is a member of Hawthorne Lodge, No. 111, A. F. & A. M.; Oregon Consistory, No. 1, A. A. S. R.; Al Kader Temple, A. A. O. N. M. S.; Portland Lodge, No. 142, B. P. O. E.; the Portland Golf Club; the Waverly Golf Club; and the Chamber of Commerce. The Francis Motor Car Company, under which name he carries on his business, is regarded as one of Portland's solid and substantial business concerns and Mr. Francis enjoys a splendid reputation as a progressive, enterprising and successful man, while his excellent personal traits have gained for him many warm and loyal friends.

REV. WILLIAM WALLACE YOUNGSON, D. D.

It is not unusual to analyze the qualities that make for success in commerce, in agriculture or in the professions. These on the whole are qualities that differ in considerable measure from those traits which must be the possession of the man who gains eminence in the ministry, exerting a widefelt influence in behalf of all of those agencies which make for the uplift of the individual or building of character. William Wallace Youngson, pastor of the Rose City Park Methodist Episcopal church of Portland, is spoken of wherever he is known—and he has an extremely wide acquaintance—as one of the distinguished divines of the country. He has developed his intellectual powers to a point of notable scholarship and at the same time has reached out in that broadening sympathy, kindness and helpfulness without which the most learned representative of the ministry finds his labors futile. These statements find their verification in the unfolding of the life record of Dr. Youngson, who was born in Pittsburgh, Pennsylvania, December 27, 1869, a son of James B. and Martha Jane (Parker) Youngson. That he was reared in a home where intellectual progress is rated at its true value is indicated in the liberal opportunities which were accorded him. After completing a course in the Central high school of his native city he attended Allegheny College at Meadville, Pennsylvania, having determined to enter the ministry, and he was graduated in 1891, receiving from his alma mater in due course of time the degrees of Bachelor and of Master of Arts and that of Doctor of Divinity. He became a member of Phi Kappa Psi and a Phi Beta Kappa during his collegiate work at Meadville. He then matriculated in Drew Theological Seminary, at Madison, New Jersey, which in 1895 conferred upon him the Bachelor of Divinity degree. The same year he joined the Pittsburgh conference of the Methodist Episcopal Church and each year of his ministry in the east marked a steady growth in those



REV. WILLIAM W. YOUNGSON

qualities which are so essential to success in the work of the church. His first pastorate was "Redstone circuit" centering at Uniontown, Pennsylvania, and extending from 1895 until 1897. The four succeeding years were passed at a Methodist minister at Vandergrift, Westmoreland county, Pennsylvania. From 1901 until 1904 he filled the pulpit of the Crafton church at Pittsburgh; from 1905 until 1908, St. James church, Elizabeth, New Jersey; and from 1908 until 1913 Park Avenue church at East Orange, New Jersey.

It was on the 20th of October, 1897, that Dr. Youngson was married to Miss Ida Honor Farrell, of Portland, Oregon. She was one of the five children of Sylvester and Honor (Miller) Farrell. Her father was born in St. Thomas, Ontario, Canada, August 2, 1833, and was the eldest of three sons and a daughter but was only ten years of age when left an orphan. He and his younger brothers lived upon a farm and educational opportunities accorded them were extremely meager. When but a boy Sylvester Farrell became clerk in a grocery store in St. Thomas until he responded to the call of the rapidly developing west and went to San Francisco, where he learned and for three years followed the miller's trade. In 1867 he arrived in Portland and after serving as an employe with various concerns formed a partnership with Richard Everding and purchased the business of the firm of Everding & Beebe, the firm style of Everding & Farrell being then assumed. From that time until his demise he was continuously active in the conduct of the wholesale produce and commission business of this firm, which in the course of years also broadened its interests to include connection with logging and with the salmon packing industry, owning canneries at Pillar Rock, Washington, where their output amounted to thirty thousand cases yearly. They operated as loggers at Deep River, Washington, selling timber directly to the mills. It was in 1879, in association with George T. Myers, that Mr. Farrell built the first salmon cannery on Puget Sound. Later he sold to his partner and developed his interests at Pillar Rock on the Columbia, becoming president of the Pillar Rock Packing Company. His commission and grain business, too, assumed extensive proportions and Mr. Farrell long occupied a prominent place in the business circles of the city. It was a current saying that "Mr. Farrell opened Front street every morning," for he was usually at his place of business between six and seven o'clock. A few moments after entering his offices there on the morning of January 11, 1909, he passed away. A contemporary biographer has written of Mr. Farrell as follows: "While Mr. Farrell held membership with the Masons, the Odd Fellows, the United Workmen and a number of other fraternal organizations, he seldom attended lodge, invariably spending his evenings at home with his family, to whom he was most devoted. His kindly spirit was always manifest in his treatment of dumb animals and a pet dog, horse or cat was almost invariably his companion. In his office for seven years he had a large Maltese cat and each Sunday and on holidays he would go to the store with milk and food for his pets. A nature that thus responds to the needs of the dumb animals is sure to have a heart warm with kindness for all humanity and the spirit of helpfulness was manifest in all Mr. Farrell's relations with his fellowmen. He was one of the founders and for many years a trustee of the Boys and Girls Aid Society of the state of Oregon. He was never neglectful of the duties of citizenship and gave hearty and generous response when his aid was needed to further any public project that promised to be of value to city, state or nation. He figured prominently in state and county politics, for several terms represented his district in the general assembly and for six years was a member of the city council. He served upon nearly all of the city commissions and up to the time of his death was a member of the state board of pilot commissioners."

The Oregonian of January 13, 1909, published the following tribute from the pen of one who had known him long and well: "The lives well spent, the good names well earned, are not so numerous as to be overlooked. The passing over of Sylvester Farrell deserves public recognition. Commencing his business life in this city forty years ago in a little, old, ramshackle shed of a warehouse on the river's brink, near the foot of Madison street, with nothing but willing hands and honest hearts, he and his still remaining partner built up a profitable and enduring business which defied the storms of adversity, brought them an ample fortune and placed their names at the top of the list of honest, successful and absolutely trustworthy merchants. No man ever trusted the word of Sylvester Farrell and was disappointed. His word was as good as his bond and passed current for ready cash. Not only in private life, but equally so in all his business transactions, he was a just man and loved mercy.

Many is the man whose account has been carried by his firm through the stress of hard times and until the clouds had rolled by, bringing relief. Whether he was a member of any church, I know not, but in his intercourse with his fellowmen he manifested the vital principle of Christianity and never forgot the Golden Rule. As a citizen Mr. Farrell was a model man. Willing to serve wherever he could render useful service, he most efficiently served his city and state in many positions and without self-seeking in any form. Public-spirited to the extent of his ability, he rendered valuable aid in developing the resources of the state and building up this city. He was one of the directors of the company that proposed and constructed the Dayton, Sheridan & Dallas Railroad, which was the foundation of the second railroad system of the Willamette valley, and rendered great and effective support to that enterprise. He also gave great aid to the railroad development of the timber resources of the Columbia river region. And taking the man in all his relations to his fellow citizens, his city and his state, he is among all the hundred thousand citizen voters of the state most worthily to be ranked the one in a thousand. Good friend, true man, hail and farewell! The machinery of an iron constitution suddenly stopped. The light of his lamp has gone out, and Sylvester Farrell, the junior member of the oldest living firm in the city of Portland, has crossed the great river, there to await those who will follow." The family of Mr. and Mrs. Sylvester Farrell numbered five children, of whom Ida became the wife of Dr. W. W. Youngson.

Dr. and Mrs. Youngson became parents of a daughter, Honor Farrell, and a son, William Wallace, Jr. It was through his marriage that Dr. Youngson became attached to the Oregon conference. Various acquaintances and friends of his in Portland sought his appointment as pastor upon the organization of the Rose City Park church, where he entered upon his duties April 18, 1913, after being transferred from his eastern connections to Oregon. He occupied the pulpit of that church most acceptably for several years and was then appointed to the superintendency of the Portland district in September, 1916, by Bishop Matt S. Hughes. His labors in that connection through a period of eight years were most effective and constituted a potent element in the continued development of his denominational work in the west. After putting aside his duties in that connection he again became pastor of the Rose City Park church in September, 1924, and greatly promoted its development through the building of a new auditorium at an expenditure of ninety-five thousand dollars. It is difficult to think of the work of this church under the guidance of any other man than Dr. Youngson. He has the full cooperation of his people, their entire confidence and love, and the various departments of the church have been thoroughly organized, while the work has been promoted along the same progressive lines that have made for the rapid upbuilding and development of the west.

Dr. Youngson is identified with many of the agencies which have made for improvement in Portland and this section of the country. He is a trustee of Willamette University, Salem, Oregon; the Northwest Training School, Seattle, Washington and the Oregon Anti-Saloon League. He was chosen a member of the Rotary Club and served as a delegate to its international convention held in Kansas City. He also has membership in the Ad Club and the Progressive Business Men's Club and his sound judgment, activity and broad vision have been vital elements for the promotion of the work of these various organizations. He is now chaplain of the Royal Rosarians and for two years was the efficient chairman of the Floral Parade, acting as a director of the famous Rose Festival which annually draws thousands of visitors to Portland. The Altrurians, an organization of former Rotarians, has chosen Dr. Youngson vice president of its international organization. In Masonry, too, his name is one to conjure with. He has been a charter member of two of the Blue Lodges of the order and served as grand chaplain of the Grand Lodge of New Jersey. The Grand Lodge of Oregon made him its grand orator and he has been grand prelate of the Grand Commandery Knights Templar of Oregon and grand prelate of the Grand Encampment Knights Templar, U. S. A., having occupied that position from 1916 until 1920. He is now grand orator of the Grand Chapter of Royal Arch Masons of Oregon and grand chaplain of the Grand Lodge, A. F. & A. M., of this state. The honorary thirty-third degree has been conferred upon him by the southern jurisdiction. He is now grand chaplain of the Supreme Council of the 33rd and last degree, of the Southern Jurisdiction, Scottish Rite Masons, U. S. A. Dr. Youngson is the highest ranking minister in Masonic circles in the world. Thus it is that Dr. Youngson has directed his efforts into fields which advance ethical standards and which contribute in notable measure to material, intellectual and civic progress.

At the same time Dr. Youngson has been one of the vital forces in the steady growth and development of the Methodist Episcopal church in all of its various branches or fields of activity. He became a charter member of Chapter No. 2 of the Epworth League of the Methodist Episcopal church, was president of the McKeesport and Blairsville districts and of the Pittsburgh conference of the Epworth League. He was serving in that capacity when the island of Java was taken over by the young people of the Pittsburgh conference and when J. R. Denyes was sent out as its first missionary, each of the four districts of the conference giving one thousand dollars for the work, with promise to continue the donation annually. As the result of this plan, largely formulated by Dr. Youngson, there is now a staff of more than twenty workers in Java and the society owns large property interests there. In 1898 he was chosen to address the International Epworth League convention at Indianapolis, being the youngest speaker on the program. He has visited Hawaiian and Alaskan missions and for four and one-half months traveled extensively through European countries, thus adding to the liberal culture which has always characterized him. As a member of the board of home missions and church extension his influence has been felt in a constructive way and he did equally effective work as a member of the committee of twenty-five that planned the world service program for Methodism from 1924 to 1934. Dr. Youngson also acted as chairman of the Portland area council for the great Methodist centenary. He is regarded as one of the distinguished orators in his denomination and in 1922 was chosen speaker at the commencement Sunday vesper service on the campus of Allegheny College. He was chairman of the Oregon conference delegation to the general conference of the Methodist Episcopal church held at Des Moines, Iowa, in May, 1920, and was a delegate to the general conference in Springfield, Massachusetts, in May, 1924. He is president of the historical society of the Oregon conference of the Methodist Episcopal church.

His writings, too, cover a broad field. He has been a frequent contributor to the "Shield" of Phi Kappa Psi, to various Masonic publications, has prepared many pamphlets, has written many articles for the daily and religious press, all in addition to his various public addresses and sermons. He was frequently the speaker on public occasions in connection with all the war drives and in behalf of the Salvation Army War Service Fund and labored untiringly for his country and her soldiery during the period of conflict. Dr. Youngson is the author of "The Binnacle of Phi Kappa Psi," which was read in all chapters and alumni associations on the occasion of the diamond jubilee—the seventy-fifth anniversary—of the founding of the Phi Kappa Psi fraternity. He is widely known in that organization, having been a member of the executive council for the first district in 1891-2 and a member of the "S. C. Society" of Phi Kappa Psi. His gift of oratory, which always clothes deep, earnest and sincere thought, occasioned him to be chosen a speaker at the banquets of the G. A. C of Phi Kappa Psi at Minneapolis, at Springfield, Ohio, and Kansas City, Missouri. He has served as a member of the national committee at the installation of Washington Alpha, Phi Kappa Psi, and was speaker at the banquet, and he was the founder of the Oregon Alpha, Phi Kappa Psi, at the University of Oregon. He was a member of the installing committee and a speaker at the banquet at the constitution of Phi Kappa Psi at the University of Oregon, was the founder of the Oregon Alumni Association of the Phi Kappa Psi, and to his brethren of the fraternity he is ever an inspirational companion, holding to the high ideals of the order and winning the cooperation of his associates. Dr. Youngson had membership in the University Afloat—the world's pioneer educational cruise around the world, made in 1926-27. His son accompanied him on this nine months' world tour. One of his present-day activities has to do with inducing the next session of the Oregon legislature to appropriate the necessary funds to carry out the plans for placing busts of Rev. Jason Lee and Dr. John McLoughlin in the rotunda of the capitol at Washington, D. C., in accordance with the vote of the legislative assembly.

While Dr. Youngson's lines have fallen in pleasant places, there have been, too, the hours of trial, of difficulty, of sorrow, which mark the fate of every individual. On July 31, 1928, he was called upon to part with his loved and devoted companion on life's journey for more than three decades and to lay her to rest in Riverview cemetery by the side of her father and mother in the "Farrell" plot. Dr. Youngson had previously presented to the Rose City Park Methodist Episcopal church a beautiful window dedicated to the "Three Honors"—Mrs. Honor Miller Farrell, his wife's mother; Mrs. Ida Honor Farrell Youngson, his wife; and Honor Farrell Youngson,

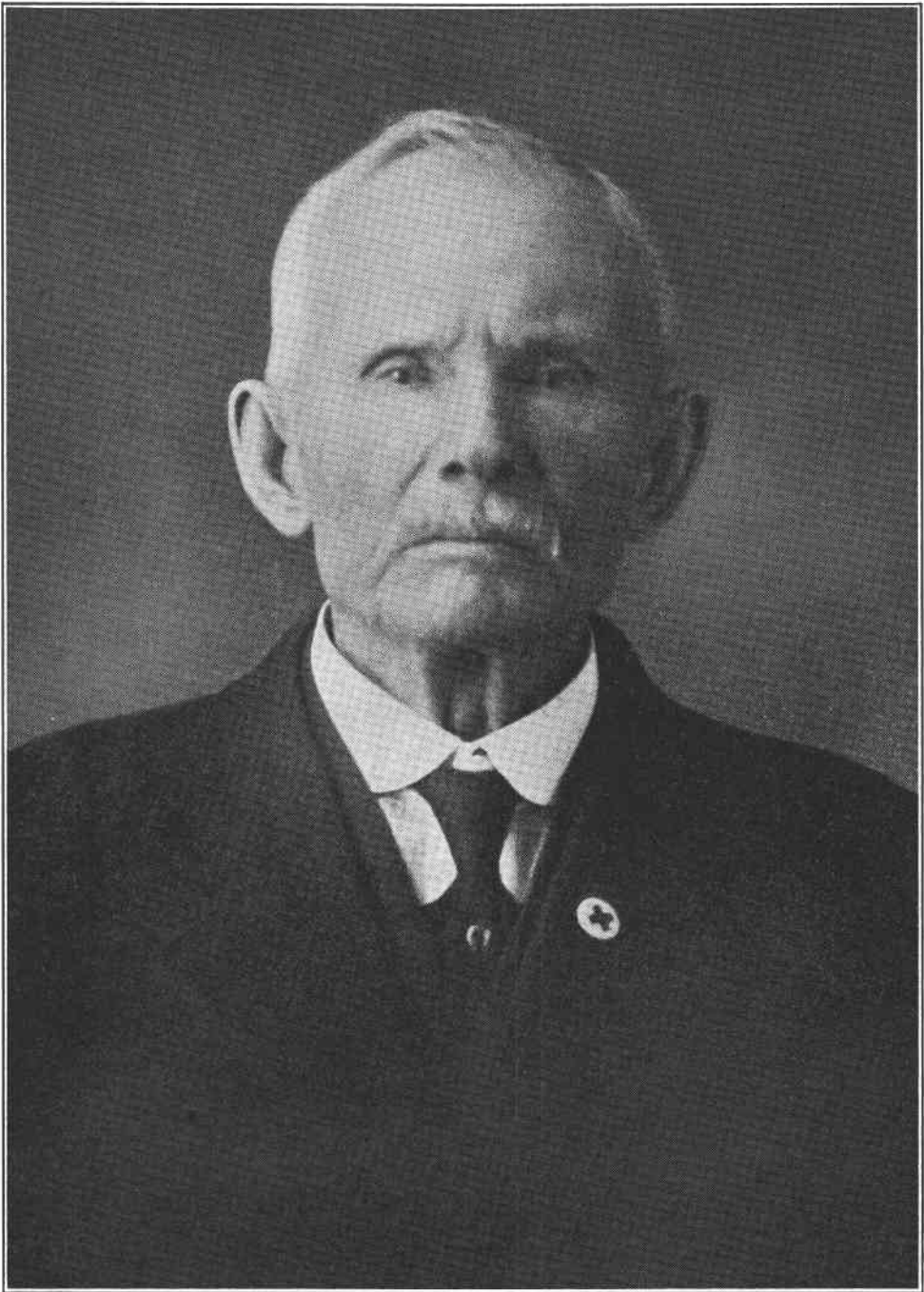
his daughter. It is a "Rose" window unsurpassed in beauty of design and artistic workmanship by any on the Pacific coast.

The life record of the Rev. William Wallace Youngson has been one of continuous development, growth and progress, bringing him the broad vision of the man who reaches the mountain heights. Those who read between the foregoing lines will glimpse the steady unfolding of a nature that largely marks the attainment of the highest ideals in physical, mental and moral manhood.

CAPTAIN FRANCIS BEDFORD JONES

Captain Francis Bedford Jones, one of Portland's venerable citizens and prominent business men, occupies the presidency of the Willamette & Columbia River Towing Company, which he organized in 1890 and which has become one of the largest maritime enterprises connected with the Pacific northwest. A contemporary biographer, in a review of the career of Captain Jones, said: "With the possible exception of the founders of the republic there is no class of men to whom the people of America are under deeper obligations than the pioneers. The men who opened the way to the comforts and conveniences of the twentieth century, whether as inventors, discoverers, pathfinders, Indian fighters, frontier settlers, navigators or founders of great business and commercial enterprises, deserve the imperishable gratitude of present and future generations. Without such men America would have remained a howling wilderness; with them, our country is the garden of the world and the hope of the oppressed in every clime. The sense of gratitude to the pioneers can scarcely be expressed in words, but it is witnessed in monuments of art in all the great cities, in the museums all over the land and in countless histories, handing down the deeds of the fathers to remotest generations. Captain Francis Bedford Jones is a son of a pioneer and was himself one of the indomitable adventurers who made easy the paths leading to the present widespread prosperity in the northwest. Crossing the mountains to Oregon in 1853, the principal energies of his life have been devoted in subduing the difficulties inseparable from settlement in any new country. As the evening of his career draws apace, he looks back upon a long life of activity, upon the shadowy forms of many who yielded in the struggle, upon the advance and the retreat, and at last the final victory in the permanent settlement of a vast region, insuring continued peace and prosperity."

Captain Jones was born at Detroit, Michigan, November 20, 1838. He is a son of Francis and Annie (Welch) Jones and on his father's side is a descendant of French ancestors, who settled at Detroit at an early day when the present beautiful city was a trading post. His grandfather was a brick manufacturer, being one of the first in that line of business at Detroit. Francis Jones, father of Captain Jones, was a native of Detroit and was a pioneer farmer of Jackson county, Iowa. Eleven children were born to Mr. and Mrs. Jones, eight of whom were born in Iowa, Francis being the fourth in order of birth. The California gold discoveries had attracted many fortune hunters and the stories of returning gold hunters as to the almost unexplored region of the northwest aroused great anticipations in the minds of many farmers and frontiersmen. Grave difficulties were in the way and hostile Indians threatened death to all comers; but the caravans began heading toward the Columbia and the movement has never ceased, even in the face of the most serious obstacles. Joining a party bound for the northwest, Francis Jones and his family entered upon the long wagon journey across plains, mountains and rivers to a new home in Oregon. Captain Jones was then a boy of sixteen years of age and he traveled a large part of the way on foot, driving the oxen and assisting in many ways in making the hardships as easy as possible to his mother and younger members of the family. An older son had traveled to California on the overland trail and later joined the family in Oregon. The caravan followed the old Oregon trail, which led through Fort Laramie to Snake river in Idaho. Here disaster overtook the party. The Indians swooped down in such numbers as to threaten to obliterate the entire caravan. It required a desperate fight in which men, women and even children participated before the savages were driven off. One member of the party lost his life in the attack and twenty head of cattle were killed or driven off. Arriving at their destination, after many adventures, in the fall of 1853, Francis Jones spent two years at Oregon City and then settled on



CAPTAIN FRANCIS B. JONES

a farm in Clackamas county, where he continued to reside until his death, about 1878, at the age of sixty-five years. He was a man of strong will and determination, a good farmer and one who looked well to the interests of his family. The type which he represented has almost disappeared, as the conditions no longer exist under which the hardy pioneers of mountain and plain were reared.

Captain Jones received the rudiments of an education in the district schools of Iowa. Contact with men and affairs has been the principal school in which he learned the lessons that finally brought him to his present responsible position. Soon after reaching Oregon he became interested in river matters. He assisted in the construction of a bridge over the Clackamas river. He served in the Indian war of 1855 and 1856, later working on farms in Clackamas county and engaging in farming on his own account in Polk county. There he remained until 1863. For two or three years he acted as contractor, freighting to the mines with jack trains, carrying flour, bacon and other provisions. At the close of this contract he returned to farming, conducting operations on Sauvie's island for four years. The longing for the water, perhaps on account of his early days at Detroit, never entirely left his mind and the year 1872 marked the beginning of his career as a navigator, in which he has ever since continued. He acquired an interest in a barge and began transporting cord wood from points on the Columbia and Willamette rivers to Portland, also carrying cottonwood to St. Johns. About the same time he bought his first steamboat, the old side-wheeler Clatsop Chief, and also a scow, which was utilized in the transportation of wood. In 1878 the Clatsop Chief was struck amidships by a boat belonging to the Oregon Railroad & Navigation Company and sunk. This was quite a loss to Captain Jones, as he was unable to collect any damages, but he succeeded in raising the wreck, rebuilt the boat and made use of her for years afterward. About 1887 he built the steamer Maria and as time passed acquired possession of the Vulcan, the Gamecock, the F. B. Jones and the Eugene. He has owned twenty steamships during his lifetime and now operates five boats on the Willamette and Columbia rivers, namely: Gamecock, Umatilla, F. B. Jones, Simons and Skokum. He organized the Willamette & Columbia River Towing Company in 1890 and has since been president of the company, of which William E. Jones, his son, is secretary and treasurer. The offices of the company are at 175½ East Water street in Portland.

Captain Jones is a member of the Veteran Steamboat Men's Association. Beginning as a pilot on the river, he was granted a master's license in 1877. He continued as master until 1905, when he retired but is still actively identified with the company of which he is the head. His son, William E. Jones, also holds a master's license and is one of the navigators whose operations are constantly being extended. Captain Jones takes a lively interest in all maritime matters and is recognized as one of the best informed men on the northwest coast in matters pertaining to water craft. He has been a witness of vast strides in commerce, and his sound judgment and active participation in business affairs has brought wealth and influence. A man of great energy, he has accomplished much important work that one of lesser capacity would have found impossible. It is men of intelligent comprehension and broad calibre that have built up the great business projects in the west and laid the foundations of successful enterprises on the shore of the Pacific. Among them prominently stands Captain F. B. Jones.

By his first marriage Captain Jones has a son and a daughter. William E., who was born in Columbia county, Oregon, and has always been associated with his father in business, married Maude Lowrey. Etta M. is the wife of E. L. Politte, of Sunnyside, Oregon, who is chief engineer on one of her father's boats. Mr. and Mrs. Politte are the parents of three children: Mrs. Olive Robins; Mrs. Bernice Kayo, residing in Portland; and Kenneth. In 1909 Captain Jones married Mrs. Laura (Wood) Felger, who was born in Linn county, Oregon. By her two previous marriages she had three children, namely: Mrs. Bertha (Herron) Held, who is the mother of three children—Thelma, Wilda and Wayne; Archie Herron, who is married and resides in Portland, Oregon, and has four children—Jack, Robert, Richard and Patricia Ann; and Ben Felger, by her second husband. He resides in Portland, Oregon. He is married and has one child, James Felger. Mrs. Jones mother, Mrs. Sena Wood, who resides with her in Portland, is now eighty-two years of age. She was born in Salem, Oregon, and is a daughter of Alda and Elmira Neal, being a representative of one of Oregon's honored pioneer families. Four generations of Oregon's daughters make their homes with Captain Jones, who is himself a nonagenarian, namely: Mrs. Sena Wood; Mrs.

Laura Jones; Mrs. Bertha (Herron) Held and her three children—Thelma, Wilda and Wayne. All are proud of being native Oregonians and all are highly respected members of the community.

CAPTAIN JOHN C. AINSWORTH

A keen intellect, splendid poise and clear vision united to make Captain John C. Ainsworth preeminent in connection with the development of the west. He did not rejoice only in the acquirement of material wealth but in the thrill of building for the future and of reaching out along lines which constituted a source of growth, power and improvement in the northwest. A nature of culture and refinement enabled him to understand his fellowmen and to appreciate their worth and, moreover, he knew the value of character building that comes through right living whereby man grows and develops physically, mentally, morally.

Captain Ainsworth made his way to the Pacific coast soon after the discovery of gold in California. His birth occurred at Springboro, Warren county, Ohio, June 6, 1822, and when he was but seven or eight years of age his father, George Ainsworth, passed away, so that he early began to earn his own living. When still in his teens he was employed on the Mississippi river and there gained rapid promotion, becoming a pilot and subsequently master of a passenger steamship sailing between St. Louis and points up the river, Mark Twain being his pilot. When he learned of the discovery of gold in California he determined to make his way to the coast and journeyed westward in company with William C. Ralston, afterward one of the notable bankers and financiers of San Francisco, establishing the Bank of California and building the Palace Hotel.

The west, as Captain Ainsworth foresaw, gave him his opportunity. From San Francisco he proceeded northward to Oregon, where his previous river experience stood him in good stead, enabling him to take command of the *Lot Whitcomb*. From that time forward through many years he was one of the distinguished figures in marine circles in the northwest and his business of that character grew and developed in accord with the rapid settlement of this section of the country. He built up a great transportation company and was its leading spirit from the beginning until the Oregon Steamship & Navigation Company was merged with the Oregon Railroad & Navigation Company, and of the new corporation Captain Ainsworth became president, so continuing until 1881, when the business was purchased by the Villard syndicate for five million dollars. This did not terminate Captain Ainsworth's connection with transportation interests, however, for he realized that shipping facilities must ever constitute the basis of a country's growth and commercial development. Accordingly he became a prominent factor in the construction of the Missouri Pacific Railroad from California to the south, getting the engine to Puget Sound twenty-four hours before the expiration of a contract that granted the railroad valuable land subsidy. He personally furnished the funds for this undertaking and he thus contributed in notable measure to the development of the section in which he operated. Few men have displayed such keen vision and sound judgment in recognizing opportunities and in foreseeing the growth of the northwest. His business affairs adequately met conditions and utilized the chances for expansion. In 1881 he erected the Ainsworth block in Portland at the corner of Oak and Third streets and extended his activities to Oakland, California, through the establishment of the Central Bank in that city, remaining its president until his death. In 1883 he organized the Ainsworth National Bank of Portland and upon his financial assistance were built many of the most important business projects of the city. So sound was his opinion in financial matters, so keen his discernment and so vital his spirit of enterprise and progress that his name became familiar in financial circles not only in the west but also in the east. One feature of his success lay in the fact that he always had the cooperation and support of employes and this was due to the fact that his business policy was "give the boys good salaries." He always believed in a fair living wage and he did not hesitate to consider the opinions of those who were in his employ. As the years passed and the northwest developed he made extensive investments in real estate in Tacoma and he became an active factor in the building of the Northern Pacific Railroad Company between the Columbia river and Puget Sound. He figured largely in banking

activity in California after his removal to that state in 1880 and he was largely instrumental in the development of Redondo Beach, making it one of the attractive seaside resorts of Los Angeles.

Having lost his first wife six months after their marriage, Captain Ainsworth wedded Jane White, whose father, Judge S. S. White, was a pioneer settler of Oregon City, establishing his home there in 1845. Captain and Mrs. Ainsworth became parents of a son, George J. The mother died in 1863 and subsequently, in San Francisco, Miss Fanny Babbitt, daughter of General Edwin Babbitt, U. S. A., became the wife of Captain Ainsworth and the mother of six children: John C., mentioned elsewhere in this work; H. B., of San Francisco, California; Laura, the deceased wife of John S. Baker, of Tacoma, Washington; Daisy, wife of Percy T. Morgan, of San Francisco; Maud, wife of General E. B. Babbitt, of Santa Barbara, California; and Belle, the wife of Ralph Jenkins, also of this city. Captain Ainsworth passed away at his home near Oakland, California, December 30, 1893. His life had been an exemplification of the most manly qualities and purposes. He had loyally followed the teachings of Masonry and Ainsworth Chapter of the Rose Croix was named in his honor. He had the distinction of being the first grand master of the grand lodge of Oregon and for years was captain and inspector general of the supreme council of the southern jurisdiction of Oregon, the highest post that could be conferred upon him in the state. To him was also accorded the honorary thirty-third degree. He never encroached upon the rights or privileges of others and it is doubtful if he ever weighed an act of his life in the scale of policy. His entire course was prompted by high principles and a broad sense of justice. It was said that from his employees he received a degree of affection that was almost filial in its nature. He met every individual fearlessly and every situation with frankness. He utilized the advantages that nature offered in the upbuilding of the great empire of the northwest, and though many years have passed since his life's labors were ended, the present generation is benefiting by his efforts and his progressive spirit, as will generations to come.

JULIUS L. MEIER

Liberalily endowed with that faculty known as "the commercial sense" and thoroughly imbued with the progressive spirit of the west, Julius L. Meier occupies a commanding position in mercantile circles of Portland and from the age of nineteen years has been active in the management of the Meier & Frank department store, founded by his father, in fact he grew up in the store. Business, however, constitutes but one phase of his life, for Mr. Meier is a broad-gauged man who has directed his energies into those channels through which flows the greatest and most permanent good to the largest number, proving his public spirit by actual achievements. Both his city and state have derived marked benefit from his generous, unselfish nature and constructive labors, and judged from the standpoint of usefulness, his life has been notably successful.

A native of Portland, Mr. Meier was born December 31, 1876, and is a son of Aaron Meier, mentioned elsewhere in this work. He attended the public schools of the city and was graduated from the University of Oregon. He was admitted to the bar and began the practice of law in Portland. In 1895 he entered the Meier & Frank establishment as assistant to Mr. Frank and soon displayed a natural aptitude for the business, with which he has been identified for a period of thirty-two years. He combines a capacity for detail with executive ability of a high order and has formulated well devised plans for the expansion of the business, at the same time increasing the prestige enjoyed by the firm. Its present officers are: Abraham Meier, president; Julius L. Meier, vice president and general manager; Leon Hirsch, secretary; and Lloyd Frank, treasurer.

The first store, thirty-five by fifty feet, was opened on Front street in May, 1867, by Aaron Meier, who was later joined by Sigmund Frank, and during the formative period in the history of the business the partners waited upon their customers, thus establishing that democratic spirit which has prevailed to the present time. Some twenty years later the firm of Meier & Frank moved into an adjoining building, opening on First street, and in 1885 they leased the ground, on which they erected a two-

story structure at Nos. 185-87 First street, covering a space one hundred by two hundred feet. Four years later a quarter of a block at the corner of Second and Taylor streets was purchased and a two-story brick annex was completed. In 1891 a store at the corner of Second and Yamhill streets was added, giving an opening on four streets. The company purchased the ground on Fifth street, bounded by Morrison and Alder, and in 1897 erected thereon a five-story building. This location was at that time beyond the retail zone. The quarter occupied by the Sixth street annex was purchased in 1904 and the present fourteen-story building was completed in June, 1915, constituting the largest and finest department store in the Pacific northwest. This is a store for all the people and has never lost its standard of friendly atmosphere and courteous service, and is known as "Portland's own store." The marked success of the Meier & Frank establishment is based principally upon the policy of close relationship between the firm, its employes and its patrons, which was established by Aaron Meier. "Service First" is the slogan of the store. Courtesy, patience, a neat appearance, a pleasant voice and a smile, all go toward giving good service. Knowing that a satisfied customer constitutes the best advertisement, the firm exerts every effort to meet the demands of the trade and no dissatisfied customer ever leaves their establishment. The business has endured for seventy-one years because it was reared upon the solid foundation of commercial integrity, and the firm name has become synonymous with all that is best and highest in the ideals of merchandising.

In 1901 Mr. Meier married Miss Grace R. Mayer, of Portland, and they became the parents of three children, Jean Ellen, Elsa Frances and Julius L. Meier, Jr.

Mr. Meier was a prime mover in the project for the building of the Columbia River highway and with nine associates underwrote Vista House, each man contributing ten thousand dollars toward the fund of one hundred thousand dollars. At Crown Point, overlooking the majestic river, stands this memorial to the pioneers. The building is a beautiful structure of concrete, steel, copper and glass and is used as a rest house for the hundreds of thousands of tourists who traverse the Columbia River highway. It occupies the highest point reached by the drive and provides inspiring views of the highway. Mr. Meier was chosen president of the Columbia River Highway Association and in perfecting this great public project expended much time, effort and money. He is a chairman of the aviation committee of the Portland Chamber of Commerce and one of the chief promoters of an aerial route from Pasco, Washington, to Portland, also working untiringly for the opening of a route for airplanes over the Columbia River gorge. In many movements for the development of this great region Mr. Meier has been a dominant figure and is rightly termed "one of the most progressive men in the Pacific northwest." Actuated by high ideals, he has used practical methods in their attainment, and his life presents a notable example of what constitutes good citizenship.

DONALD MACLEAY

Donald Macleay, merchant, financier, philanthropist and honored citizen, was one of the most active and effective factors in the development and prosperity of Portland for more than three decades and was distinguished also for his broad-minded liberality in relation to matters affecting the public welfare. A native of Scotland, he was born at Leckmelm, Ross-shire, in August, 1834. His education was acquired under a private tutor and in the academy of his native town. At sixteen years of age, owing to financial reverses suffered by the family fortune, he went with his parents to Canada, settling on a farm near Melbourne in the province of Quebec. Mr. Macleay began his business career at the age of twenty years when he entered into a partnership with George K. Foster, a merchant of Richmond, a man of excellent business capacity, who had much to do with molding the character of his young partner.

In 1859 Mr. Macleay went to California, where he met William Corbitt, with whom he engaged in the wholesale grocery, shipping and commission business in Portland in 1866 under the firm name of Corbitt & Macleay. Their efforts were rewarded by almost immediate success, the business growing so rapidly that by 1870 they had become one of the leading firms of the northwest. With one exception, they were the first exporters of wheat from Oregon to England, sending the first cargo on the Adeline Elwood in 1870. They were also among the first to perceive the future of the

salmon industry and in 1873, together with J. G. Megler, engaged in packing salmon on the Columbia river at Brookfield and later at Astoria and were the pioneer exporters of Oregon salmon. In 1872 the firm developed an extensive trade with China, Australia and the Sandwich islands, purchasing several vessels to accommodate this trade, the venture proving gratifyingly profitable. With absolute faith in Portland's future, Mr. Macleay early began investing his surplus earnings in city real estate and the enormous increase in values in later years amply demonstrated the soundness of his judgment.

One intimately associated with Mr. Macleay wrote of him: "He was the first man here to engage in the regular shipping business, more or less, on his own account. He shipped the first cargo of salmon that ever left the Columbia river and was among the very first to ship cargoes of wheat in any quantity. For many years he carried on a large business in the operation of a line of clipper ships, carrying passengers and freight from Portland to the Hawaiian islands and to the Orient. He founded and was the first president of the United States National Bank, of which he continued at the head to the time of his death. He was part owner in the Anglo-American Canning Company, which conducted one of the first salmon canneries at Astoria; he owned one-half interest in the Megler cannery at Brookfield, Washington; he was associated with T. B. Wilcox and the Ladd interests in developing the flouring business, being a stockholder in the Salem Flour Mills and other mills belonging to that company. For many years he also owned and operated the flour mill at Jefferson, Oregon. While his business in Portland was largely that of a wholesale grocer as the local partner in the firm of Corbitt & Macleay, his mind always ran strongly to foreign commerce and shipping, and from the very earliest days until the close of his business career in Portland, he was interested in the imports from Europe and from the Orient in foreign products, as well as the export from this country of domestic products abroad. There may have been other men who took as much interest as he did and as active a part as he did in matters pertaining to navigation on the Columbia river and to export and import trade, but if there were any such, I do not know who they were. It is true that Captain Ainsworth, Mr. Thompson and others were very prominent in local navigation on the Columbia river and local transportation, but that, of course, had no bearing on the upbuilding of this city as a port or making it known to the world as a shipping point. I feel, somehow, that Donald Macleay's work in this community has never met with a just recognition nor has he had his just deserts in the memory of the inhabitants of this city, for whom he did an enormous amount of constructive and successful work. I suppose that this is largely on account of the fact that he was naturally of a modest and retiring disposition and never sought to glorify himself."

Mr. Macleay was always a progressive, public-spirited citizen, and if great success came to him, he was always generous with his time and means in aiding any enterprise that spelled prosperity for his adopted city or state. Through his efforts millions of foreign capital were invested in Oregon. He served for many years as local president of the Oregon & Washington Mortgage Savings Bank of Dundee, Scotland, likewise as director and chairman of the local board of the Dundee Mortgage & Trust Investment Company of Scotland.

As indicated, the work incident to the development and continuance of the business which the firm of Corbitt & Macleay represented comprised but a small part of Mr. Macleay's activities. He was interested as stockholder and director in a score of important enterprises which owed their success in no small degree to the stimulus of his business genius, while his conservatism and strength were a controlling element in the security and integrity of many of the city's financial operators and institutions. He served as vice president and director of the Oregon & California Railroad Company and imported, in cargoes, the iron rails first used in the Willamette Valley line. He served as director in the Portland & Coast Steamship Company; the Portland Telephone & Electric Light Company; the Anglo-American Packing Company; the Portland Cordage Company, of which he was one of the five founders; the North Pacific Industrial Association; the Portland Mariners Home; the Salem Flouring Mills Company; and various other corporations received the benefit of his acumen and experience. He retired from the wholesale mercantile business in 1892, prior to which he was largely instrumental in the organization of the United States National Bank, of which he was president for several years and guided it safely through the financial panic of 1893, which brought disaster to so many banks and other financial institu-

tions of the country. About a year later he was obliged to relinquish the presidency to go abroad on account of failing health.

The city of Portland was in countless ways enriched by his exertions in its behalf. Whatever tended to the upbuilding of its institutions, whether commercial, social, educational, religious or charitable, always received his ready support and encouragement. He was one of the founders of the Portland Library. He was elected president of the Portland Board of Trade in 1881 and was reelected by acclamation for about nine successive years, during which time he was largely instrumental in inducing the United States government to build the jetty system at Columbia River bar. It was largely due to Mr. Macleay's direction and untiring attention that this work was ever begun.

His position on any question of public policy was never one of hesitancy or doubt. His business, social, private and public life was above reproach, and his honesty was proverbial. Though essentially a man of business, he took great pleasure in the social side of life. He was for a number of years president of the British Benevolent and St. Andrews Societies of Portland, to both of which he contributed liberally. He was one of the founders and charter members and for a time president of the Arlington Club. The Clan Macleay was named for him. He was one of the founders of the Chamber of Commerce.

Mr. Macleay was married in March, 1869, to Martha, daughter of John Macculloch, of Compton, Canada. She was a devoted Christian, a woman of cultivated mind, whose kindness, charity and benevolence endeared her to all who knew her. She died November 22, 1876. Mr. and Mrs. Macleay became the parents of four children: Barbara Martha, Edith Macculloch, Mabel Isabel and Roderick Lachlan. Throughout their residence in Portland they were members of the First Presbyterian church.

Donald Macleay died July 26, 1897. A contemporary biographer wrote of him: "He had the satisfaction of living to see the place which he had found a mere struggling frontier town grow to a splendid city of one hundred thousand people and of feeling that he had contributed largely to that growth. He was a man of sound judgment, clear perception and industrious habits, but underneath and as a basis on which these qualities rested and which furnished the chief cause of his success, was his sterling integrity, fidelity to principle and tenacious adherence to them in every-day life. In all his relations he was at once honest and honorable. Remarkably successful in the accumulation of wealth, one of his greatest pleasures was to fill the hand of charity whenever extended in a worthy cause, and he was a most active factor in the establishment of the charitable, educational and religious institutions of the city. An enthusiastic advocate of the city's park system he gave Macleay park, a tract of one hundred and seven acres of land, as an addition to the park system of the city. No man in Portland enjoyed a higher respect or held deeper regard from his fellow citizens. Few men have lived and died in Portland whose loss was felt more acutely or whose death more sincerely was mourned."

A man of great native ability, staunch patriotism, invincible courage, high personal character and keen business instincts, Mr. Macleay not only won large material success, but also that which was of more value—the unqualified confidence and respect of all who were associated with him. His life was one of fullness and completeness, one of vigor and inflexible integrity, of rugged strength of character and finest moral fiber, and his name is deeply engraved on the pages of the history of the city and state so long honored by his citizenship.

FRED HESSE

The constructive faculties have predominated in the career of Fred Hesse, a well known mechanical engineer and a successful business man who ably controls the operations of one of Portland's largest productive industries. He was born in Witten, Germany, January 5, 1870, his parents being Fred and Josephine (Le Claire) Hesse. His father passed away in 1910 and the mother's demise occurred in Portland in 1924.

Fred Hesse (II) was educated in his native land, in which he received his early training as an engineer, and in 1890, when a young man of twenty, he sought the opportunities of the United States. He located in Oregon City and worked for seven years for the county engineer of Clackamas county. In 1897 he came to Portland and



FRED HESSE

for about three years was a draftsman for the Wolff & Zwicker Iron Works. In 1900 he was one of the founders of the Columbia Engineering Works, of which he was made manager, and filled the position for six years. From 1906 until 1908 he was associated with J. B. C. Lockwood in the capacity of a consulting engineer and was then placed in charge of the Oregon Foundry, which he managed successfully for three years. In 1911 he made his first independent venture, purchasing the Heacock & Lawrence Iron Works, which had been placed in the hands of a receiver, and established the Hesse-Martin Iron Works. Their foundry and machine shop at the corner of Belmont and East Seventh streets covered a ground space of one hundred feet square and they started with a force of about thirty men. In 1922 the business was reorganized and has since been conducted under the style of the Hesse-Ersted Iron Works. A. J. Ersted withdrew from the concern in November, 1926, and the present officers are: Fred Hesse, president; H. S. Mitchell, vice president; A. M. Mears, treasurer; and Ralph Wilbur, secretary.

During the World war the Hesse-Ersted Iron Works required larger quarters in order to fill its contract with the United States shipping board and purchased an entire block at No. 468 East Taylor street from Whitney L. Boise, who was admitted to partnership in the concern at that time. The building was designed for use as a foundry and machine shop and is completely equipped. The plant is modern to the ultimate degree and in equipment the machine shop ranks with the best in the northwest. Seventy-five men are regularly employed by the corporation, which specializes in pulp manufacturing machinery such as barkers, chippers and rechippers, screens, wet machines, pulp bailers and dryers, etc. In addition the firm makes sawmill machinery and hoists of all kinds, cranes and a general line of transmission and conveying machinery. A general foundry business is conducted and the plant has a daily capacity of ten tons. The company has a competent staff of engineers and draftsmen and does all of its own designing. Among the important achievements of the corporation was the making of the conveying equipment for Terminal No. 4 in Portland, a seventy-thousand-dollar job. The output of the plant is shipped throughout the northwest, as well as to California and points in the east. To Mr. Hesse and his associates belongs the credit for the development of this extensive industry, which reflects his progressive spirit, his administrative power and high standards of production.

In 1890 Mr. Hesse was married in Germany to Miss Helen Ruhland, who died in 1921. She had become the mother of five children. Agnes, the first-born, is now Mrs. Karl Koch, of Portland, and has three children: Helen, Karl and Bobbie. Elsie became the wife of Fred Thiess and passed away in 1925. Fritz was married in Portland to Miss Thelma Hammersly, by whom he has a son, Fred (III). Carl married Miss Edna Sheehy, of Portland, and they have two children, Frances and Jane. Huxley, who lives in Seattle, Washington, is also married and has two children, Huxley, Jr., and Theodore. Mr. Hesse's second union was with Myrtle M. Ireland, a native of Hillsboro, Oregon.

Mr. Hesse is connected with the American Society of Civil Engineers, the American Association of Engineers, and from 1919 to 1927 served on the state examining board of engineers. He holds a life membership in the Portland Press Club and is also affiliated with the East Side Commercial Club, the Multnomah Athletic Club and the Portland Art Association. In matters of citizenship he is loyal and public-spirited and lends the weight of his support to all movements for the advancement of his community along material, moral and cultural lines. Alert, resolute and energetic, he has made his opportunities count for the utmost and is honored for his integrity and breadth of mind and esteemed for his enterprise and ability.

AARON MEIER

One of the notable elements in Portland's growth has been found in the adaptability with which certain representatives of her citizenship have utilized the opportunities of the great west, have used the chance which the new world offers and have become builders of her greatness and promoters of her development. It is in this connection that Aaron Meier should be mentioned. While his activities have long since ceased, his name yet figures in connection with one of the largest commercial establishments of this part of the country—the great Meier & Frank department store, the

"Marshall Field's" of the Pacific coast,—of which he was the founder and builder and which is a monument to his ability, foresight, discrimination and unabating energy.

Aaron Meier was born at Ellerstadt, in Bavaria, Germany, May 22, 1831, and was a son of Abraham and Rebecca (Levi) Meier. Although he was left fatherless at an early age, he had the benefit of the wise guidance and counsel of his mother, who reached the age of seventy-seven years. In his early youth he attended school and he began earning his livelihood by working in a brickyard with an uncle. The stories which reached him concerning America and her opportunities led him to determine to try his fortune in the new world in 1855, his brothers, Julius and Emanuel, having already crossed the Atlantic. Turning his face to the setting sun, he journeyed westward until he joined his brothers in Downville, California, where he continued for two years and then in 1857 came to Portland.

He found a city of limited population scattered along the bank of the Willamette, with a business district on First and Front streets. He lived to see marvelous changes ere death called him. The city had grown along the lines of modern development and improvement and Mr. Meier had been a valuable contributing factor to this result. He felt that Portland, advantageously situated, had before it a notable future and he resolved to cast in his fortunes with the residents already here. After studying the general situation for a brief period he formed a partnership with a merchant by the name of Mariholtz and for seven years they engaged in the sale of dry goods and general merchandise, their trade steadily growing until it became one of substantial proportions for that period.

Mr. Meier then felt it to be his duty to return home and visit his mother and it was during this trip to his native land that he wedded Miss Jeanette Hirsch, a daughter of Moses and Fannie (Levi) Hirsch. A little later he started with his bride for the new world and Portland received the young couple gladly, welcoming them into the social life, while Mr. Meier returned to commercial circles to occupy a still more creditable and prominent position than he had already attained before he retraced his steps across the Atlantic. He opened what was then a pretentious dry goods house between Yamhill and Taylor streets, on Front street, personally erecting the building and equipping it for the conduct of the trade. As his patronage increased he secured better quarters and afterward occupied a store opposite his old place on Front street. While visiting San Francisco to purchase stock Mr. Meier had formed the acquaintance of Emil Frank, who entered his employ as a clerk, and later Sigmund Frank, who had come from Germany to establish a home in San Francisco, removed from that city to Portland and entered the store. After a time Emil Frank sold his interest to Mr. Meier and his brother, Sigmund Frank, and thus came into existence the great partnership which so largely furthered the commercial development of the city. In 1882 the store and property were wiped out by a disastrous fire, but the courageous spirit of the partners was not quenched and it was only a brief period until they had again purchased a stock of goods and were once more operating successfully in the commercial circles of the city. From Front street a removal was made in an early day to First street and there larger quarters were secured from time to time until the store faced not only on First but also on Second, Yamhill, and Taylor streets. A most liberal patronage was accorded the firm, which met every requirement of the trade and by progressive and honorable methods secured a business that made it a leader in the mercantile world of the northwest. A further removal was made to Fifth, Morrison and Alder streets, then considered outside the retail zone of Portland, but the store continued to draw trade and has remained to the present time the foremost mercantile enterprise of the city.

With the passing years the young couple who had arrived from Germany to take up their abode in Portland became the parents of four children. Fannie, the eldest, married Sigmund Frank, her father's partner, who is mentioned elsewhere in this work. Abraham, the elder son, who became president of the Meier & Frank Company, married Minnie Eising, a former resident of New York, and they had four children: Harold, Allen, Jeanette and Frank. Hattie, the third child, died at the age of two and one-half years. The youngest was Julius, who became manager of the Meier & Frank Company and who wedded Grace Mayer, of Portland, by whom he had three children, Jean Ellen, Elsa Frances and Julius L. Meier, Jr. The family circle was again broken by the hand of death when on the 16th of August, 1889, the husband and father passed away, leaving to his family not only a handsome competence but also the priceless heritage of an untarnished name and a record that will always serve

to inspire and encourage others, showing what may be accomplished through individual effort, intelligently directed. He deserves mention among the founders and promoters of Portland, his business activities featuring in the commercial development of the city. He concentrated his efforts and attention largely upon his business and never sought to figure prominently in other public connections, yet when Portland needed assistance along any line contributing to her growth and improvement he made immediate and generous response. He thus measured up to the highest standards of citizenship, for he endorsed every plan contributing to civic virtue and civic pride. In the upbuilding of his own fortunes he utilized methods that would bear the closest investigation and scrutiny. His honesty was an outstanding quality in his career and his progressiveness enabled him to pass beyond the point that others had reached and to build strongly for the future. He never had occasion to regret his determination to try his fortune in America and Oregon received a valued citizen when he cast in his lot with the residents of Portland. The sterling worth of his character was acknowledged by all and with him acquaintanceship was soon converted into friendship. What he accomplished represented the utilization of his innate talents and powers, but his qualities were such as any might cultivate and in every relation of life he measured up to the highest standards of manhood and of citizenship.

CHARLES P. BISHOP

Charles P. Bishop was born in Contra Costa county, California, September 23, 1854, and was the oldest of the family of Rev. W. R. and Elizabeth Jane Bishop. His ancestors were English and first appeared in North Carolina and went from there to Tennessee. His great-grandfather was killed in the war of 1812 and his grandfather first appears in Tennessee. He went from there to Alabama, to Indiana and from there to McLean county, Illinois, in 1836.

Mr. Bishop's father came to California in 1850 and his mother in 1846. In 1856 they came to Oregon and first lived east of Lebanon, and in 1861 went from there up on the Calapooia river above Brownsville. Mr. Bishop's father was a minister of the Cumberland Presbyterian church and was a school teacher. During the early youth of Mr. Bishop his father was compelled to be away from home much of the time and, as he was the oldest of the family, naturally the responsibilities of the family came to him quite early.

He stayed on the farm until he was twenty years old and up to that time had had very scant opportunities for an education. In his early childhood he had a vision that he wanted to be a merchant, and at the age of twenty years took a position as clerk in the store of Kirk & Hume in Brownsville, at twenty-five dollars per month. This was in October, 1874. On the expiration of two years he went into the Brownsville Woolen Mills store in Brownsville as clerk and salesman. At the expiration of two years, Robert Glass and Mr. Bishop purchased a store in Crawfordsville, where Mr. Bishop went and where the store was operated until 1884. He sold his interest to Mr. Glass and went to McMinnville and started a clothing store there. This was in 1884. In 1889 he sold his interest in the business and, with the late Thomas Kay, organized and built the Thomas Kay Woolen Mills, of Salem, Oregon. In 1890 this company started at Salem what was known as the Salem Woolen Mills store, and in 1891 Mr. Bishop acquired this business and operated it as sole proprietor until 1924, at which time he incorporated it as the Bishop Clothing & Woolen Mills Store and sold it to his sons and R. H. Cooley. The popularity and prestige of the business has had a continual growth, until every few years additional space has been required to handle the increasing business, and it is now the leading clothing store between Portland and San Francisco.

Mr. Bishop has given of his time to public affairs, having been elected mayor of Salem for three successive terms; he also served as state senator from Marion county in the sessions of the legislature in 1915 and 1917.

His early alliance with the Brownsville Woolen Mills developed in him an interest in northwest manufacturing, and he has always taken a special interest in assisting in every way possible manufacturing projects, large or small, and always had a warm heart for the small manufacturer, who is trying to build up and establish a business.

Mr. Bishop has been a member of the board of trustees of the Willamette University since 1897; likewise a member of the board of trustees of the Young Men's Christian Association of Salem since 1892, and has been a most liberal contributor to their development, in both time and money.

On October 8, 1876, he was united in marriage with Fannie Kay, the daughter of the late Thomas Kay. To them three sons have been born, Clarence M. Bishop, Roy T. Bishop and Robert Chauncey Bishop. These sons were seemingly natural born woolen manufacturers. They learned the rudiments or beginning of the business under their grandfather, and they were then sent to Philadelphia, where they took a course in scientific woolen manufacturing, they having a large vision of the building up of the woolen manufacturing industry in the northwest. Mr. Bishop cooperated with them and encouraged them in every way, the result of which has been that they have built up the Pendleton Woolen Mills, of Pendleton, Oregon, the Washougal Woolen Mills, of Washougal, Washington, and acquired the Eureka Woolen Mills, of Eureka, California. Roy T. Bishop has built up the Oregon Worsted Company in the manufacture of worsted yarns, which are used on this coast by sweater and bathing suit manufacturers, approximating one million dollars annually. The Pendleton Woolen Mills has a nation wide reputation in the manufacture of what is known as the "Pendleton" Fancy Indian Blankets. They are used in every state of the Union.

For the Washougal Mills, at the close of the World war, in 1919 Mr. Bishop developed a men's suiting line, and called it the "Washougal" suiting line, and so far as Mr. Bishop knows, this was the beginning of the manufacturing and featuring of what has since become known as "virgin wool fabrics"—which means made of new wool, no shoddy or re-worked wool in its construction. This fabric, within a year, had attracted the attention of clothing manufacturers in the east, and one manufacturer has been taking the entire output of the Washougal Mill of this suiting line, it finding a ready market throughout the east, and especially in New England, the cradle of the American woolen industry, which was a great surprise to all, and this year of 1928 there has been organized in Syracuse, New York, what is known as the Washougal Clothing Company, of which Mr. Bishop is the president. This organization will specialize in the manufacture of clothing out of these suitings.

Mr. Bishop is by faith a Presbyterian and politically a republican.

Mr. Bishop desires that special mention be made of four men with whom he was allied, that left their impress upon him and who he remembers with gratitude today, and who have long since passed away.

First, was W. H. Baber, of Junction, who gave him the first inspiration as a young man that, if he would keep up the pace, he would make a merchant.

The next was W. R. Kirk, of Brownsville, who was kind to him and overlooked his faults and imperfections and assured him that he had the capabilities of a merchant.

Next was Robert Glass, of Crawfordsville, who from the year 1861 was a warm friend of the family, and whose high ethical standards were as a beacon light to the boy, the youth and the young man.

Lastly, Mr. Bishop's wife's father, the late Thomas Kay, who died in 1900. His indefatigable industry, his more than broad vision of what a young man could do gave Mr. Bishop an inspiration that has had much to do with whatever success may have attended him.

GLENN BUTLER HITE

One of the best known hotel men in Portland is Glenn B. Hite, who has been manager of Hotel Washington for the past twelve years and whose business ability and excellent personal qualities have gained for him a high place in the esteem of all who have come in contact with him. He was born in Philomath, Benton county, Oregon, on the 9th of November, 1879, a son of William Stuard and Tennessee A. (Butler) Hite. He had three brothers and a sister: Franklin Blaine, of Albany, Oregon; Mrs. Emma Hite Hull, of Walla Walla, Washington; Orval Stuard of Portland; and Henry Maston, who was drowned in 1917, at Minot, North Dakota.

The family name is of German origin, having originally been spelled Heidt. Yost Heidt, who was of German birth, and whose wife was born in France and bore the family name of Du Bois, made a contract with the English government to conduct one



GLENN B. HITE

hundred families to Virginia for settlement in 1730, and for this he was to receive a grant of one hundred thousand acres of land. He fell short of securing the required number and consequently the size of the tract was reduced. His grant overlapped the claim of Lord Fairfax and litigation resulted which was not concluded until fifty years later, when the Heidt grant was approved, though Mr. Heidt had died in the meantime. He brought his family to America in 1710 and was accompanied by a number of other families on the ships "Swift" and "Friendship." They landed in New York city and settled first in Kingston, New York state. Later they moved to German-town, Pennsylvania, and in 1730 located in the Shenandoah valley of Virginia, being the first white family to settle there. Yost Heidt was the father of three sons and three daughters, of whom one of the daughters married into the family of President James Madison. Members of the family held many public positions in Virginia during colonial days and several of its members fought on the side of the colonists in their war for independence. For more than two hundred years since it was established in this country the Hite family has been identified with pioneering and the settlement of various sections of the country. One of Yost Heidt's daughters, Sarah Heidt, became the wife of General Jonathan Clark, a brother of William Clark, of the Lewis and Clark expedition.

The branch of the family from which Glenn B. Hite is descended left Virginia and settled in Ohio, whence some of its members moved to the vicinity of Rockford, Illinois, where they took up timber claims. On the claim of William Stuard Hite the city of Rockford was built. He was born in Marion county, Ohio, November 5, 1830, a son of William Stuard Hite, Sr., and became a blacksmith and wagonmaker by trade. In 1849, when nineteen years of age, he crossed the plains to Linn county, Oregon, and was made head packmaster for the United States government between The Dalles and Fort Vancouver, during which service he had many clashes with the Indians. One of his packers, at Dayton, Oregon, went hunting alone and was captured and scalped by the Indians. Mr. Hite played a part in many important incidents of those pioneer days in this section of the country, particularly at Jacksonville, Oregon, during the gold excitement. He did much of the iron work on early steamboats, including the "Eleanora," which was built at Newport. His parents came to this state about 1849, locating in Linn county, where his father engaged in farming. His mother died soon after her arrival here, but his father lived here a number of years and on his death was buried at Elk City. His brother, Andrew Hite, owned much property at Albany, Oregon. William Stuard Hite, Jr., married Tennessee A. Butler, a native of Berry county, Missouri, and a daughter of Henry P. and Judith E. Butler, these being among the first three families to settle at Toledo, Lincoln county, Oregon. In 1863 the family came across the plains to Oregon, with ox team and covered wagon, and located near La Grande in the Grand Ronde valley, where Mr. Butler engaged in farming for a number of years, eventually moving to Corvallis. Two of the original Butler ranches, at Toledo, have been in the family for sixty-three years. While the Butler family was on its way west, in 1863, at Big Bend, in the Snake river country, the Indians rode through the wagon train at dusk, carrying scalps on poles and demanding food. They were fed and left, but the white party were fearful of an attack before morning. However, before dawn six wagon trains had consolidated and the Indians did not attack. Fort Butler, near Toledo, was built by the party as a protection against the Indians, and traces of the original log walls are still visible. The Butler family was originally from Tennessee and Kentucky.

Glenn B. Hite received his early education in the schools of various towns in which the family lived, completing his public school work at Dayton, Washington, and the high school at Walla Walla, Washington. For a time he was connected with a mercantile business in Walla Walla, after which he was on the road as a traveling salesman until 1905, when he came to Portland and began his hotel career. He was identified with the Eaton Hotel, which was the first hotel here to install a telephone switchboard and to have hot and cold running water in all rooms. Later Mr. Hite went to the Virginia-Hill Hotel, where he remained until 1912, when he came to Hotel Washington, of which he has been manager since 1916. This hotel has one hundred and thirty-six rooms, is nicely furnished and equipped in every respect and renders a type of service which has made it exceedingly popular with the traveling public. Mr. Hite has proven well qualified for the position which he holds and gives close attention to the wants and comfort of his guests, a fact which is recognized and appreciated by those who patronize the Washington.

On June 21, 1916, in Spokane, Washington, Mr. Hite was united in marriage to Miss May I. Blalock, a daughter of Dr. Nelson G. Blalock, who was the youngest physician on the medical staff of the Union Army during the Civil war and followed his profession for forty years. The Blalock family originally settled in Asheville, North Carolina, and was prominent in the early affairs of the colonies and the new republic. Dr. Nelson G. Blalock's grandfather, John Blalock, was a member of George Washington's regiment and was presented with a Masonic pin by George Washington in Lodge No. 2 of Virginia over which General Washington presided as master. Dr. Nelson G. Blalock was one of the pioneers of Walla Walla, Washington, and was for many years president of the Washington Pioneer Association. He took a leading part in public affairs, served as mayor of Walla Walla, assisted in drafting the first state constitution and held a number of public offices. A town and island on the Columbia river were named in his honor. He was the first to advocate dry farming, and proved it possible. His orchard was famous throughout this part of the country and in many ways he stimulated the agricultural and horticultural development of his state by his example. The old Blalock home stood on the present site of a hotel in Walla Walla. He married Miss Marie Elizabeth Greenfield, whose mother belonged to the Dalton family of Dalton, England. One son of Dr. Nelson G. Blalock, the late Dr. Yancy Blalock, was long a prominent physician in Walla Walla.

Mr. Hite is a member of the Oregon State Hotel Association, of which he has been treasurer for five years, and also belongs to the Greeters of America and the Sons and Daughters of Oregon Pioneers. He is a man of strong individuality, sterling character and of courteous and agreeable manner, and wherever known he commands uniform confidence and respect.

J. H. ALFRED

The largest motor sales organization in Portland is the Alfred-Billingsley Motor Company, at Broadway and Davis streets, which has had a most successful record and is accounted one of Portland's solid and substantial business concerns. J. H. Alfred, president of this company, was born in Cleveland, Ohio, in 1879, and is a son of Martin and Mary Alfred, both of whom are deceased. His father was for many years in the employ of the Standard Oil Company.

Mr. Alfred attended the public schools of Cleveland, graduating from the West high school, and then entered the Cleveland Law School, from which he was graduated in 1897. However, instead of practicing law, he entered the employ of the New York Central Railroad, with which he remained nine years, rising from a clerkship to special representative in the eastern territory. On quitting his railroad work, Mr. Alfred established himself as a public accountant, to which line he devoted his attention for two and a half years. About that time the tremendous development of the automobile business attracted him and he became connected with the Willys-Overland Motor Company, at Toledo, Ohio, as a traveling auditor. Subsequently he was made chief traveling auditor, later assistant comptroller and finally assistant sales manager of the company. In 1923 Mr. Alfred came to Portland as manager for the company in this city. So pronounced was his success that in 1925 he was made manager for Oregon, Washington and Idaho. In 1927 Mr. Alfred organized the Alfred-Billingsley Motor Company, of which he is president; W. P. Blake, vice president; and L. Y. Billingsley, secretary and treasurer. The company handles the Whippet, Willys-Knight and Stearns-Knight cars in Oregon and the Columbia river counties of Washington, and in June, 1928, it did nine and eight-tenths per cent of the automobile business in Portland, as regards the number of cars sold. During that month the company received seventy-three carloads of automobiles, comprising three hundred and twenty cars. The company occupies a splendid three-story building at Broadway and Davis streets, comprising thirty-six thousand square feet of space, which is devoted to office, salesroom, repair and parts departments. It also has a warehouse, with twenty thousand square feet of floor space, at Union and Madison streets. The company maintains a completely equipped service department, and its assets inventory approximately two hundred and forty thousand dollars. The firm employs ninety people in Portland and has fifty dealers throughout its territory.

Politically Mr. Alfred is a staunch republican and socially is a member of the Mult-

nomah Athletic Club, the Rosarians, the Kiwanis Club, and the Chamber of Commerce, in which he is serving on the trade and commerce and the outdoor recreation committees. He also belongs to the Earlington Golf Club and the Arctic Club, both of Seattle, Washington. He is a man of sound business judgment and great energy, has achieved a notable success in his present business and all who have had dealings with him hold him in high esteem, for he adheres to the highest commercial ideals and is fair and square in all of his business relations.

CLAY C. CLARK

One of the most valued and substantial citizens of Portland is Clay C. Clark, whose business activities have been of a character and magnitude that have contributed to the general prosperity of the community and who commands the highest measure of public confidence and respect. Mr. Clark was born in Chariton county, Missouri, on the 24th of June, 1861, and is a son of Ephraim and Mary (Van Tine) Clark. His paternal grandfather, Henry Clark, who was an uncle of Champ Clark, one of Missouri's most noted citizens, settled in that state in 1832 and taught the first school in his part of the state. His wife was a medical doctor and was the first and for a long time the only physician in that locality. Ephraim Clark was next to the youngest of a large family of boys and remained with his parents when his brothers came to California and Oregon in 1852. One of his brothers, Ben Clark, started for Oregon in 1852, and died on the way here of cholera, from which disease his wife also died. They left three sons and a daughter, all of whom are deceased. The daughter settled in Oregon, but later moved to Washington, where she acquired large land holdings at American Lake. Another brother, Jesse Clark, went to California in 1852. Ephraim Clark, who was born in Kentucky, remained on the home farm in Missouri until his death, which occurred December 23, 1864. He was a veteran of the Civil war, in which he served as lieutenant in the Union army. Mary (Van Tine) Clark, who was born in New York state, was a daughter of Abram Van Tine, a native of Scotland, who served an eight-years' apprenticeship at the blacksmith's and machinist's trade, before he came to this country in an early day, settling in New York, where he began his career as a newsdealer, and eventually became the owner of ten acres of land in New Jersey, which he sold and then helped to fit out one of the first ships to arrive at San Francisco after the discovery of gold in California. He was a passenger on the ship and brought with him a stock of boots and shoes for sale. After his arrival here he sold his interest in the ship and entered the mines, built a small smelter and smelted some of the first gold in California, in connection with his work as a blacksmith. During the ensuing three years he made considerable money, which he took back to New York and turned over to his brother Thomas to invest for him. Returning to California, he spent three years more in the mines, sending money back to his brother from time to time to invest, but the panic of the '50s wiped out the considerable fortune which he had accumulated. Soon afterwards he went to Missouri, where his death occurred. He was a talented musician and an expert drummer. His daughter Mary was married to Mr. Ephraim Clark in Missouri and some time after his death she became the wife of John W. Adams and continued to live in that state until her demise, on April 7, 1895.

Clay C. Clark was about three years of age when his father died and when six years old he left his mother and went to live with the Willits family, who were friends of his mother. Their son, Samuel Willits, later moved to Long Beach, California, where he now lives retired. At sixteen years of age, Mr. Clark started to earn his own livelihood. He secured his educational training in the district schools during the winter months, while during the summers he worked on farms. At the early age of seven years he herded cattle in Kansas, later worked on the cattle ranges and in cattle feeding lots in Missouri. At length he turned his face westward and on July 5, 1886, arrived in Portland. For a while he was employed in hauling wood for the steam plant that furnished electricity for Portland and at various other occupations. Later he settled on a homestead near Blalock, Gilliam county, Oregon, proved up on the land, and there engaged in farming and stock raising for many years, retaining that farm until 1926, in which year he established his residence in North Portland. In the meantime, in 1905, he established a meat business in Arlington, and in 1911 engaged in

general merchandising, under the firm name of C. C. Clark & Sons. For a number of years he has also been engaged in the commission business in North Portland, under the name of the Clark Commission Company, and likewise is interested in a large modern garage there. At one time he was the owner of large acreages in different parts of Oregon and handled a large number of cattle, hogs and sheep annually.

On March 9, 1884, in Chariton county, Missouri, Mr. Clark was united in marriage to Miss Nancy A. Lambert, who was born in Illinois and is a daughter of Jacob and Sarah E. Lambert. They have five children, namely: Lambert E., who operates the Exchange Garage in North Portland, in which he is associated with his father, is married and has two children; Claude C., who is his father's partner in the Clark Commission Company, is married and lives in East Portland; Francis C., of Arlington, Oregon, is married and has three children; Lulu M. is the wife of Emil Starn, of North Modesto, California, and they have two children; and Edith M. is the wife of Frank Leghorn, of Portland, and the mother of two children.

Politically Mr. Clark has always supported the republican party and has been prominently connected with public affairs, having served as a member of the board of county commissioners, and as a representative from the twenty-eighth district in the state legislature. He is a member of Arlington Lodge, No. 88, A. F. & A. M.; Oregon Consistory, No. 1, A. A. S. R., and Al Kader Temple, A. A. O. N. M. S. He was one of the prime movers in the establishment and construction of the Columbia highway, pronounced to be one of the greatest scenic highways of the world, and he has maintained an active and effective interest in everything concerning the progress and welfare of his section of the state. Sterling integrity in every relation of life, clear headed judgment in practical matters and a progressive and enterprising spirit have characterized his career and high respect is uniformly accorded him by his fellowmen.

GEORGE W. BATES

George W. Bates, president of George W. Bates & Co., Bankers, at Portland, has been identified with the banking business since the age of twenty years, and is regarded as a man of dependable judgment and substantial qualities, being held in high esteem in the financial circles of Portland. Mr. Bates was born in this city in 1889, a son of George W. and L. M. (Menzie's) Bates. His maternal grandfather, Captain Menzie's, was a pioneer of Oregon and at one time was the owner of Sundial ranch. George W. Bates, Sr., was a pioneer of Portland, where he became extensively engaged in bridge and railroad contracting. In 1893 he bought the Albina Savings Bank and in the following year reorganized the business under the name of George W. Bates & Co., Bankers. He remained president of that institution until about 1914, when he resigned in order to accept the presidency of the Lumbermen's National Bank, of which he remained the executive head to the time of his death, which occurred in 1916.

George W. Bates attended the public schools and completed his education at Allen's Preparatory School. In 1909 he entered his father's bank, beginning at the bottom, and advanced through the various positions until 1914, when, on the resignation of his father, he was elected president and has directed the affairs of the institution to the present time. The bank has made splendid progress and is regarded as one of the strong and influential banks of Portland. In 1927 a fine new banking building was erected at Bussell street and Union avenue, the structure being sixty by eighty feet, and beautifully finished and furnished in Italian and French walnut, being modern in all of its appointments. This is a state bank and its resources are now in excess of one million, five hundred and thirty-two thousand dollars. J. S. Birrel, the cashier, has been with George W. Bates & Co., Bankers, for twenty-five years.

In July, 1927, Mr. Bates was united in marriage to Miss Elise Cramer, of Portland. Mr. Bates is a strong republican in his political views, while fraternally he is a member of Washington Lodge, No. 46, A. F. & A. M.; Washington Chapter, No. 18, R. A. M.; Washington Commandery, No. 15, K. T., of which he is eminent commander; and Al Kader Temple, A. A. O. N. M. S. He also belongs to the Multnomah Athletic Club, the Portland Rowing Club, the East Side Commercial Club, of which he is a director, and the Union Avenue Association, of which he is president. He is at all times greatly interested in the progress and development of his city and gives his hearty cooperation to all movements for the advancement of the public welfare. Personally genial and

friendly in manner, he is well liked by his associates and is regarded as one of the representative men of his city. In December, 1917, he enlisted in the United States Navy as apprentice seaman and was discharged in December, 1918, as gunner's mate, third class. He was stationed at Goats Hill, San Francisco, California, serving as instructor of drilling.

PERCY A. SMITH

Percy A. Smith is president of the Westmede Desk Company, one of Portland's important and steadily growing industries, its products being sold throughout the United States as well as in many foreign countries. This concern was established as the Oregon Table Company in 1920 by H. I. and J. F. Trowbridge, who sold their interests in the business in 1928. In October, 1920, Percy A. Smith bought a considerable interest in the company, of which he then became president, which office he has held to the present time. The plant, which is located at 460 Loring street, comprises a number of three-story buildings, embracing forty-five thousand five hundred square feet of space, the main building being sixty by two hundred feet. The buildings are equipped with a modern automatic sprinkler system for fire protection, while the individual electric motor system is used in operating the machinery. Sixty people are employed, most of whom are skilled workmen. The products consist of office desks and furniture, bank and institutional furniture, and various stock lines, while they also makes much furniture of special requirements, for which they have their own expert designers. The furniture is sold extensively in every state west of the Rocky mountains, as well as in South America, Australia, New Zealand, Hawaii and Alaska, about twenty per cent of the company's output being exported. The business has enjoyed a very satisfactory growth and now amounts to about four hundred thousand dollars a year. The company maintains an office in New York city and sales offices and warehouses in Los Angeles and San Francisco, California, selling to dealers, and also has three traveling representatives.

Percy A. Smith was born in Portland, Oregon, in 1884, and is a son of Charles E. and Hedwig (Hansen) Smith. His father came to Portland in 1859 and established the Smith & Watson Iron Works, with which he was identified until his death, which occurred in 1912. The mother still resides in this city. Percy A. Smith received his elementary education in the public schools, and after graduating from high school attended the University of Oregon. He was employed as a textile engineer in the Portland Woolen Mills and was later connected with various concerns until 1920, when he became identified with the present business, of which he has since been the executive head, and to which he has devoted his attention closely. He is a keen, enterprising and progressive business man and stands deservedly high in the manufacturing circles of this city.

In 1912 Mr. Smith was united in marriage to Miss Marjorie Murphey, who was born in Brooklyn, New York, and they are the parents of two children, Marjorie A. and Carol. Mr. Smith is a republican in his political views and is a member of the Portland Rotary Club and the Chamber of Commerce, serving as a member of the foreign trade committee. He possesses to a marked degree the qualities which commend a man to the good opinion of others and throughout the circle of his acquaintance is held in the highest regard.

GEORGE W. KENDALL

The oldest and largest heating and plumbing plant in the northwest is that of the Kendall Heating Company, of Portland, of which George W. Kendall is the owner and president. Many of the most important buildings in this section of the country contain heating plants installed by this firm and the high quality of its work has been its best advertisement. Mr. Kendall was born in Winona, Minnesota, on the 19th of November, 1863, and is a son of George W. and Martha (DeGraff) Kendall, both of

whom are deceased. His father was for many years a dealer in agricultural implements.

Mr. Kendall received a public school education and then went to Omaha, Nebraska, where he worked for the plumbing and supply house of A. L. Strang, with whom he remained from 1879 to 1883. He also worked several years for Welshans & McEwen, at Omaha, quitting them in 1890, and on July 4th of that year arrived in Portland. He worked for the Clark Steam Heating Company, the western branch of the Haxton Steam Heating Company, of Illinois. The firm was located in Seattle, Washington, and Mr. Kendall handled its outside work throughout the northwest. In 1892 the company moved its plant to Portland and Mr. Kendall remained with it until the fall of 1893, during which time he successfully handled many of its largest jobs. He became a resident of Portland in 1892 and in the following year went with the H. B. Gregory Company, for which concern he put in the heating plant for the Portland city hall. Later he entered the employ of Cawston & Company, for whom he put in the first central heating plant at the Oregon Agricultural College at Corvallis. In 1898 Mr. Kendall engaged in business for himself, and in 1901 became a partner of Robert Gardner. They became successors to William Gardner, under the firm name of Gardner & Kendall, and remained in partnership until 1907, when Mr. Kendall bought his partner's interest and organized the Kendall Heating Company, which was incorporated in 1909, and of which he has since been president. During the subsequent years he has built up an extensive business in installing all kinds of steam and hot water heating plants, power plants and plumbing, having the contracts in his line in the following buildings: Benson hotel, Pittock block, Northwestern Bank building, Selling building, Reed College buildings, United States National Bank building and the Public Service building; the pumping equipment for the Portland Dry Dock, and the piping for the oil storage equipment at municipal dock No. 4. Mr. Kendall employs from twenty to sixty men and maintains a complete engineering service in connection with his work, so that he is enabled to render valuable assistance to his patrons along that line if required.

In 1887 Mr. Kendall was united in marriage to Miss Frances Adeline Lewis, who was born in Iowa, and they are the parents of a daughter and son—Ethel Winifred, who is the wife of D. A. Dyer, of Portland, and George Orlo, who is associated with his father in business. He is married and has two children. Mr. Kendall is a Knight Templar Mason; a Noble of the Mystic Shrine; a life member of the Multnomah Athletic Club and the Portland Rowing Club; and belongs to the Rotary Club and the Chamber of Commerce. Mr. Kendall has always been athletic and in young manhood held the world's championship as a dumbbell lifter. His favorite form of recreation is rowing, in which he indulges five or six times a week and, though sixty-five years of age, is still an athlete. He gives his political support to the republican party and maintains an active interest in everything pertaining to the welfare and progress of his community. He is a man of marked business ability, has achieved a noteworthy success in his affairs and is accounted one of Portland's most substantial citizens.

PETER J. LYCHYWEK

Death often removes from our midst those whom we can ill afford to lose, and such was the feeling when Peter J. Lychywek was called from this life. He occupied a prominent position in the business circles of Portland, where he was widely known as the chief engineer at the plant of the Doernbecher Manufacturing Company and was thus closely connected with one of the great productive industries of the city. It was characteristic of him that he was never found wanting when duty called. He not only met every demand made upon him but was ever willing to aid others and to perform many tasks that would advance the interests of the business which he represented, even though it was not in the strict path of his especial duty. He measured up to high standards and he enjoyed the respect, confidence and good will of all who knew him.

Mr. Lychywek was born in Germany, December 4, 1870, and spent the first seven years of his life in that land, after which he came to the new world with his parents, Mr. and Mrs. Frank Lychywek, who settled at Centralia, Wisconsin, where the father



PETER J. LYCHYWEK

followed the occupation of farming, so that the youthful experiences of Peter J. Lychywek were those of the farm-bred boy. His education was acquired in the schools of the home neighborhood, but he did not desire to devote his life to farm work and when still quite young obtained a position in a furniture factory, where he first acquainted himself with the use of band saws.

His residence in the northwest dated from 1894, in which year he went to Chehalis, Washington, where he entered the employ of F. S. Doernbecher, and when Mr. Doernbecher came to Portland and established a factory he came and installed the machinery, etc. Here he continued until his death. He made steady progress in the business, which he represented until he became chief engineer of the great Doernbecher plant. He looked after every detail of all the machinery and planned most of the improvements along that line and was one of the stockholders. He was credited with having been a leading factor in the growth of the business and contributed in large measure to the steady expansion of the small furniture factory which was established here by Mr. Doernbecher in 1900 and which continuously grew until it became one of the foremost business enterprises of the northwest. After the death of Mr. Doernbecher, Mr. Lychywek became part owner of the business and he gave untiring attention and effort to everything that had to do with the success of this great enterprise. Throughout his entire business career it was said of him that he was always found at his post, that he never considered hours but met every obligation, and if anything went wrong in any part of the business he was there to carry on. He not only met every requirement of his position but aided others and made most valuable contribution to the success and development of the undertaking. Those who were his associates in the business are loud in his praise. If he felt that the business demanded his attention he would hardly take time for meals and for sufficient rest, and he really gave his life as a sacrifice to the Doernbecher Manufacturing Company. An accident resulted in his death, for he was run down by a small railroad truck at the plant and as the result of his injuries passed away. Throughout his entire life he was identified with furniture manufacturing interests and thoroughly mastered every task that he undertook. Thus year by year his efficiency increased and his comprehensive knowledge of machinery in all of its workings constituted a chief element in the smooth and successful operation of the factory.

On the 20th of January, 1897, Mr. Lychywek was united in marriage to Miss Levilla Hubbard, of Independence, Oregon, a daughter of Perry and Emma (Cooper) Hubbard. They became the parents of one child, Dolly, now the wife of Paul Brong, of Portland.

Mr. Lychywek was a member of the Benevolent and Protective Order of Elks, the Woodmen of the World, the Neighbors of Woodcraft and the Catholic church and ever consistently followed the teachings of those organizations, but his interest centered in his home and his life was a constant expression of love for the members of his household. His was indeed an honorable and useful career and the sterling worth of his character was attested by all with whom he came in contact. His death occurred April 20, 1928.

ARCH C. CAMMACK

The name of Arch C. Cammack is widely known because of his prominence in the financial circles of Portland, where he is rendering able and appreciated service as president of the Equitable Savings and Loan Association, which has enjoyed remarkable growth, being now the third largest financial institution in this city. Mr. Cammack was born in Woodburn, Marion county, Oregon, in 1885, and is a son of Francis Marion and Clara (Hicks) Cammack, both of whom were natives of Iowa, the father having been born at Pleasant Home and the mother at Salem. They came to Oregon in 1880, locating first near Silverton, where the father engaged in farming, which pursuit he had followed in the east. He devoted his attention to agricultural affairs until 1883, when he moved to Woodburn and opened the Woodburn Hotel the following year, conducting it until 1897, when the town was practically destroyed by fire, at which time he moved to Portland and was here engaged in the hotel business until his death, which occurred in November, 1926. His wife died in October of the following year.

Arch C. Cammack received a public and high school education in Portland, which

he supplemented by a course in a business college. In 1902, when seventeen years of age, he entered the employ of the Equitable Savings and Loan Association as errand boy and messenger, and has remained with this organization to the present time. Through faithful and efficient service, he was promoted through the various positions until, in 1922, he was made president of the association, which position he still holds. This association was organized in 1890 by Finlay McKercher and is now the oldest institution of its kind in Oregon. It has enjoyed a steady and healthy growth, as may be seen by the following comparative statement of assets: 1899, \$138,862.63; 1907, \$2,251,616.45; 1919, \$4,140,044.08; 1924, \$8,262,500.22; 1926, \$10,402,197.96; 1928, \$12,046,714.61. The association has existed to aid and assist northwestern people to acquire homes, and has loaned over forty million dollars, with no loss to depositors. The association pays to depositors a guaranteed interest of five per cent, with a participation in profits, which has brought the average return to depositors of over six per cent. The law provides that withdrawals of deposits may be made on upon one day's notice, but this association has always permitted withdrawals at any time. It now has over twenty-two thousand depositors, from all parts of the United States. The association specializes in a "drop interest," or amortizing loan and makes loans up to sixty-six and two-thirds per cent of value, with no commission or brokerage charge. The average interest charged home owners is six per cent. In 1918 the Portland Mortgage Company was organized, with the same officers as the parent organization, and it now has assets of over three hundred thousand dollars. The association's office was originally at Second and Stark streets, where it remained for thirty years, when it came to its present location at Stark and Fifth streets. The association has bought the property at Oak and Broadway streets, adjoining the United States National Bank building, and it is planned to erect there a limit-height building in 1931.

In 1911 Mr. Cammack was united in marriage to Miss Gertrude Angerstein, whose father, Captain Lewis Angerstein, of Portland, was for many years in the employ of the Oregon-Washington Railroad and Navigation Company, commanding steamships in the Pacific coast and Alaska service. Mr. Cammack is a member of Washington Lodge, No. 46, A. F. & A. M.; Washington Chapter, No. 18, R. A. M.; Portland Commandery, No. 1, K. T.; and Al Kader Temple, A. A. O. N. M. S. He also belongs to Portland Lodge, No. 142, B. P. O. E., and his name is on the membership rolls of the Multnomah Athletic Club, the Multnomah Golf Club, the Portland Golf Club and the Chamber of Commerce. In his political alignment he is a republican and has shown a live interest in public matters relating to the welfare and prosperity of his community. Because of his business ability, his sterling character and strong personality, he is greatly respected wherever known and is recognized as one of Portland's most substantial and influential citizens.

J. J. ROSS

J. J. Ross, president of The J. J. Ross Mill Furnishing Company, of Portland, has attained substantial success because he has worked hard and intelligently, and he is today regarded as one of Portland's progressive, reliable and influential business men. Born in Beverly, Washington county, Ohio, on the 28th of November, 1866, he is a son of William and Letitia (Green) Ross, the latter living in Portland. His father, who was a flour mill builder and operator, is deceased.

J. J. Ross received a public school education, after which he was employed at various lines of work for several years. When twenty years of age he went to work for a manufacturer of milling machinery in Columbus, Ohio, and later became superintendent of mill construction for the Case Manufacturing Company, of Columbus, for which he traveled over the central and southern states, erecting mills. In 1892 he came to Portland in the interest of that company as sales manager for the Pacific coast, which position he filled until 1900. During the following eight years he was associated with the Portland Iron Works as manager of the milling machinery department, and in 1908 he bought that department and established his own plant at Front and Pine streets, Portland, under the name of The J. J. Ross Mill Furnishing Company. His business steadily increased and in 1927, to meet the demand for larger

quarters and better facilities, he erected a two-story building, one hundred by one hundred feet, at 160 East Second street north. In 1916 Mr. Ross established a branch at Seattle, Washington, and is now conducting the largest business in his line west of the Rocky mountains. He manufactures flour, feed and cereal mill machinery and grain handling plants, and also jobs milling machinery, having the agency for a number of reliable eastern manufacturers. He keeps a force of expert engineers, who design plants and machinery. He employs from twenty-five to fifty people and is prepared to take care of any sized contract in his line promptly and efficiently. Among the plants for which he has sold the machinery may be mentioned the Crown Mills, the Astoria Flouring Mills, the Terminal Mills, the Fisher Flouring Mills at Seattle, the Sperry Flour Company at Spokane, the Collins Flour Mill at Pendleton and many others.

In December, 1896, Mr. Ross was united in marriage to Miss Mabel Billings, of Portland, and they are the parents of a daughter, Mrs. Donald O. Nelson, of Portland, who has a daughter, Barbara Elizabeth. Mr. Ross votes with the republican party, while his religious connection is with the First Presbyterian church, to which he gives generous support. He is a member of Hawthorne Lodge, No. 111, A. F. & A. M.; Oregon Consistory, No. 1, A. A. S. R.; and Al Kader Temple, A. A. O. N. M. S.; and likewise belongs to the Rotary Club and the Chamber of Commerce. He is a man of high ideals and all of his business transactions have been characterized by a sense of fairness that has gained for him the respect and confidence of all who have had dealings with him, while his social relations are such as have gained for him many loyal friends throughout the community in which he lives.

DEAN VINCENT

Dean Vincent, president of the Portland Savings and Trust Bank, is accounted one of the ablest and most capable financiers of the Columbia River valley and the institution of which he is the head is one of the strongest and most influential banking concerns of Oregon. This institution was organized in April, 1887, as the Portland Trust Company of Oregon, with a capital of sixty thousand dollars, and with banking quarters in the Ainsworth block, 69 Third street. Heading the institution were Allen Noyes, president, and Benjamin I. Cohen, secretary, while additional directors were Henry L. Pittock, W. W. Spalding, Cleveland Rockwell, Charles H. Woodward, A. F. Hildreth, L. G. Clarke, A. S. Nichols, Amedee M. Smith and William M. Gregory. Dr. Nichols is still on the board. In 1890, at which time the bank was located at 169 Third street, Mr. Cohen became president, serving until 1910, when he was succeeded by Mr. Pittock, who held its leadership until his death, during the late war. Emery Olmstead succeeded him as president, serving until 1925, when Dean Vincent became president and has filled the office to the present time. O. L. Price is chairman of the board, with C. W. De Graff, Nelson G. Pike and Charles F. Milliman as vice presidents, A. L. Fraley, secretary, C. L. Philliber, cashier, Percy C. Scott, trust officer and assistant secretary, and Charles Carver, Jr., and C. A. Wood as assistant secretaries. The directors are O. L. Price, A. D. Charlton, Virgil Crum, A. S. Nichols, F. F. Pittock and Dean Vincent. For a time before the bank fathered the Northwestern National Bank it occupied its own building on the southeast corner of Third and Oak streets and in 1925 moved to its present location in the Spalding building. Some idea of its remarkable growth in recent years may be gained from the statement that in 1925 it had forty-five employees, and now has eighty-six persons on its payroll. The bank does a trust business of over fifty million dollars a year and has a mortgage business of over fifteen million dollars a year, while its savings bank resources are over three million dollars.

Dean Vincent was born in Lapeer, Michigan, on the 15th of October, 1881, and is a son of S. N. and Mary Louise (Dean) Vincent, both of whom are deceased. S. N. Vincent had a very unusual business career, having conducted a drug store in Lapeer for seventy-two years continuously, being the oldest druggist in the United States at the time of his death, in December, 1927, at which time he was ninety-three years old.

Dean Vincent attended the public schools of his native city and after his graduation from high school went onto the road as a drug salesman, traveling out of Chicago

for ten years. In 1904 he came to Portland and in October, 1909, opened a real estate office, in which line of business he was successfully engaged until January 1, 1919, when he became vice president and manager of the Portland Trust and Savings Bank, in which capacity he served until 1925, when he was made president. He has been successful in his affairs and is a director and president of the Coast Securities Corporation, president of the Rose City Mortgage Corporation, president of the Salem Navigation Company and is interested in other important enterprises.

On July 20, 1918, Mr. Vincent was united in marriage to Miss Gertrude Cowgill, of Portland, and they are the parents of three children, Dean, Jr., Mary Louise and Blaine. Mr. Vincent has always given his support to the republican party and has taken an active interest in local public affairs, having served eight years as a member of the board of appeals of the city building department, while at the present he is chairman of the board of appeals of the zoning department. He is a member of Friendship Lodge, No. 160, A. F. & A. M.; Friendship Chapter, R. A. M.; Oregon Consistory, No. 1, A. A. S. R.; and Al Kader Temple, A. A. O. N. M. S. He also has membership in the Arlington Club, the Waverly Country Club, the Rotary Club and the Chamber of Commerce and is a life member of the Multnomah Athletic Club. He also belongs to the Portland Realty Board, of which he was president for two years; is a past vice president of the National Association of Real Estate Boards; was for two years president of the Portland Association of Building Owners and Managers; and is a past vice president and director of the National Association of Building Owners and Managers. He is a past prime minister of the Royal Rosarians and a past director of the Rose Festival. He took an active and influential part in the promotion of the Sandy boulevard district and in every possible way has lent his efforts and influence for the advancement of the best interests of the community along material, civic or moral lines. A man of strong character, unquestioned integrity and marked business ability, he is regarded as one of Portland's most substantial and dependable citizens and commands the uniform respect of his fellowmen.

FRED LEUPOLD

Fred Leupold, of Portland, who has for many years been widely recognized as an instrument maker of exceptional ability, has gained marked distinction through his successful career as a maker of scientific instruments and his firm, Leupold, Volpel & Company, is one of the best known in its line in the United States. The following interesting description of this business was printed in the Portland Daily Journal, after an interview with Mr. Leupold:

"If one were to wager a million of Uncle Sam's attractive gold dollars that not one hundred persons in Portland, aside from a tiny few of one profession, knew of the place to which this article refers, he would win the bet. And yet it is one of the most useful industries we have. Its products are the most intricate of any. They are mystifying to the layman. He looks at them, and knows not their uses. He examines them, and remains in ignorance. He carefully scrutinizes them, and is not the wiser. They are purchased by governments because indispensable to their requirements. They have been made in Portland for shipment to India. They have been manufactured here on orders from Spain. Fashioned in this city, they are in use in the Hawaiian islands, and our friends of the British Northwest possessions employ them in Alberta, Saskatchewan, Manitoba and British Columbia.

"There is no other institution like this one between Denver and San Francisco. It is without a competitor in the North Pacific states, and is the supply depot for the commonwealths of Washington, Montana, Idaho, Utah, Nevada, Arizona and Oregon, with established agencies in California.

"Located at 107 East Seventeenth street north is the firm of Leupold-Volpel & Company, makers of scientific instruments, an industry employing fifteen of the highest skilled workmen. They have to be highly skilled. Their productions are made with the exactness of a watch. To the uninitiated the term 'scientific instruments' doesn't mean much. The untutored mind imagines it a something of consequence only to those with 'heads filled with learning,' and of small value to the world at large. That's a mistake. This factory's production is as important to the great, throbbing business pulse of the world as the heart is important to the body whose motive power it is. The



FRED LEUPOLD

Journal representative was convinced of this as the courteous Frederick Leupold, manager of the firm, kindly explained the mysteries of the institution.

"Twenty-one years ago," he stated, "we opened a small repair shop on Sixth street, on the West Side. Our business soon began to gain vigorous momentum, our reputation for painstaking construction seemed to reach interested people, and soon we were forced to secure more commodious quarters, procure new machinery and enter the field of manufacturing. Our first product was a precise engineer's transit. To construct this instrument our equipment must include a graduating engine. This is a refined piece of mechanism for dividing a circle with faultless accuracy into three hundred and sixty degrees. It was made for us in Germany and imported into this country.

"This engineer's transit was as perfect as any made in the world. It could not be bettered, and we are making transits and levels of the same quality still. We have taken climatic conditions into consideration in the design of our transits and levels, and this makes them especially suited to the Pacific Northwest. Many of them have been in use for several years, and are today, by foremost members of the engineering profession.

"Again outgrowing our quarters, we removed to this building where you find us now, away from the congested district, free from the city's dust, vibrations and magnetic disturbances, an essential factor in our work.

"In 1912 we began the manufacture of hydrometric instruments known as Stevens' Continuous Water Stage Recorders. These are used to automatically record the stages of water in lakes, rivers, mountain streams, reservoirs, irrigating ditches, canals, sewers, millraces and in drainage work. The United States government is one of our best patrons for these. They are largely used for irrigating projects in the United States, the Hawaiian islands, and in fact throughout the world. The slightest fall or rise of water is recorded or indicated by these instruments. Once set they require no attention whatever. The attendant may be absent for weeks, but the gauge remains "on the job" as faithfully as if his eyes were constantly on it.

"Our output at this time largely consists of continuous water stage recorders, eight-day recording water gauges, duplex water stage recorders and long distance water stage recorders. The latter is an electrically operated instrument, where the recording mechanism may be located in the office and the sending apparatus miles away, if necessary, on a stream or lake or reservoir. Any fluctuation, however minute, in the water on which it is stationed will be transmitted by electrical impulses to the recording mechanism and by it faithfully recorded on a continuous sheet of record paper. These are frequently installed at very remote places, and will operate like a clock for long periods without the least attention. We make four styles of surveying instruments adapted to the requirements of every class of surveying.

"In addition to our regular work, we make to order many scientific instruments of special construction," Mr. Leupold concluded. "Our repair department is supplied with every essential device to take care of all makes of broken or injured instruments. In locating our plant in Portland we have anticipated the needs of a large and promising country, rich in natural resources, in the development of which we wish to have a share. We like Portland. We like the people of Portland. We like this great West and expect to end our days within its delightful environs."

"Visitors are welcomed to the factory of Leupold, Volpel & Company and it is a most interesting place. It is considerable of an education to spend an hour with these gentlemen."

The inventor of the water stage recorders referred to in the foregoing paragraphs is J. C. Stevens, who was formerly district engineer of the United States Geological Survey and is now a consulting engineer in Portland.

Frederick Leupold was born in Germany on the 12th day of September, 1875, and after completing the public school course, received a good technical education in mechanical engineering, directing his attention particularly to the making of scientific instruments. When sixteen years old he came to the United States and located in Boston, where he lived until 1907, when he came to Portland and established his present business, becoming president of Leupold, Volpel & Company and so continuing to the present time.

Mr. Leupold was united in marriage to Miss Rose Volpel, a sister of Adam J. Volpel, his business partner, and to them have been born three children, namely: Marcus, who is associated with his father in business; Norbert, who is a student in the Oregon Agricultural College at Corvallis; and Pauline, in high school. Mr. Leupold

is a republican in his political views and is a member of the Portland Chamber of Commerce. His hobby is flute-playing. Though quiet and unassuming in manner, he possesses a strong individuality and all who come in contact with him are impressed with his thorough knowledge of the subject to which he has devoted his life and in which he has accomplished such notable results.

A. L. FRALEY

A. L. Fraley, who for many years has held various positions of trust and responsibility, is now rendering effective service as secretary of the Portland Trust and Savings Bank and is materially contributing to the success of that widely known institution. Mr. Fraley was born in Winterset, Iowa, August 12, 1875, and is a son of A. H. and Delia (Morton) Fraley. His father, who was long a traveling auditor for the Kratzer Carriage Company, is now retired and lives in Des Moines, Iowa. The mother is deceased.

A. L. Fraley secured a public and high school education and graduated from a business college in Des Moines. He entered the employ of a large implement concern as a shipping clerk, was later promoted to the head of the shipping department, in which position he served three years, and then went to work for the Bell Telephone Company, for which he was head collector for three years. He was afterward assistant cashier of the International Harvester Company until August 1, 1907, when he resigned and came to Portland, of which city he has been a resident to the present time. Here he was first employed as rental clerk for the Portland Trust Company and he has been identified with the banking business continuously since. In September, 1927, he came to the Portland Trust and Savings Bank as secretary and is performing the duties of that responsible position in a very satisfactory manner.

On June 22, 1900, Mr. Fraley was united in marriage to Miss Gertrude M. Little, of Des Moines, Iowa, and they are the parents of a son and daughter—Donald, who is married and lives in San Francisco, California, and Blanche, who is in high school. Mr. Fraley is a member of Sunnyside Lodge, No. 163, A. F. & A. M.; Oregon Consistory No. 1, A. A. S. R.; Al Kader Temple, A. A. O. N. M. S.; the Modern Woodmen of America, and the Chamber of Commerce, in which he is serving on the membership committee. In 1919 he was president of the Portland chapter of the American Institute of Banking and has been a delegate from Oregon to several national conventions of that organization. He is a member of the Sunnyside Methodist Episcopal church, of which he has been a trustee for the past twenty years. His political affiliation is with the republican party and he has been a close student of public affairs, holding well defined opinions on national issues, while in matters affecting the welfare and prosperity of his community he shows a live and effective interest. Because of his splendid business record and his sterling personal qualities, he commands the genuine respect of all who know him and has a large circle of loyal friends.

FRANK E. CARR

Frank E. Carr, manager of the Portland branch of the American Typefounders Company, has been identified with the printing type business since young manhood and is regarded as an authority on that subject. He has been very efficient in the management of the business in this city and is highly esteemed in commercial circles. Mr. Carr was born in Philadelphia, Pennsylvania, on the 8th of May, 1865, and is a son of Thomas and Rose (McGinnis) Carr, both of whom are deceased. His father, who was a cabinetmaker by trade, took his family to San Francisco, California, in 1868, and was there employed at his trade during his remaining years.

Frank E. Carr obtained his education in the public schools of San Francisco and then went to work for the Miller & Richard Type Foundry in that city. This concern was later consolidated with Palmer & Rey, which in 1892 sold the business to the American Typefounders Company. In 1889 Mr. Carr came to Portland for Palmer & Rey and in 1894 returned to San Francisco, where he remained with the

American Typefounders Company until 1905. In that year he again came to Portland as salesman for that company, continuing in that capacity until 1918, when he was made manager of the Portland branch. The business is located at 47 Fourth street, where it occupies two floors and basement of a building, forty by one hundred feet. The company which he represents is the largest of its kind in the world and maintains branch houses in all the important cities of this country.

In 1894 Mr. Carr was united in marriage to Miss Augusta Hoehapfel, of Portland, and they have a daughter, Mrs. George McConnell, of Portland, who is the mother of a son, George, Jr. Mr. Carr is a strong republican in his political views and has shown a helpful interest in public affairs and in matters affecting the progress of his community. He is a member of Washington Lodge, No. 46, A. F. & A. M., and Oregon Consistory, No. 1, A. A. S. R., in which he has received the fourteenth degree. He also belongs to the Advertising Club and the Chamber of Commerce and is extremely popular among his associates and acquaintances.

DAVID A. PATTULLO

For over thirty-five years David A. Pattullo has been associated with the Balfour-Guthrie Company and for a number of years has served very capably as the manager of the Crown Mills, at Portland, one of the largest and important flour mills of the Columbia river valley. Mr. Pattullo was born in county Angus, Scotland, in 1867, and is a son of Adam and Elizabeth (Smith) Pattullo, both of whom are deceased. He received a public and high school education in his native country, after which he was employed on his father's farms until 1887, when he came to the United States. Locating in Minnesota, he engaged in farming for three years, and in 1890 went to Tacoma, Washington. Two years later he came to Portland and went to work for the Balfour-Guthrie Company, being put in charge of several thousand acres of land which the firm owned. After several years he was transferred to that company's grain department and for several years, beginning in 1896, served as superintendent of the construction of warehouses, over seventy of which he built. For a number of years he then had charge of the operation of these warehouses. Later he served in the grain and flour end of the business and helped to erect the Crown mills, of which he has since been manager, also managing the company's feed business. He faithfully and capably discharged every responsibility placed on him and is regarded as one of the most valuable employees of his company.

In 1899 Mr. Pattullo was united in marriage to Miss Mabel Brehaut, who was born and reared on Prince Edward island, Canada. They have two children, David, who is married and has one child and resides in Tacoma, Washington, and Marion, who is a student in the University of Oregon. Mr. Pattullo gives his political support to the republican party and has always shown a commendable interest in public affairs. He belongs to the Portland Chamber of Commerce, is a director of the Merchants and Manufacturers Association and is a life member of the Portland Golf Club and the Multnomah Athletic Club.

JOHN O. GILLEN

One of Portland's notable business concerns is the Gillen-Cole Company, wholesale and retail dealers in asbestos and cork products, roofing materials, paint and firebrick. This company, of which John O. Gillen is president, has enjoyed a remarkable growth, due to its progressive methods and sound business policy, and is now the largest concern in its line in the northwest. Mr. Gillen comes to Portland from the Atlantic seaboard. He was born in New York city in 1872, a son of James and Elizabeth Gillen, both of whom are deceased. He attended the public schools of his native city and had two years of preparatory work in Virginia Academy, at Virginia, Illinois. In 1892 he came to Portland and entered the employ of Joseph Gaffney, who was engaged in asbestos contracting. In 1899 Mr. Gillen and Nick Gaffney entered into a partnership, under the firm name of Gaffney & Gillen, and engaged in the same line of business. Six months later Mr. Gillen bought out his partner and sold

an interest in the concern to W. H. Chambers, who was connected with the business until 1920, when Mr. Gillen bought him out for seventy-five thousand dollars cash. He then organized the Gillen-Cole Company, with the following officers: John O. Gillen, president; Maynard Cole, vice president; and Arthur Cole, secretary and treasurer. From 1904 to 1928 the business was located at Front and Davis streets, but their rapidly increasing trade demanded more room and they bought their present three-story building, one hundred by two hundred feet, at Fifteenth and Overton streets, where they are admirably situated to handle their business. There is trackage along the side of the building, which, with a raised, covered platform, facilitates the handling of carload freight. The building is well lighted, has hardwood floors and fire protection is afforded through an automatic sprinkler system. Asbestos products are carried on the top floor, cork and cork fittings on the second floor, while paint, roofing, firebrick and other heavy materials are on the ground floor. There is also a special room for brake linings, and the building contains a double garage for the accommodation of their delivery trucks. Altogether the building is well adapted to the purpose for which it is used and the Gillen-Cole Company is now in a position to promptly and efficiently handle their steadily increasing trade. In addition to the lines referred to, the company manufactures and sells pipe coverings, cold storage doors and cabinets. They employ over eight people and maintain a branch warehouse in Tacoma, Washington, and an office in Seattle. They have six traveling salesmen, who cover the entire northwest. Mr. Gillen gives close attention to the business of which he is the head and has proven a capable and sagacious executive, enjoying the confidence and respect of his associates and employees.

Mr. Gillen is a strong republican in his political views. He is a member of the Masonic order, in which he has attained the degree of Knight Templar, the Portland Rotary Club and the Chamber of Commerce. Personally he is a man of strong individuality and pleasing address, enjoys a wide acquaintance and all who know him hold him in the highest esteem because of his genuine worth as a man and citizen.

BEN N. WADE, M. D.

Dr. Ben N. Wade, successfully practicing in Portland with offices in the Stevens building, joined the ranks of the medical profession here in 1911 and through the intervening period has largely given his attention to surgery. He is a native of South Dakota, his birth having occurred in Gary in 1887. His father, Newton M. Wade, was born in Harvard, Illinois, sixty-seven years ago, is a graduate physician and came to Portland in 1910. His wife, who bore the maiden name of Anna Stanley, is still living in Portland where the father is yet actively engaged in practicing his profession. The family includes a brother and a sister of Dr. Ben Wade, namely, William S. Wade and Mrs. Lucille Warner.

In the acquirement of his education Dr. Ben N. Wade attended the Central high school of St. Paul, Minnesota, and the Northwestern University at Chicago, Illinois, from which he was graduated in 1909 on the completion of a medical course. He afterward acquired broad and valuable experience by serving as interne in the Cook County Hospital for a year and a half and in 1911 came to Portland, where through the intervening period he has followed his profession. For a time he devoted his attention to general practice but in more recent years has confined his efforts to surgery, in which field he has developed his powers to a point of skill and efficiency. The only interruption to his professional activities here came in 1917, when he joined the army. He was on duty in various camps and was then sent to France, where for thirteen months he was connected with Base Hospital No. 79. He held the rank of captain and later that of major in the Medical Corps. With his return to Portland he resumed the practice of general surgery and has long been accorded a foremost place in professional ranks here. He is now serving on the staff of Emanuel Hospital and the Multnomah County Hospital, and he keeps in close touch with the trend of modern professional thought through his connection with the Academy of Medicine, the Portland City and County Medical Society, the Oregon State Medical Society, the American Medical Association and the American College of Surgeons. For fifteen years he has been connected with the Oregon University Medical School in the department of surgery.

In Chicago, Illinois, in 1909, Dr. Wade was united in marriage to Miss Mae Lehmann. Fraternally he is identified with Hassalo Lodge No. 15, I. O. O. F., with Willamette Lodge No. 2, A. F. & A. M., and with the Benevolent and Protective Order of Elks. He has always concentrated his efforts and attention, however, upon his professional duties and activities and in 1925 he organized the Medical Reserve Hospital Unit of Evacuation Hospital No. 85 in Portland, known as the Emanuel Hospital Unit. A sense of conscientious obligation characterizes all of his professional work and his ability is widely recognized by his colleagues and contemporaries as well as by the laity.

DOERNBECHER MANUFACTURING COMPANY

It is a trite saying that the largest enterprises have grown from small beginnings, but the statement includes an element of encouragement for all who make an initial step in business in a humble way. The development of the interests of the Doernbecher Manufacturing Company indicates most clearly what can be accomplished through persistent effort and wise direction. The corporation controls today an enterprise that is ranked as the third largest furniture manufacturing concern in the United States, its plant being located where the tracks of the Oregon-Washington Railroad & Navigation Company cross East Twenty-eighth street in Portland. The existence of the business here covers a period of twenty-eight years. It was in 1900 that F. S. Doernbecher, who had hitherto conducted a small furniture manufacturing plant in Chehalis, removed his project to this city. It was then a small concern with limited equipment and few employes, but in looking to the future Mr. Doernbecher recognized the business opportunities of Portland and its advantageous conditions while at the same time studying the sources of supply, production and shipment. He saw that comparatively cheap transportation could be secured through the maritime advantages here offered and he realized that Portland stood in the midst of a great lumber producing area, that lumber of almost every kind could be secured here through the splendid native forests which adorn the Pacific slopes. He saw that there was a bountiful supply of fir and spruce that could be used in the cheaper grades of furniture, while maple, alder and ash could be utilized for the more expensive lines. Moreover, the proximity of Portland to the coast enabled the company to procure oak from Japan at a modest price, the lumber being sent as ballast in ships, and mahogany could be obtained in the same manner from the west coast of Mexico and from Central South America. In the development of the business of the Doernbecher Manufacturing Company much wood was imported from these various foreign markets but at the same time much native lumber was used even in the manufacture of fine furniture.

The little enterprise established in 1900 rapidly grew and developed as the output met the needs of the community, and finding substantial profit in bedroom and dining-room furniture, Mr. Doernbecher began specializing along those lines until his house became the foremost in the manufacture of furniture of that class in the country. Their trade area constantly broadened until the field embraced the entire territory west of the Rocky mountains and then extended on to the Atlantic coast, until by reason of its output the Doernbecher Manufacturing Company was in control of the third largest furniture manufacturing plant in the United States, covering an area of six acres, with a fifty-thousand-dollar reinforced concrete warehouse, six stories in height, added to the plant after 1915. In addition to its Portland properties the company established and owned warehouses in Seattle, San Francisco, Los Angeles and Salt Lake City but now maintains only one display room in New York. Its saw-mill, situated twenty miles from Portland, cuts four million feet of lumber annually that is used in the factory. The original factory force of seventy was gradually increased until more than seven hundred workmen were employed in the Doernbecher plant when its founder passed away.

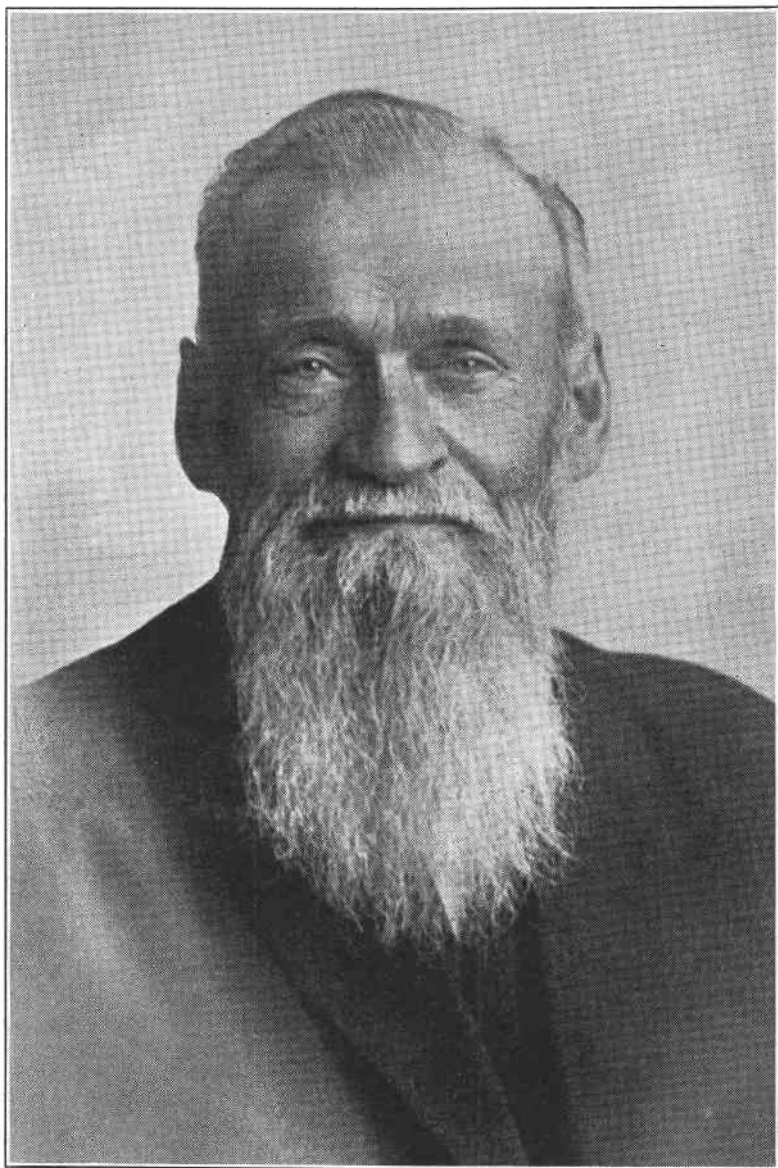
Prior to his death, and in order to insure the continued success of the business, Mr. Doernbecher had disposed of the larger part of his interests to his associates, namely: H. A. Green, B. P. John, Clarke E. Dye, E. S. Beach, F. A. and Conrad Tauscher and P. J. Lychywek. The two last named are now deceased. Since the death of Mr. Doernbecher various changes have occurred in the official personnel, which at the present time is as follows: H. A. Green, president; C. E. Dye, vice president; and

E. S. Beach, secretary. Mr. Green is a native of Walla Walla, Washington, and first became associated with the Doernbecher Manufacturing Company when he opened a branch warehouse in Seattle in 1913. The following year witnessed his arrival in Portland. E. S. Beach, who was born in Oakland, California, came to Portland in 1914 as assistant bookkeeper with the Doernbecher Manufacturing Company, was subsequently promoted to the position of office manager and is now serving in the official capacity of secretary. More extended personal mention of several of the officials is made on other pages of this work. From time to time the Portland plant has been enlarged and its output increased until it is considered a most vital element in the commercial and industrial development of the northwest.

EDWARD JAMES JEFFERY

Research into the records of the past indicates how closely, actively and prominently Edward James Jeffery was associated with the development not only of Oregon but of California and the entire northwest. There were few phases in the pioneer life of the Pacific coast with which he was not thoroughly familiar and the story of his career, if told in detail, would present a vivid picture of the west as it emerged from frontier conditions and took on all of the evidences of modern-day civilization. Mr. Jeffery bore active part in promoting many projects which constituted vital forces in the growth and improvement of Portland and when he passed away on the 24th of December, 1916, his name was written high on the list of those pioneers whose memory will be forever honored in Oregon.

Mr. Jeffery was born in Oneida county, New York, April 23, 1835, and in his infancy accompanied his parents, who were natives of England, on their removal from the Empire state to Lenawee county, Michigan, where they settled upon a farm whereon Edward J. Jeffery remained during his youthful days. He had reached the age of seventeen when in the spring of 1852 he left the district school and the old homestead to seek his fortune in California. For six months he traveled across the long stretches of hill, plain and mountain ere he reached Placerville, where through the following winter he was employed in the mines. With the return of spring he secured employment in a brick yard in Stockton, California, but in the succeeding autumn again engaged in mining, this time in Tuolumne county, where he remained until 1856. For two years thereafter he followed farming in Shasta county, California, but the hope of winning a fortune in the mines again lured him following the discovery of gold on the Fraser river. He sailed on the Cortez on its maiden trip from San Francisco to Bellingham Bay and from that point followed an old-time Indian trail to Mount Baker, but the trail there became so obscure that he was obliged to retrace his steps to Bellingham Bay. He then with five companions started in a canoe up the Skagit river and around the Sound, traveling through a country in which few white inhabitants were found. He finally made his way up the Fraser river to Fort Yale, but his search for gold was unsuccessful. He then worked his passage on the "Gold Hunter" back to San Francisco and for two years thereafter was employed at farming and brick making in Stockton, California. Even yet he could not resist the call of the mines and in the spring of 1862 started for the Caribou district in British Columbia, and on learning of rich gold discoveries on the Stikine river, near the present site of Fort Wrangel, he made his way to that district but again was unsuccessful and returned to Fort Simpson, from which point he shipped as a sailor on a Hudson Bay vessel, making a trip three hundred miles north of Sitka, Alaska. In November of that year he returned to Victoria and then, still undiscouraged, he started for the Caribou mines in the spring of 1863, working his way on a vessel to Fort Yale, whence he traveled on foot to the mines a distance of four hundred miles. After working through the summer he again came to Portland in the fall but in the following summer went to the mining districts in the Boise basin of Idaho. It was after this attempt that he decided to concentrate his efforts in other directions and Portland thereby gained a substantial citizen who as the years passed did much for the upbuilding of the city. His first position was in a sawmill and a little later he became superintendent of a brick yard owned by A. M. Eldredge. After two years spent in that connection, during which he carefully saved his earnings, he began the manufacture of brick on his own account in connection with George Fagg, with a yard between Yamhill and



EDWARD J. JEFFERY

Morrison streets. Following his marriage in 1867 he began manufacturing brick at the corner of Twentieth and Washington streets, where he later erected his residence, and in 1876 he removed the plant to Twenty-third and Jay streets, while in 1886 the business was established on the Sandy road in East Portland. Steadily his patronage grew and from time to time he was obliged to enlarge his plant to meet the increasing demands of the trade. Various other business projects prospered through his cooperation and sound judgment. He became a partner in the firm of S. S. Cook & Company, engaged in macadamizing and street paving, and later the business was carried on, through a change in partnership, under the style of Bays & Jeffery. They laid the paving in many of Portland's streets and Mr. Jeffery also built the Grave Creek tunnel and eighteen hundred feet of the Cow Creek tunnel along the line of the Oregon & California Railroad, while in the fall of 1883 he became associated with D. D. McBean in the building of the Siskiyou tunnel. Important city contracts were awarded him, including the construction of the Tanner Creek sewer and the Johnson Creek sewer. Mr. Jeffery was also interested in the Arlington silver mine and aided in organizing the company that acquired the property. At a later period he built a number of the tunnels for the Southern Pacific and also four miles of its line in Cow Creek canyon, his active connection with railroad construction continuing until about 1895, when he retired. He had also engaged in street railway building in Portland at an early day and was the first to place the open street car upon Portland's thoroughfares. His business projects were all of a character that contributed to public progress and prosperity as well as to individual success. His plans were ever carefully formulated and promptly executed and from the beginning of his residence in Portland he took active part in the growth of the city. He put in the first cobblestone pavement here and he had the distinction of serving as sheriff of Multnomah county for a longer period than any other save the present incumbent, Mr. Hurlbert. He always voted with the democratic party and regarded it as the duty and obligation as well as the privilege of a citizen to exercise his right of franchise.

Mr. Jeffery was married August 8, 1867, to Nautilla A. King, a daughter of Nahum A. King, who is mentioned at length on another page of this work. Her early girlhood home was a log cabin—one of the pioneer dwellings of Portland. By her marriage she became the mother of five daughters and two sons: Hattie, the wife of Ivan Humison; Ella, the wife of J. B. Bronough; May, deceased; Frances; Edna, the wife of Dr. M. C. Holbrook; E. J., who became his father's successor in business; and Oliver K., whose record is given at length elsewhere in this work. Mrs. Jeffery still makes her home in Portland, her memory being a connecting link between the primitive past and the progressive present. Mr. Jeffery was called to his final rest on the 24th of December, 1916, when in the eighty-second year of his age. His had been an eventful life. Hardships and privations were his in early manhood and he knew what hard manual labor was. He never faltered, however, in the performance of any task and he made wise use of his time, talents and opportunities. When he felt that his hope of winning fortune in the mines would never be realized he turned to other pursuits and found in Portland an advantageous field, so wisely directing his efforts in the course of years prosperity in large measure was his, while the methods which he followed made his name an honored one wherever he was known.

O. T. WHERRY, D. D. S.

Dr. O. T. Wherry is engaged in the practice of dentistry in the Stevens building of Portland, and is held in high regard by his contemporaries and colleagues. The Doctor has always resided in the northwest, his birth having occurred upon a farm in Klickitat county, Washington, in 1887. His father, Charles M. Wherry, was born in Iowa in 1852 and was a son of Wyath Wherry, a veteran of the Mexican war, who in 1862 came to Oregon, traveling across the country with his family in the old-time prairie schooner. The first winter which he spent in Oregon he lost nine yoke of oxen and had to rent cattle in order to pull into the Willamette valley the next year. Charles M. Wherry, who was only ten years old when he came, was associated with the early development and progress of this section of the country and continued his residence in the northwest until he passed away in Goldendale, Washington, in January, 1926. He was married in Salem to Miss Nancy Miller, who was born in the Willa-

mette valley. Her father was one of the early Presbyterian ministers of the northwest and rode the circuit, continuing to make his home in this part of the country until 1891 when he dropped dead from heart disease. He fought in the Modoc Indian war. In the family of Mr. and Mrs. Charles M. Wherry were two sons and three daughters: Mary, J. I., Vina, O. T. and Willetta.

In the rural schools of his home neighborhood Dr. Wherry pursued his early education and was also instructed by a private tutor. He afterward attended the Washington State College at Pullman, Washington, for two years and was graduated from the North Pacific College with the class of 1912 on the completion of a course in dentistry. He then came to Portland, where he opened an office and has since continued in active practice, while at various times has further added to his knowledge by postgraduate courses of study. He utilizes every opportunity to promote his efficiency and is well qualified to meet the most exacting demands of the profession. He is a member of the Portland Dental Society, the Oregon State Dental Society, the American Dental Association and the Delta Sigma Delta, a dental fraternity. That he ranks high in his chosen calling is indicated in the fact that the Portland District Dental Society has called upon him to serve as secretary and president, while for two terms he was honored with the presidency of the Oregon State Dental Society and was made chairman of the arrangement committee of the Pacific Coast Dental Conference.

In Portland, in 1917, Dr. Wherry was married to Miss Alberta Kraeft, a native of this city, where she pursued her education, her father having come to Portland in the early '70s. Dr. and Mrs. Wherry have one son, Robert Lee, now four years of age.

In the year of his marriage the Doctor joined the United States Navy as a dental surgeon and was commissioned a lieutenant. He was on active duty with the Marines, stationed at Paris island, South Carolina, until April, 1919, when he received his honorable discharge. In his fraternal relations he is a Mason and his appreciation of the social amenities of life is indicated in his membership in the University Club. He possesses the enterprising spirit which has ever characterized the northwest in its continued development and thus it is that he has gained a creditable position in the ranks of his chosen profession.

DWIGHT F. MILLER, M. D.

With comprehensive knowledge of the basic principles of the science of medicine, Dr. Dwight F. Miller is now concentrating his energies upon the treatment of diseases of the eye, ear, nose and throat and in the field of his specialty has made continuous progress, so that Portland ranks him high in this line of endeavor. He is a native son of the city in which he still makes his home. He was born in 1888, his parents being Fred D. and Rose (Warner) Miller. The father, who is a native of Auburn, New York, but was reared in Red Wing, Minnesota, is a graduate physician now living in Portland, where he has practiced continuously since 1882. The mother, who was born in Indiana, is also living, and the family circle includes a daughter, Mrs. William Brandt.

Dr. Dwight F. Miller passed through consecutive grades in the public schools until he became a pupil in the old Portland high school. Later he continued his studies in Pullman, Washington, and in 1909 entered the University Medical School, from which he was graduated with the class of 1913. He served as interne relief in the Multnomah County Hospital, thus gaining broad and valuable experience, after which he practiced for a year in his native city and then removed to Bend, Oregon, where he filled the position of city physician for a year and was also county physician of Deschutes county at the same time. His activities there were interrupted, however, by his service in the army. When the United States entered the World war he offered his services and became a first lieutenant of the University of Oregon Ambulance Company, which was assigned to the Ninety-first Division, and was on active duty in France, where he was promoted to a captaincy and commanded the University of Oregon Ambulance Company. With his return to his native country Dr. Miller located in Huntington, Oregon, where he was associated with the Union Pacific

Railroad, filling the important office of district surgeon for five years. He afterward attended the Rush Medical College, the medical department of the University of Chicago, in 1925-26, pursuing a postgraduate course in diseases of the eye, ear, nose and throat. In 1927, he established a practice in Portland which is rapidly developing both in importance and in volume. He has studied comprehensively along his chosen line and he now has a teaching fellowship in the University of Oregon and in the Portland Free Dispensary. He is a member of the City and County Medical Society, is a charter member of the Kappa Sigma, is a graduate of Rush Medical College Postgraduate School of the Eye, Ear, Nose and Throat and is connected with the American Board of Oto-Laryngology, the Pacific Coast Oto-Ophthalmological Society and the Portland Academy of Ophthalmology. Through these associations he keeps abreast of all modern researches and discoveries in the line of his specialty and his ability is pronounced.

In Vancouver, Washington, in 1912, Dr. Miller married Miss Minta Melcum, who was born in Dayton, Washington. He is a member of Roosevelt Lodge No. 187, A. F. & A. M., and of the Kappa Sigma Alumni Association. He retains a commission in the Three Hundred and Sixty-first Field Artillery and maintains a keen interest in the military organization of the state. Having spent practically his entire life in Portland, he has a wide acquaintance in this city and the many sterling traits of his character are indicated in the fact that many of his staunchest friends are those who have known him from his boyhood to the present time.

FRANK A. HEITKEMPER

Frank A. Heitkemper is a well known figure in commercial circles of Portland, conducting business at 324 Alder street under the name of Frank A. Heitkemper, Inc. His is the third oldest jewelry establishment in the city, having been in continuous existence since 1888, and throughout the entire period of four decades the house has maintained a reputation as one of the most reliable and progressive jewelry establishments of Portland. Mr. Heitkemper came to the coast from Ohio, his birth having occurred in Springfield, that state, on the 8th of January, 1871. He is a son of G. and Mary (Burger) Heitkemper. The father, who was a native of Germany, came to the United States in 1854, settling in Winneshiek county, Iowa, which was then a largely undeveloped district, his father establishing a home there. In his boyhood G. Heitkemper went to Preston, Minnesota, where, observing a watchmaker at work, he decided that he would like to take up that line of business and with this end in view he entered upon an apprenticeship to the jewelry firm of Duhme & Company of Cincinnati, Ohio, where he thoroughly acquainted himself with the business. There he worked in a shop with John C. Dueber, who later owned one of the largest watch and watch-case manufacturing plants in the United States. Subsequently Mr. Heitkemper removed to Springfield, Ohio, where he engaged in business, and during his residence there he met and married Miss Mary Burger. Because of his wife's health he sought a change of climate, going to Iowa, where he remained for a time, and later establishing his home in Nebraska. He did not find a favorable business field in the latter state, however, and in 1884 came to Portland, Oregon, on a prospecting trip. In May, 1888, he brought his family to this city, which at that time was undergoing a boom, so that it was with considerable difficulty that he found a house and store. Finally, however, he rented the property at 151 Third street and improved the old building by putting in a new front and making other necessary alterations, after which he opened his stock of jewelry there and entered upon what proved to be a profitable business. Owing to the steady increase in his trade he sought larger quarters in 1890 by a removal to a new building at Third and Morrison streets. In 1899 another removal was made to 286 Morrison street, where the business was profitably conducted under the name of the G. Heitkemper Company, for he had admitted his son, Frank A., to a partnership. The death of the founder of the business occurred in 1911, after he had long been associated with the commercial interests of the city and had made for himself a most creditable position among the merchants of Portland. He took a deep interest in public affairs, cooperating in many measures for the growth and benefit of his adopted city and state. In 1889 he became a charter member of Portland Lodge No. 142 of the Benevolent and Protective Order of Elks

and was popular among his brethren of the fraternity and his acquaintances in general. His wife, who survived him for a number of years, passed away March 7, 1928. In their family were six children, of whom two died in infancy, the others being: Frank A.; G. H., Jr., whose death occurred in 1923; Anna, the wife of A. R. Wascher, of Seaside, Oregon; and Charles E., engaged in the jewelry business in Portland.

Frank A. Heitkemper, accompanying his parents on their various removals, largely acquired his education in public schools of Nebraska and when his textbooks were put aside he became an apprentice to his father, and the business association which was thus begun between them was maintained throughout the remainder of the father's lifetime. Since then Frank A. Heitkemper has been at the head of the business, which has since been incorporated under his own name. He has ever maintained the sound policy instituted by his father and at the same time has kept pace with progressive methods indicative of modern-day business conditions.

In 1894 Frank A. Heitkemper was united in marriage to Miss Maud Allard, who was born at First and Clay streets in Portland and is a daughter of J. J. and Mary C. Allard. Her father, who was a blacksmith, came to Oregon by way of the Isthmus of Panama in 1867 and her mother came across the plains to this state in 1852. To Mr. and Mrs. Heitkemper have been born two children: Allard W., who married Miss Margaret Matheson and who is associated with his father in business; and Frank A., Jr., who is a student in the University of Oregon and is a member of the Beta Theta Pi fraternity.

In his political views Mr. Heitkemper is a republican and in 1901 was elected on the citizens' ticket to the lower house of the state legislature, in which body he rendered effective service, being a member of several important committees. He is a member of the Benevolent and Protective order of Elks, has belonged to the Rotary Club for many years and is also a member of the Portland Golf Club and the Portland Chamber of Commerce. His name is likewise on the membership roll of the Auld Lang Syne Society, which indicates that he has been identified with business interests in Portland from a period antedating 1891. The methods that he has ever followed are such as commend him to the confidence and support of the public, and not only in business affairs but in matters of citizenship he has shown a progressive spirit indicative of his loyalty to the community in which he has made his home since the period of his later youth.

CHARLES ROGER GRIFFITH

Charles R. Griffith, president of the Griffith Rubber Mills, of Portland, is a man of sound business judgment and in the management of his present business is achieving distinctive success. He was born in Minneapolis, Minnesota, on the 7th of December, 1874, and is a son of William Alexander and Hannah (Keefe) Griffith, who took their family to California in 1876, and there the father engaged in contracting and building. Mr. Griffith attended the public schools and Oakland Academy, after which he took a commercial course in Idelott Business College, at Oakland. He then entered the dental department of the College of Physicians and Surgeons, in San Francisco, where he carried on his studies until three weeks before his graduation date, in 1898, when he laid aside his textbooks and enlisted in the United States Army for service in the Spanish-American war. He was sent to the Philippines, where he served until the close of the war, when he was honorably discharged. He then went to Nome, Alaska, where he engaged in mining until the fall of 1905, when he returned to the States and located at Emeryville, California, where he became associated with his brother, William Edwin, under the name of the American Rubber Manufacturing Company, and engaged in making paper-mill rubber rolls. They continued together until the brother was accidentally killed while hunting, in 1913. Later the Emeryville plant was sold to Nat Dodge, of Dodge Brothers, who is still operating the mill. Mr. Griffith then came to Portland and organized the American Belting and Hose Company, so continuing until 1927, when the business was reorganized as the Griffith Rubber Mills, of which Mr. Griffith is president, treasurer and general manager, Franklin T. Griffith is vice president and L. P. Griffith is secretary. The business was first located at First and Ash streets, but was later moved to Front street, between Ash and Ankeny streets. The next move was to East Water and Yamhill streets in May, 1920, and finally to



CHARLES R. GRIFFITH

the present location at 521-3 North Twenty-second street, where the company bought the plant formerly the Schaeffer Copper Works, and is remodeling the building, which is one hundred by two hundred feet. The company is engaged in making mechanical rubber goods, specializing in paper-mill rubber-covered rolls, which are sold throughout the northwest and British Columbia. The Griffith top press roll, on which Mr. Griffith has a patent, is now used by nearly all paper-mills on the coast in competition with the granite roll. The Griffith company has a well earned reputation for the exactness of its goods, which are manufactured under the plastometer test, and of any consistency, from that of metal to that of a sponge, all grades being absolutely uniform in test. Mr. Griffith has also developed a new "doctor blade" of rubber composition, for cleaning the upper roll of a paper machine, and which is now in general use. The blade is tough and will not break, having a third more strength than cast iron and of only one-seventh the weight. The paper-mill rolls weigh from one thousand pounds to sixteen tons each. The Griffith plant is up-to-date in its equipment and gives employment to eleven skilled workmen.

In 1909, Mr. Griffith was united in marriage to Miss Laura Pope, of Oregon City, Oregon. He is a member of Portland Lodge, No. 55, A. F. & A. M.; Portland Consistory, A. A. S. R.; Al Kader Temple, A. A. O. N. M. S.; the Multnomah Athletic Club, the Advertising Club and the Chamber of Commerce. He is a man of strong character and indomitable will, has gained success through his perseverance and energy, and is recognized as one of Portland's progressive and reliable business men.

HARRY C. HUNTINGTON

Harry C. Huntington is president of the Huntington Rubber Mills, one of Portland's rapidly growing industries, which is producing a line and quality of goods that are gaining for the concern a national reputation. Mr. Huntington was born in Sandusky, Ohio, a son of H. C. and Josephine (Warner) Huntington, both of whom are deceased. The father was a cooperage manufacturer.

Mr. Huntington attended the public and high schools of Sandusky and graduated on completing the academic course of Oberlin College in 1904. He went to New York city, where he engaged in the lumber insurance business, remaining in that city until 1908, when he came to Portland as the representative of a New York lumber insurance company, with which he remained until 1912. In that year he established the Portland Rubber mills, having as his associate Spencer Smith, who had a practical knowledge of the rubber manufacturing business and looked after the technical details, while Mr. Huntington took care of the sales end but Mr. Smith is no longer identified with the business. The original plant was located on East Ninth street, the products consisting of rubber heels, soles and specialties, which were sold under the trade name of "Huntington." They began in a small way, but the business steadily grew and in 1919 they were compelled to seek larger quarters, at which time they came to the present location at 1580 Macadam road. In 1921 the company was reorganized under the name of the Huntington Rubber Mills and in recent years is making remarkable advance in the volume of business. The plant now utilizes fifteen thousand square feet of floor space and the mechanical equipment includes four mixing mills, one calendar, and the usual smaller equipment, such as heaters and presses. The company now makes heels, soles, and a flexible rubber button, a patented article known to the trade as "Ever-on," which is made in various colors and is being shipped to all parts of the country. The Huntington concern is also putting out an anatomical model, life size, made of rubber, the details of which were worked out in collaboration with the medical school of the University of Oregon and which is to be used in connection with teaching. Mr. Huntington worked out the technical manufacturing details and has produced an article of so high a grade that several of them have been accepted and are now in use in some of the leading medical schools of this country and abroad. The plant turns out about ten thousand pairs of rubber heels and from three thousand to five thousand pairs of soles a day, which are sold all over the country, about a third of the output going east of the Rockies. The company maintains its own sales organization, which has been very effective in marketing the products of the mills. From fifty to sixty people are given steady employment.

Mr. Huntington was united in marriage to Miss Nell Orr, of Salem, Ohio, and

they are the parents of a daughter, Margaret. Mr. Huntington is a member of the Chamber of Commerce, of which he was a director for one year, the Rotary Club, the University Club and the Lake Oswego Country Club. He was for three years president of what is now the Manufacturers Association, and has given much of his time to the work of various civic organizations, having shown a helpful and effective interest in matters pertaining to the welfare and progress of his city. Because of his outstanding business ability and success, his public spirit and excellent personal qualities, he has gained an enviable place in the estimation of all who have been associated with him, while throughout the community he is greatly esteemed.

ROSS MCINTYRE

Ross McIntyre holds a place in the front rank of those whose efforts have been directed to the development of business along lines that promote not only individual success, but also the welfare and prosperity of the people generally. As president of the International Sales and Produce Company, of Portland, he is the executive head of one of the largest chain store systems on the coast and is widely known for his progressive and thoroughly modern methods. Mr. McIntyre was born in Michigan, where he was reared and educated. He graduated from the State Normal School at Mt. Clemens in 1900, after which he taught in the public schools of Michigan for three years. He then entered mercantile circles as an employee of the J. W. Templeton Company, being sent to Forester, Michigan, to take charge of a trading post and store. He bought and shipped potatoes, hay and other products, which he exchanged for cargoes of lumber from northern Michigan. He made little or no use of banks, using currency when needed and trading essential commodities, like butter and eggs. He had had no experience in this phase of merchandising before, but proved a capable business man and was continued at that post for two years, when he was transferred to the main office of the firm. The business soon afterward changed hands and Mr. McIntyre continued with the new firm, having charge of the grocery department until 1911, when he came to Portland, Oregon, and established the Walnut Park grocery, which he conducted for three years and which is now one of the many stores under his control. In 1914 Mr. McIntyre and Fred Dose organized the International Sales Company, the purpose of which was to do an importing and exporting business with Central and South America, with the idea of handling Oregon products as far as possible. However, the World war interrupted their plans, the German cruiser "Emden" capturing several of their cargoes, so that they were compelled to confine their operations to this country. Their first effort was to lease a market at Second and Yamhill streets, which they named the Yamhill Public Market. They continued in the produce business and have always been heavy buyers and shippers of potatoes, onions and other produce. They began the establishment of a line of stores, under the name of the Twentieth Century stores, and now have one hundred and five stores and markets in Oregon, Washington and California, with large warehouses in Portland, Medford and Klamath Falls. Mr. Dose retired from the business in 1924 and the present officers of the International Sales and Produce Company are, Ross McIntyre, president; Joseph W. Joseph, secretary; and George Alexander, treasurer. The company employs three hundred and fifty people and commands a steady growth in volume of business, due to the high quality of its goods, its remarkably low prices and the uniform courtesy which characterizes the conduct of every store.

Mr. McIntyre is president of the National Chain Stores Association of America, embracing the United States and Canada, representing stores which do an annual volume of business amounting to one and a half billion dollars. He has been particularly interested in the development of Oregon's farm lands and is a heavy buyer of the farm products of Oregon and Washington, buying his goods here whenever possible. He sells thirty thousand dollars worth of Oregon walnuts every year and uses Oregon canned vegetables to the extent of ten thousand cases a year, as well as three thousand cases of Oregon string beans. He has found a uniformity of pack in Oregon vegetables that is unexcelled any where, possessing a flavor and color that meets with the approval of the buying public. Mr. McIntyre has spent much time and money in investigating vegetables that can be profitably grown here, particularly lettuce, and

he has been a strong booster for the walnut growers. As a result of the firm's activities along these lines Oregon's products and packs are increasing and improving every year, the growing of crops especially adapted for canning, as distinct from ordinary market crops, being one of the things Mr. McIntyre has striven for.

In Michigan, Mr. McIntyre was united in marriage to Miss Jane Lewis, who is a native of that state, and they are the parents of a daughter, Eileen, who was born in Portland. Mr. McIntyre is a member of Portland Lodge, No. 55, A. F. & A. M.; Oregon Consistory, A. A. S. R.; and Al Kader Temple, A. A. O. N. M. S. He also belongs to the Portland Golf Club, the Columbia Country Club, the Multnomah Athletic Club, the Multnomah Golf Club, the City Club, the Press Club, the Chamber of Commerce and the East Side Commercial Club. Though a busy man in his individual affairs, he neglects no opportunity to aid, through his efforts and influence, the welfare of his community and has long been recognized as a man of distinctive ability and public spirit, commanding the sincere respect of all who know him.

LOYAL E. KERN

The progress of a city is largely expressed in the terms of its commercial and industrial development, and in this connection mention should be made of Loyal E. Kern, who in 1923 established the business now conducted under the name of the Kern Clay Products Company of Portland. Moreover, his record proves the desirability of Portland as a place of residence because of the opportunity it accords its citizens for business expansion. Mr. Kern was born within the present city limits of Portland in 1862. His father, John W. Kern, arrived here in 1851, traveling across the country with a wagon train, the wagons being drawn by horses, although many at that time used oxen to make the long trip to the coast. He was a son of William and Mary Anne (Shull) Kern and was a lad of about fifteen years when the family arrived in Portland, where the grandfather soon built a small sawmill at a point known as Cedar Mill. He operated this for a time and then moved to Portland. He took up a donation land claim in the district that is west of what is now Eighty-second street and south of Powell Valley road, there remaining until about a year prior to his demise, when he went to live in the home of his son, John W. Kern, there passing away in 1895. John W. Kern experienced the conditions of pioneer life during the early years of his residence in Multnomah county. In 1861 he was married in Portland to Miss Sarah M. Kelly, a daughter of the Rev. Clinton and Moria (Crane) Kelly, the former a pioneer minister here. Soon after his marriage Mr. Kern engaged in the steamboat business, in towing and in the sale of wood. He furnished fuel for the old Oregon Steam Navigation Company and later he built the steamship U. S. Grant of the tugboat type, which, however, carried passengers and operated in opposition to the boats of the Oregon Steam Navigation Company between Portland and Astoria. When he severed his connection with navigation interests by selling his boats he turned his attention to farming, taking over the Clinton Kelly farm at the death of his father-in-law in 1875. He then concentrated his attention upon his agricultural pursuits until his own demise, which occurred in 1900, his widow surviving him until 1904. He was always intensely interested in politics, his attitude being that of an independent republican, but he never had desire for office, yet withheld his aid from no project that he deemed of vital worth and importance to the community.

Loyal E. Kern, who was one of a family of eight children, pursued his education in the old No. 2 school of Portland, later the site of the Clinton Kelly school, which has now been torn down. Afterward he attended a business college and thus qualified for later activities. In 1883 he wedded Miss Helen M. Hawes, a native of Canada. They resided upon the family farmstead and Mr. Kern continued to operate the farm on shares for about seven years, remaining there until 1890, when he turned his attention to the brick manufacturing business, establishing a plant at East Thirty-seventh and Powell streets, where he engaged in making common brick, continuing the business at and near that location under his own name until 1923. In that year, associated with his son, Lowell E. Kern, with Russell Merrill, he organized the Kern Clay Products Company, of which he became president, with his son as secretary and treasurer and Mr. Merrill as vice president and office manager. Mr. Merrill has since retired from the firm. They originally operated the Willamina brick yard at Willamina,

Oregon, but at the end of a year abandoned manufacturing to give their attention to a general line of building material. They handle almost everything used in construction work, including lumber, hardware and paints, plaster, lime and cement, but largely specialize in brick, dealing in fire-brick from St. Louis, Spokane and Troy, Idaho. They are also agents for the Willamina Clay Products Company and sell mostly in Portland, although their business reaches to some extent outside, especially in the sale of fire-brick. Their patronage is now of such scope as to make their business a very lucrative one.

Mr. and Mrs. Kern have become parents of six children: Ethel G., who is now Mrs. W. G. Hendricks, of Portland, and has three children—Kern, Helen and Harriet; Elizabeth, who is Mrs. T. Irving Potter, of Portland, and the mother of four children—Elizabeth, Dorothy, Thomas and Robert; Harriett, who is the widow of Dan P. Smythe, of Pendleton, Oregon; Mary K., the wife of Clarence M. Eubanks, of New York city; Ramona, who died at the age of eight years; and Lowell E., who married Jean Stevens, a native of Cove, Oregon.

Mr. Kern has not only been interested in the welfare and happiness of his own family but has also looked out for the needs of others and is now president of the Waverly Baby Home, caring for between eighty and one hundred young children. His parents were the donors of the land on which the home now stands, having aided in organizing the home in 1888, while the gift of land was made in 1890. Mr. Kern belongs to the Auld Lang Syne society and to Multnomah Camp No. 77 of the Woodmen of the World. He is likewise identified with the Portland Chamber of Commerce and the firm of which he is the head has membership in the Builders Exchange and in the Building Material Dealers Credit Association. Mrs. Kern is a member of the Present Day Club and both hold membership in the Westminster Presbyterian church, Mr. Kern now serving on the official board. When all the outlying districts were consolidated with Portland, Mr. Kern was acting as school clerk of District No. 2 and he assisted in collecting funds for building the Clinton Kelly school. He has always been interested in education and in all those forces which make for material development, civic righteousness and moral progress in the community and is a worthy representative of one of the best known and most honored pioneer families of this district.

H. R. KREITZER

H. R. Kreitzer, well known in connection with the Columbia Brick Works, Inc., of Portland, of which he is secretary, is contributing to the successful management of this enterprise through his sound judgment, progressive methods and indefatigable industry. He ranks high among the brick manufacturers of the northwest, where he has centered his labors since 1906. He is a native of Indiana and in that state acquired his education and received his early training. After leaving school he went to South Dakota, where he was associated with a general contractor for about six years. Attracted by the opportunities of the growing west, he then made his way to the Puget Sound country in 1906 and engaged in the sale of clay products at Seattle and Tacoma, thus becoming familiar with the trade and with the line of goods manufactured. He carried on his operations in that field until 1920, when he left Washington to become a resident of Oregon. The company of which he is now secretary had its inception in a business which was established in 1906 at Gresham by A. Klose, who had located the clay deposits there after a year or two devoted to prospecting for clay. He had previously been engaged in the brick business in Nebraska but had come to the northwest for the benefit of his health. He started the new enterprise in a very modest way with a limited amount of machinery, small capital and but few employees. He utilized the old-time methods in open-air drying and the open kiln. The plant, however, was gradually enlarged and modernized. After a time they built six units (permanent kilns) of a new type, which were patented, the process being worked out by Mr. Klose. This was about 1908. Subsequently eight more units were added and in 1919 six more units. Today the company utilizes twenty units in the conduct of its business and there are now a number of plants in the United States and Canada which use the kiln that was perfected by the Columbia Brick Works. The firm was incorporated in 1909 and opened its Portland office about 1910, being one of the first

building material firms to locate on the east side. Mr. Klose still remains as president of the company, although he is now inactive in its management. H. R. Kreitzer, as the secretary, has charge of the sales and distribution, while F. Olbrich, the vice president, is at the plant at Gresham, Oregon, and handles the manufacturing. The capacity of the plant is eighty tons of manufactured ware per day and includes common and face brick, hollow building tile, fireproofing tile, drain tile and radial chimney brick. About twenty-five men are employed at the plant and the output is shipped over Oregon, Idaho and southwestern Washington. For eight years Mr. Kreitzer has been active in the management of the business from the headquarters in Portland and not a little of the success of the undertaking is attributable to his efforts and progressive spirit.

Mr. Kreitzer was married in Tacoma to Miss Mary Hak and they are now parents of two children, Katherine and John. Mr. Kreitzer is a member of state board for vocational education and of the apprenticeship commission, governing vocational education in Portland, and is interested in all projects which have to do with the improvement and upbuilding of this section of the country. His efforts, however, are chiefly concentrated upon his business affairs and he is well known in trade circles, serving now on the board of directors of the Oregon Building Congress and on the board of directors of the Builders Exchange, and is president of the Pacific Northwest Brick & Tile Association, an organization of the clay products manufacturers of Washington and Oregon.

LOREN MONT LEPPER

Loren Mont Lepper, a Portland attorney, was born on a farm in Wells county, Indiana, about nine miles southeast of Fort Wayne, February 22, 1870. His parents were James E. and Martha A. (Quackenbush) Lepper, who, removing westward, settled in Portland and now make their home with their son. L. M. Lepper attended the Ossian, Indiana, public schools and was graduated from the high school at Kendallville, Indiana, winning a gold medal for attendance, scholarship and deportment. He next became a student in the normal school at Albion, Indiana, where he prepared for the profession of teaching, and when seventeen years of age he secured a position as timekeeper on the Lake Shore & Michigan Railroad, now the Air Line of the New York Central. That he proved efficient and capable is indicated in the fact that after a year he was given charge of a gang of eighty men who were working at making this a double-track system. From assistant roadmaster on the Lake Shore & Michigan Southern he was promoted to roadmaster on the Ohio Central Railway from Toledo to Columbus, Ohio. At the time the road was merged by the J. Pierpont Morgan interests with the Hocking Valley Coal Road, through the consolidation and lengthening of divisions Mr. Lepper lost his job and, starting out to seek another, became assistant supervisor of the Philadelphia & Reading Railroad. Soon afterward, however, he became extra gang foreman on the Great Northern Railroad, serving on the Duluth division under General Roadmaster J. M. Hurley. Recognition of his loyalty to the interests of the company led to his promotion. He was made roadmaster of the Minneapolis division, thence went to the Cass Lake division and afterward to the Iron Ore division at Hibbing, Minnesota, as roadmaster. He afterward occupied a responsible position as superintendent with a contracting company, removing dirt from the iron ore, and when he had served in that capacity for a year he returned to his old home in Indiana. In 1902 he was appointed roadmaster of the Chicago division of the Chicago, Rock Island & Pacific Railroad and occupied that position for two years, at the end of which time he went to the Panama Canal Zone as superintendent of construction, remaining in canal work for about a year, during which time he was located at various points—Culebra, Empire, Las Cascadas and Bas Obispo. In the meantime he had read law and taken a correspondence course in law and in 1899 he was admitted to the Indiana bar, although he did not begin practice at that period. After his experience in the Canal Zone he determined to more thoroughly prepare for legal work and entered the law school of the University of Michigan, from which he was graduated in 1908, having done three years of work in two and one-half years. It was then that he came to the Pacific coast to look over the country, visiting Seattle, Tacoma, San Francisco, Los Angeles, Portland and other cities, but did not

find conditions right for law practice, as he believed, at that time. He then went to Everett, Washington, and engaged on construction work for the Great Northern Railroad. Subsequently he was made roadmaster at Whitefish, Montana, where he continued for two years. In 1909 he had the misfortune to break his leg and returned to Indiana. In the spring of 1910 he resigned a position determined to devote his attention to law practice, and after again visiting various coast cities decided to make his home in Portland. Here he entered into association with an old friend and classmate, Charles C. Hall, on the 1st of September, 1910, and they have since remained in practice together.

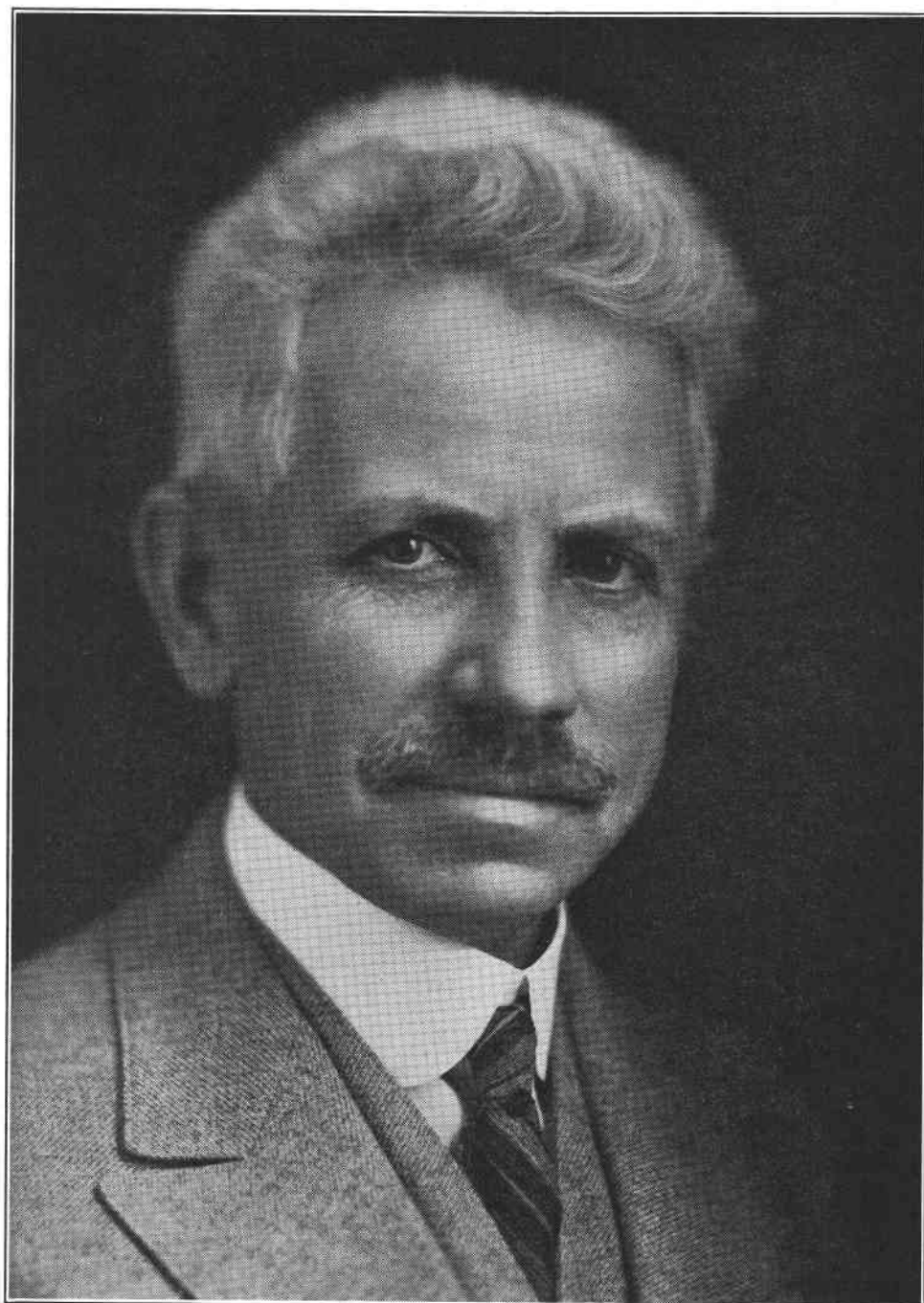
Mr. Lepper is a loyal exemplar of Masonic teachings, has taken the degrees of both York and Scottish rites and is a member of the Mystic Shrine. He also belongs to the Woodmen of the World and he is a member of the Multnomah County Bar Association and the Oregon State Bar Association. He has been extremely active in improvement work, especially on the east side of Portland, and was made secretary-treasurer of the East Side Business Men's Club. His cooperation is always counted upon to further any project for the public good and he has been instrumental in promoting various movements which have directly benefited the city. His life has been filled with many and varied incidents and not a few thrilling experiences which came to him in connection with railroad construction work when he directed gangs of workmen from almost every country on the face of the globe. He learned to handle men and situations, and these qualities have stood him in good stead in his law practice, in his development of business enterprises and in his work as a member and officer of the East Side Business Men's Club.

OSWALD ANDRAE

Oswald Andrae is treasurer of the firm of Nitschke & Andrae of Portland, whose business card designates them as "modelers, carvers and plaster decorators." It does not state, however, that the general public knows that this firm occupies a position of leadership in its particular field and that specimens of its superior workmanship are seen in some of the finest structures of the northwest. Mr. Andrae has been a resident of Portland since 1907. He was born at Dresden, Germany, a son of Karl Wilhelm and Amalie Andrae. The father died in Germany in 1908 and the mother's death occurred during the World war period.

The son, Oswald Andrae, pursued his education in the schools of his native land and there took up the study of architectural sculpturing, developing a high degree of efficiency in that field. In August, 1899, he crossed the Atlantic with San Francisco as his destination and there worked for a year, after which he returned to Germany for his family, consisting of wife and daughter. He had married in that country Miss Elizabeth Lehmann, a daughter of Traugott and Johanna Lehmann. Her father died in Germany, but her mother passed away in Portland in December, 1927, at the advanced age of eighty-eight years. To Mr. and Mrs. Andrae in Germany was born a daughter, Gertrude, who is now the wife of Eric Hopson, of Portland, and has one son, Clifford.

When Mr. Andrae brought his wife and daughter to the new world he again went to San Francisco, where he became associated with the firm of Riley & Company, engaged in the same line of work in which he had formerly been active and doing wood carving as well. He continued with that firm until the earthquake of 1906, at which time the business was discontinued. Mr. Andrae was afterward employed by leading building concerns for about six months, after which he was employed as modeler on the big Casino on the sea at Santa Cruz, California. Later he came to Portland and he has since been actively associated with architectural art work in this city, being now treasurer of the firm of Nitschke & Andrae, which is a corporation of which T. G. Schmidt is now president, although inactive, and Robert Nitschke is secretary. The business was established in 1906, under the firm style of Senn & Nitschke, but in the following year Mr. Senn withdrew and Mr. Nitschke was joined by Mr. Andrae under the present firm style. The business has since been incorporated and is today one of the oldest in this line in the northwest. The company manufactures art stone and plaster of Paris decorations for residences, public buildings, theaters, hotels and other structures. Their business is architectural sculpturing, which they



OSWALD ANDRAE

do in plaster of Paris, stone and other materials, and their fine workmanship is seen on the courthouse, the Benson Hotel, the Meier & Frank building, the Lipman, Wolfe & Company building, the library building, part of the United States Bank building, Bidell building, Congress Hotel and other of the most attractive structures of the city. The company has its headquarters at 309 East Eleventh street, in a building forty-five by sixty-eight feet, containing thousands of specimens of their art. Some of their plaster models are of immense proportions and others exceedingly small, and they are prepared to execute any kind of an order in their line. Formerly they made much ornamental garden furniture which was shipped to all parts of Oregon and to adjoining states, but they are now confining their attention to ornamental work for buildings. The company purchased its present place in 1911 and its work is made from designs of their own or from delivered plans. The forms of the models are all made by hand in clay plaster and a mold is then executed, after which the work is cast. Employment is furnished to from four to ten men and the business, steadily growing through all the years, is now one of extensive and gratifying proportions. Mr. Andrae is most skillful in this field, having developed his native powers and talents to a point of efficiency which places him second to none in this line of effort.

H. C. PACKARD

H. C. Packard is widely known in the business circles of Portland as vice president and manager of Packard-Mallo, Inc., and by reason of his activity in the electrical field has become recognized as one of the leading and representative business men of the city. A native of California, he was a son of C. O. and Hannah Packard. The family was established in California at an early day and the father there passed away, while the mother yet retains her residence in San Francisco. When a youth of seventeen years H. C. Packard turned his attention to the electrical business in San Francisco. He there remained until 1907, when he came to Portland and for a time was associated with the old Pacific Electrical Engineering Company. He afterward spent several years in electrical shops of this city and later was with the firm of Kingery & Marrs, fixture manufacturers. In 1911 he became identified with the Beaver Electric Company, contractors of wiring, fixtures and other electrical products, and was with that house until he entered the present firm—Packard-Mallo, Inc. The business was established in 1920 by H. C. Packard under the name of the Packard-Pierce Company, Mr. Packard, however, being the active man in the concern. The company was organized for the purpose of manufacturing lighting fixtures and business was established at the present location, although at that time the company occupied only the top floor, having floor space fifty by one hundred feet and employing only four people. Their trade was largely local at the outset but has now extended over a broad territory. In 1921 Mr. Packard purchased the interest of his partner, Mr. Pierce, but continued the business under the same name. About 1924 he was joined by T. L. Malloy and the present corporate style was adopted in 1925. Mr. Malloy is the president of the company, with Mr. Packard as vice president and general manager, and the business has been carried on as a corporation since 1923. They now manufacture home lighting fixtures almost exclusively and have built up an extensive trade in this field. They make designs and patterns at their plant, while the castings are manufactured in Portland, and they do much special design work for architects and interior decorators. Their sales now cover the entire western part of the United States and they maintain their own sales organization, having five representatives in this department who sell to the retailers. Something of the growth of their business is indicated in the fact that they now utilize fifteen thousand square feet of floor space and employ about twenty-five people, while their business amounts to approximately one hundred and fifty thousand dollars annually. They handle no retail sales in Portland, although the firm works up prospects for local dealers. They issue a catalogue giving designs and manufacture only on order. Expert designers and mechanics are employed and the business has shown a continuous and substantial growth, Mr. Malloy handling the selling end, while Mr. Packard has supervision over the office and the shop.

In 1911, in Portland, Mr. Packard was married to Miss Jeannette Longmire, who was born at The Dalles, Oregon, and they have one child, Phyllis now thirteen years of age. Mr. Packard is prominent in Masonic circles, having attained the Knight

Templar degree, while with the Nobles of the Mystic Shrine he has also crossed the sands of the desert. He is likewise identified with the Woodmen of the World and he finds his recreation largely in fishing and hunting, greatly enjoying life in the open. His has been an active and useful career and his success illustrates what can be accomplished through individual effort intelligently directed.

T. J. ROWE

T. J. Rowe, engaged in the plumbing business in Portland for three decades, his liberal patronage being an indication of his capability and his reliability, was born in England, a son of John and Ellen Elizabeth (Hicks) Rowe. Having attended school in his native land, he afterward served a six years' apprenticeship to the plumber's trade, gaining a thorough knowledge of the business in all of its details. He was still a young man when in 1890 he came to Portland and here entered the employ of E. J. Floyd, for whom he worked until 1898, when he purchased the interest of his employer and took over the business, which at that time was being conducted on Grand avenue. Later a removal was made to East Alder street and subsequently to the present site of the Citizens Bank, after which a fourth removal was made to the present location in 1926. This building was erected by Mr. Rowe, who is now conducting an extensive business, largely confining his attention to plumbing installations in homes and apartment houses, giving employment to three or four men.

Mr. Rowe was married in Portland to Miss Iva Sunderland, a native of this city and a daughter of Milton and Nancy Elizabeth (Stansberry) Sunderland. Her father came to this city in 1852, casting in his lot with the pioneer business men here. Mr. and Mrs. Rowe have become parents of two children: John M., who is married and is in business with his father; and Ellen, at home.

While Mr. Rowe has long occupied a position among the leading plumbers of the city, he is also well known in other connections in that he is president of the Motor Investment Company and president of the Citizens Investment Company. Mr. Rowe votes with the republican party and keeps well informed on the questions and issues of the day but does not seek nor desire office. He has become well known in trade circles through his connection with the Portland Master Plumbers Association, of which he was secretary for a number of years, and with the Oregon State Master Plumbers Association, of which he is now the treasurer. His interest in community welfare is indicated in his membership in the East Side Commercial Club, of which he was secretary at an early day. He belongs to Multnomah Camp No. 77 of the Woodmen of the World. Never has he regretted his determination to try his fortune on this side of the Atlantic, for here he has found the opportunities which he sought and in their utilization has made steady advancement until success in gratifying measure has rewarded his labors.

W. WILLIAMS

W. Williams, who has devoted his attention to the laundry business since his school days, is now president and manager of the Liberty Laundry Company of Portland, an enterprise which holds to the highest standards of service in its particular line. Mr. Williams was born in Richmond, Indiana, a son of J. A. and Lyda (Bruce) Williams, the latter now deceased. The father, who is living in Salt Lake City at the age of eighty years, is the oldest laundryman in the United States in years of continuous connection with the business and yet operates the Salt Lake City Overall Laundry.

Because of his father's connection with this line of trade W. Williams became associated with laundry interests when still a school boy. He attended the public schools of his native city and afterward was graduated from Earlham College with the class of 1903. On completing his college course he went to Ogden, Utah, where he was engaged in business with his father under the name of the Troy Laundry Company, continuing at that place for about a year. He was afterward associated

with the Troy Laundry at Salt Lake City for three and one-half years, having charge of the wash-room department until 1909, when he went to San Francisco and became connected with Frank J. Huebsch in the laundry business, there continuing until 1916. In the latter year he came to Portland and entered into active association with the Troy Laundry Machinery Company, selling laundry equipment, having charge of the territory here from 1916 until 1925. He then purchased an interest in the Liberty Laundry Company, which had been established in 1921 by Lot Q. Sweetland on Union avenue and was removed to the present location on East Eleventh and Madison streets in 1922. Here the company has a half block, with fourteen thousand square feet of floor space, including first floor and balcony. They utilize twelve wagons and trucks, employ sixty-two people and handle over twenty thousand pieces in the linen supply department alone per week. This linen belongs to the firm and is sent out through contract arrangements to hotels, restaurants and barber shops, being called for and delivered. This firm has the only power plant in the northwest, with a one hundred and twenty-five horse power generating and alternating current, and the exhaust steam heats the water for the laundry. The company owns its water plant, the old east side city plant being located on this property, it being a spring water, very clear and pure. Today the laundry has every modern equipment and turns out three hundred and fifty thousand pieces of work per week, with socks darned, buttons sewed on and every article mended. Mr. Williams is a member of the Portland Laundrymen's Association, the Oregon State Laundry Owners Association and the National Laundry Owners Association and is thoroughly in touch with everything that has to do with the trade. He is also connected with the Retail Credit Men's Association. His interest in municipal welfare and progress is indicated in his connection with the East Side Commercial Club and the Portland Chamber of Commerce and he also holds to the high civic and personal standards of the Lions Club, of which he is a member. He likewise has membership with the Benevolent and Protective Order of Elks and he is now well known in his adopted city, where he has made steady progress in the business field, reaching an enviable point of success.

MRS. ELLA (WILSON) BURT

Mrs. Ella (Wilson) Burt is one of the worthy pioneer women of Portland, a representative of one of the old and honored families that was established in this section of the state when Oregon was largely a wild and undeveloped region, the seeds of civilization having scarcely been planted in the northwest. Her father, W. H. Wilson, was born in Missouri, December 28, 1822, and made the long and arduous journey across the plains and over the mountain passes to Oregon in the year 1843, traveling with the Applegate party and driving a team for Jesse Applegate. The latter made the trip with what was called the "cow column" and took up his abode in the fall of 1844 on Salt creek, in Polk county, Mr. Wilson becoming a member of his household and aiding him in the development of farm property there.

In October, 1849, Mr. Wilson was united in marriage with Mrs. Hannah Dickinson Gilliam, who two years previously had journeyed westward and became a pioneer settler of Oregon. She was only fourteen years of age at the time of her first marriage and her child of that marriage was but six months old at its death. Mrs. Gilliam was a young widow of but sixteen years at the time she became the bride of W. H. Wilson, with whom she lived most happily for over a half century, their golden wedding being celebrated by their children and many friends.

Those were hazardous days in which the Wilsons met the conditions of pioneer life and attempted to establish a home on the frontier. There was not only a great amount of labor involved in clearing the land and developing crops, but oftentimes the people were in danger on account of the hostility of the Indians. On one occasion after Mr. Wilson settled in the Willamette valley he had a very narrow escape. A Wasco Indian of the name of Cockstock was hired by a negro, Winslow Anderson, to work on his land claim near Oregon City, for which he was to receive a horse in payment, but Anderson sold the horse and his claim to J. D. Saules, also of the African race. When Cockstock finished his contract he went to Anderson to get the horse, but the latter told him it and the claim had been sold. Cockstock then attempted to secure the horse from Saules, who refused to give it up, saying he knew nothing of the

previous arrangement. The Indian, however, took the horse, whereupon both negro men appealed to Dr. White, who compelled Cockstock to give the animal back. Muttered threats of vengeance on the part of the Indian caused Dr. White to offer one hundred dollars reward for his arrest, as he felt that bodily harm would come to the negroes. On the 4th of March, 1844, Cockstock with four Molalla Indians rode into Oregon City, whereupon several white men, desiring to obtain the reward, attempted his arrest and in the trouble which ensued Mr. Wilson was wounded and George W. LeBreton, clerk and recorder of the provisional government, was killed. This resulted in the organization of the Oregon Rangers, the first military force officially formed in the Oregon country. Mr. Wilson served in the Cayuse war when the soldiers went to the Walla Walla country to capture the murderers of Dr. Whitman and he was otherwise connected with events which featured in the early history of the northwest. Following his marriage to Mrs. Gilliam in 1849 they removed to Yoncalla, where Jesse Applegate had secured a claim, and there Mr. Wilson also obtained a donation land claim upon which he and his wife made their home until after the birth of all of their ten children, of whom the following are yet living: Mrs. S. J. Cowan, of Drain; Mrs. H. L. Cook, of Yoncalla; Mrs. Mary Brown, living at La Grande; Minnie Wilson, of Drain; Mrs. Ella (Wilson) Burt, of Portland; and Will and Joe Wilson, who reside at Yoncalla. John D. Wilson, the eldest brother of Mrs. Burt, was born in 1850 and responded to President Lincoln's last call for troops to defend the Union in the Civil war, being at the time but fifteen years of age. He was made a member of Company K of the Oregon Volunteers and was on duty for fifteen months, largely as an Indian fighter in Idaho and Montana.

Like her brothers and sisters, Ella Wilson was born on the old homestead farm near Yoncalla and became familiar with every phase of farm life in the midst of a frontier region. She knew the pleasures that come with life in the open as well as the duties and responsibilities of caring for the home. On the 7th of April, 1878, she gave her hand in marriage to John Burt, a nephew of Jesse Applegate. Mr. Burt was born March 7, 1856, a son of George A. Burt, a pioneer settler who traveled across the country by team in 1850 and took up a donation land claim in Douglas county, Oregon, near what is now the town of Yoncalla. He gave forty acres of his land to assist in the work of establishing Yoncalla township. He was a merchant and warehouse man, giving his attention more largely to commercial pursuits than to farming. At the time of his death he was serving as mayor of Yoncalla, a position which he had occupied for many years. His wife bore the maiden name of Ellen Applegate and was a daughter of Charles Applegate, a brother of Jesse Applegate.

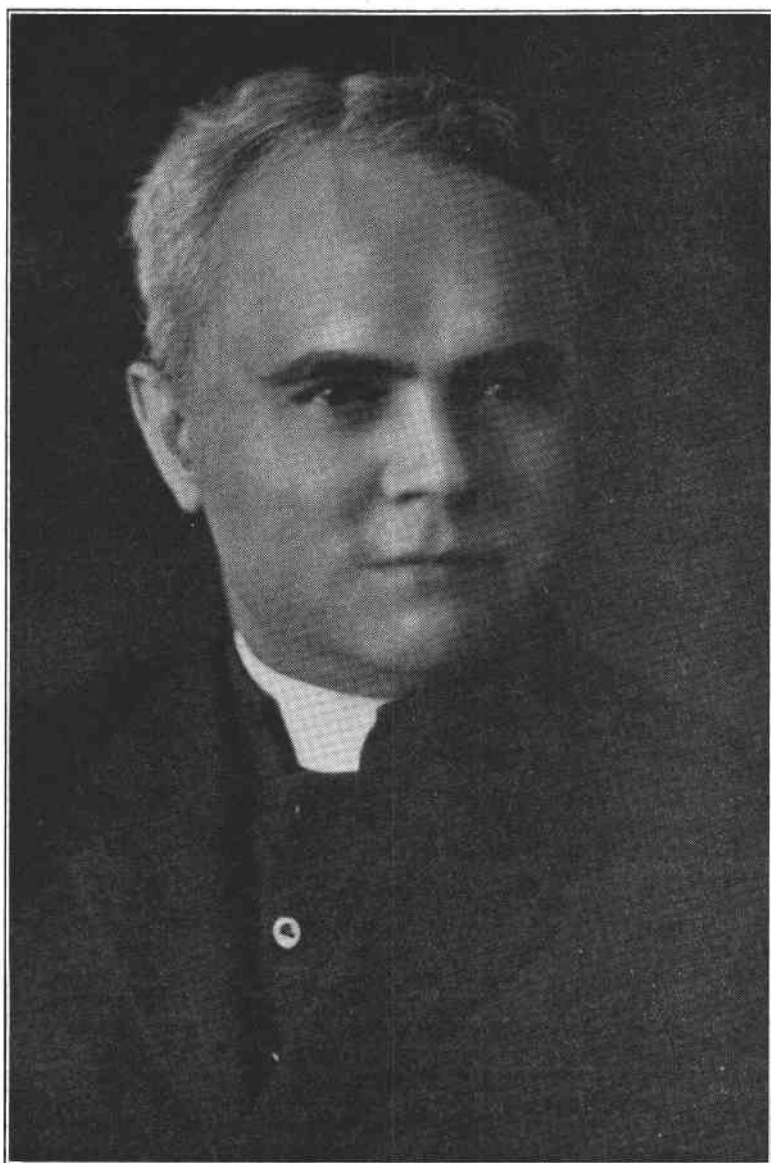
John Burt, son of George A. Burt, was educated in the schools of Douglas county, early became familiar with the occupation of farming and continued to devote his attention to agricultural pursuits until his demise, which occurred in 1888. John and Ella (Wilson) Burt became the parents of four children, of whom the eldest died at birth, while Ronald C., who had been with the Crystal Ice & Storage Company of Portland at intervals for many years, passed away in December, 1923. Pearl became the wife of Robert Harvey, and they have three children: Ethea Fontelle and Isabelle. George W. is now vice president of the Western Dairy Products Company of Portland.

The death of John Burt occurred four decades ago, but Mrs. Burt is still living, making her home in Portland, where all who know her treasure her friendship, entertaining for her the kindest regard because of the many sterling traits of character which she has always displayed.

REV. AUGUSTUS J. COUDEYRE, S. J.

Rev. Augustus J. Coudeyre, S. J., a man of scholarly attainments whose consecrated labors have long constituted a factor in the intellectual and moral progress of the Pacific northwest, is now in charge of a very prosperous parish as pastor of St. Ignatius church of Portland. He was born in southern France on the 30th of June, 1875, a son of Martin and Mary (Mournette) Coudeyre. He has two brothers who are priests in France, namely. Emile, a missionary in the Redemptorist order; and Celestin, who is in charge of a parish.

Augustus J. Coudeyre received his early educational training under the Brothers of La Salle and subsequently entered the Jesuit Fathers' College at Lyons, France,



REV. AUGUSTUS J. COUDEYRE

which conferred upon him the degree of Bachelor of Arts in 1894. In June of that year he made the voyage to the United States and entered the Jesuit order in Spokane, Washington. He there resumed his studies and later began mission work among the Indians on the reservation at Umatilla, Oregon, continuing at that place for three years and afterward spending two years on the reservation at Colville, Washington. Five years among the Indians of the northwest gave him a very thorough knowledge of the red men and their history. Following this experience he pursued a four years' theological course in St. Louis University of St. Louis, Missouri, where he was ordained to the priesthood on the 27th of June, 1907. Immediately afterward he went to Yakima, Washington, where he served as assistant pastor for one year. With his broad intellectual training, however, it was deemed best that he enter the educational field and thus he accepted a position at Gonzaga University of Spokane, Washington, where he taught languages and mathematics for four years. On the expiration of that period he went east to Poughkeepsie, New York, for special or postgraduate work. A year later he returned west and during the succeeding twelve years was prefect of studies at Seattle College, a Jesuit institution. His next removal took him to Tacoma, Washington, where he was principal of St. Leo's College for one year, and then for a similar period he was again connected with Seattle College. In response to an insistant call, he next returned to Gonzaga University of Spokane as principal of the high school, thus continuing until August, 1927, when he was appointed pastor of St. Ignatius parish of Portland.

The history of the parish is a most interesting one. It was about the year 1909 that Rev. Francis Dillon came to Portland as the first Jesuit priest and purchased twenty-five acres of land for the order. Father Dillon now lives at St. Ignatius Mission near Missoula, Montana. There are five provinces of the Jesuit order in the United States: New England at Boston, Massachusetts; New York and Maryland at New York city; New Orleans; Missouri at St. Louis; and California at Portland. The last named was formerly located in California but on account of the geographical location the Pacific Coast headquarters were changed to Portland. With the inception of St. Ignatius parish soon thereafter, a handsome three-story brick building was erected and this was dedicated in 1909. School was begun with only a few pupils and there are now nearly three hundred students taught by eight Sisters of the Holy Name, for whom a special home has been erected. A large modern schoolhouse has also been built. The plans of the founder are gradually being worked out with a view to making St. Ignatius a great educational center offering the finest college facilities. There are nearly two hundred and fifty families in the parish and great things are hoped for under the leadership of the new pastor, Father Coudeyre.

GEORGE W. BURT

George W. Burt, vice president of the Western Dairy Products Company of Portland, has long been associated with interests of this character and has contributed much to the development made in the dairy business, a spirit of enterprise actuating him at every point of his business career. He has always resided in Oregon, his birth having occurred near Yoncalla, his parents being John and Ella (Wilson) Burt, of whom extended mention is made elsewhere in this work. He attended the country schools there and when a boy came to Portland, where he entered the Hawthorne school. Later he pursued a course of study in the night school at the Behnke-Walker Business College. Throughout practically his entire life he has been identified with creamery, dairy and kindred interests. On the 23d of March, 1903, he became associated with the old Weatherly Creamery Company and when that company took over the business of the Crystal Ice & Storage Company, continuing the latter name, he became associated therewith, taking charge of the ice cream department in 1907. In 1917 he was elected to the board of directors and was afterward made secretary of the company. On the 7th of October, 1925, when this company merged with the Western Dairy Products Company, Mr. Burt was elected vice president and also became one of the directors, at the same time being made divisional manager for Oregon. Into this field he is now directing his efforts with satisfactory results. There is no phase of the business with which he is not thoroughly familiar from production to sale, and his sound judgment and unflinching enterprise feature in the continued suc-

cess of the corporation. He is likewise a director of the Citizens Bank of Portland and his cooperation is accounted a valuable asset in business organizations.

Mr. Burt was married in Portland, February 17, 1917, to Miss Arlene Lewis, a native of Nevada, Missouri, and a daughter of O. H. and Mollie Lewis, who removed to Montana, settling on a cattle ranch in that state when their daughter Arlene was quite young. The father died July 4, 1924, and the mother is still living, her home being in Portland. Their daughter, Mrs. Burt, came to this city about 1910 and afterward was graduated from the Washington high school. Mr. and Mrs. Burt are well known here and have many friends, occupying an enviable position in the social circles in which they move. Mr. Burt belongs to the Portland Chamber of Commerce, to the East Side Commercial Club and the Rotary Club. Fraternally he is connected with the Independent Order of Odd Fellows and is a Mason, belonging to Sunnyside Lodge, F. & A. M., and to the Scottish Rite bodies, while of the Mystic Shrine he is a life member. He was president of the Portland Golf Club in 1927 and he belongs to the Multnomah Athletic Club. A genial, companionable gentleman, he is widely known in Portland, where his business interests have contributed to public progress, and thus he is carrying on the work of general development and improvement which was instituted by his ancestors here in the early days of Oregon's upbuilding.

SIGMUND FRANK

No visitor to Portland and no resident of the city is unfamiliar with the name of Meier & Frank, a name that has symbolized mercantile activity and progressiveness here through many decades. It was in this connection that Sigmund Frank came to rank as one of the representative men of Oregon, but it was not alone his success, notable as this was, that brought him before the public. In his make-up there were certain manly qualities, high purposes and lofty ideals that gained him the respect of all and his consideration for his fellowmen won for him the unqualified friendship of those with whom he was brought in contact.

Germany gave to the new world this man who was destined to play so important a part in the steady expansion of his adopted city. He was born in Bechtheim on the 12th of February, 1850, and there he received a thorough educational training, combined with that home discipline that made him recognize the worth of character and the advantage of opportunity. He was twenty years of age when he bade adieu to friends and native land and sailed for the United States. For two years he remained a resident of New York, but he believed that superior advantages were accorded in the far west and was ambitious to utilize the advantages offered on the Pacific coast. He had been liberally educated in music while in Germany and by teaching piano and violin while in New York he earned the money that enabled him to meet the expenses of a trip to San Francisco, where he arrived in 1872. He had not yet acquired an intimate knowledge of the English language and was somewhat unfamiliar with American business methods and customs, but undeterred by such handicaps he started out to win a name and place for himself in the empire of the Pacific northwest. While in San Francisco he formed the acquaintance of Aaron Meier, of Portland, who had followed his elder brother, Emil Meier, to the Oregon metropolis and had become a clerk in his brother's store. It was through this avenue that Mr. Frank became identified with commercial interests in Portland at the close of the year 1872. He soon gave demonstration of his capability and was admitted to a partnership, thus forming the firm of Meier & Frank—a name that is inseparably associated with commercial development here. Writing in this connection, the Oregonian at the time of Mr. Frank's death said: "It was not a sudden burst of glory and spread but a steady climb up the hazardous hill of mercantile business. The little general store, which carried about everything from calico and groceries to hardware and implements, began to grow; more stock was taken on and more room was added as patronage increased. From Front street the store was moved to First, and then the block bounded by First, Second, Yamhill and Taylor streets was taken in. In 1889 Aaron Meier died and the responsibility of head of the firm fell upon Mr. Frank. His training under the senior member of the firm and his own experience had fitted him for the place and the mercantile establishment continued along in the steady progress it had made from the

beginning, when the stock invoiced no more than two hundred or three hundred dollars. Eight years after the death of Aaron Meier the store had again outgrown its quarters and Mr. Frank purchased the site on First street between Alder and Morrison streets. He was advised against this purchase but he had observed things; he had faith in Portland; he saw in his mind the advancement of the business district west from the river and went ahead with the building of a large department store. His judgment, as usual, was correct. The crowning feature of the store was the erection of a ten-story annex on Sixth street, which stands as a monument to the memory of the man who devoted a lifetime exclusively to build up a great department store."

In 1885 Mr. Frank wedded Fannie Meier, the eldest daughter of his partner, and they became the parents of two sons, M. Lloyd and Aaron. It was four years after his marriage that Mr. Frank became head of the business, following the death of Mr. Meier. All through the intervening period he had aided largely in the upbuilding of the business, which had far outgrown its quarters, and Mr. Frank believed that there was a still more brilliant future before Portland and wished to make his establishment commensurate with the expected development of the city. The store was originally located on First and Second streets, then the business center of Portland, but the trend of trade was upward from the river, and in order to meet the requirements of his expanding business he purchased property on Fifth, Morrison and Alder, where he erected a building one hundred by two hundred feet and five stories in height with basement. Many believed that this was far beyond the needs of Portland, but Mr. Frank looked beyond the exigencies of the moment to the opportunities and possibilities of the future and made his establishment the center of the retail district. Hardly had the firm become established in its new quarters before with clear-sighted vision Mr. Frank realized that there was still greater need and began planning for the erection of a large annex, double in height, the size of the store which he had already promoted. He made the name of Meier & Frank one known throughout the Pacific coast country. He planned for the future as well as for the present and he made his labors most fruitful because of his practical methods. He studied the trade, knew the demands of the public and kept in advance of competitors by educating his patrons to purchase the latest and most attractive goods put out by the markets of the world. Moreover, he kept in close touch with his employees, upon whom he impressed a sense of individual responsibility, and he gained their full cooperation through his kindness and justice in all of his dealings with them. He sought and welcomed suggestions from the humblest to the most important of his employees and none ever feared to enter his presence or express views concerning the business. He waited not for the city's growth but set a standard of advancement which Portland followed. His contribution to the development of the city can scarcely be overestimated and the business which he was so active in establishing and promoting continues one of the chiefest of the mercantile establishments of the entire northwest.

In his relations to the public welfare Mr. Frank manifested the same progressive spirit. He knew and studied Portland's needs and her opportunities and his cooperation could always be counted upon to further any measure for the general good, yet he never sought office nor cared to figure in public life. When there was a demand made upon his time, his effort or his means he gave of it freely.

Coming to Portland at an early period in her commercial development, he was widely known throughout the city and those who came within the closer circle of his friendship found him a genial companion of kindly spirit and generous disposition. He knew and loved his city and its people and he was constantly extending a helping hand where aid was needed. Of him a contemporary writer has said: "On October 4, 1910, Portland lost its master mind in the field of commerce. Sigmund Frank had made his company in the Pacific northwest what Marshall Field did his in Chicago. He had proven more brilliant in achievement than the illustrious Chicago merchant, by pressing harder the limit of population in his territory and by winning a higher relative ascendancy. And with the glory of a great commercial career clustering thickly around his vigorous intellect and but sixty years lapsed in what promised an octogenarian span the powerful mind and robust frame gave way to the extraordinary draft made upon it and Sigmund Frank breathed his last.

"He lived to see finished the second great material monument to his success, which is but a stepping-stone in the advance made from comparative obscurity to preeminent business triumph. He had just completed a beautiful ten-story annex, of the most modern steel and concrete construction, to the great Meier & Frank store, and this

beautiful white monument, thrilling with life and business every day, stands as a most eloquent testimonial to the prowess and energy of the departed merchant. This mind has been conceded by closest observers one of the rare products of the business world. It possessed that unfaltering courage which makes anything possible. It was endowed with phenomenal strength for detail and would permit storing whole catalogues of business information for instant use. It had that superb motor power of aggressiveness and persistence which is illustrated best by the unlimited energy of the Oregon hills where streams tumble in cataracts the year around. It embodies in these ponderous talents also the gentle touch of humanity which loved and could be loved. And running through it all was a simplicity that never changed, a modesty that was child-like in its beauty, and the frankness that goes with first-water genius."

Such in brief was the history of Sigmund Frank and never shall his name cease to find a place in the annals of Portland where the prominent and honored men of the city are mentioned.

ADOLPH R. JACOBS

A product of Oregon City, Adolph R. Jacobs typifies the progressive spirit of the west and is widely and favorably known as the president of the great woolen mills which have been operated by members of the family for a period of sixty-three years. His father, Ralph Jacobs, was a native of Germany and came to the United States when about fourteen years of age. For a time he lived in New York city and then yielded to the lure of the west. He worked his way on a vessel which made the passage around Cape Horn and after reaching San Francisco he came by boat to Portland, Oregon. Early in the '50s he arrived in Oregon City, in which his brother Isaac settled at about that time, and here they established one of the first woolen mills in the northwest, securing the financial aid of local business men. They started with a small plant, purchasing the land from the heirs of Dr. John McLoughlin, and the business has been conducted at this location since its inception in 1864. Ralph Jacobs devoted his energies to the management of the local mill until 1873, when he located in Portland, and there resided until his death in 1900. He was identified with the Masonic order and manifested a deep interest in civic affairs, but neither sought nor held public office. In Germany he had married Miss Flora Kalisher and they became the parents of five children: Adolph R.; Ruby, who is Mrs. Phil Goss, of San Francisco; and Hilda, Frances and Miriam, who reside in Portland. Isaac Jacobs, who was about two years older than his brother Ralph, was also an important factor in the upbuilding of the industry and his demise occurred in 1920. His widow, Mrs. Clara (Burke) Jacobs, is living in California, her native state, and has four sons, whose interest in the business was purchased by Adolph R. Jacobs in 1922.

The last named received his early instruction in Oregon City and pursued his high school studies in Portland. After completing his education he entered his father's plant, starting with a salary of twenty dollars per month, and worked his way through the various departments. As he mastered the technicalities of the business he was intrusted with heavier responsibilities and at one time was a traveling salesman for the firm, of which he is now the president. The other officers are: Joseph N. Teal, first vice president; Samuel Stern, second vice president; and Edward Schwab, secretary and treasurer. All are residents of Portland and sagacious, farsighted business men of high standing. The business is controlled by the Oregon City Manufacturing Company but is generally known as the Oregon City Woolen Mills. The old factory was destroyed by fire in 1873 and was replaced by a substantial modern plant. The company first made blankets and cloth of various kinds and now manufactures blankets for beds and automobiles as well as Indian robes, coats and other clothing. There are three modern garment factories, two of which are situated in Oregon City and one in Portland, and in addition the corporation maintains five retail stores, located in San Francisco, Seattle, Portland, Tacoma and Denver and more are contemplated. No cloth is sold by the house, which uses this material for the making of garments, and the bulk of the raw product is purchased in this region. The products of the company bear the trade name of "Jacobs' Oregon City Woolen, pure virgin wool" and are unexcelled in quality and workmanship. The output is handled by the

sales organization of the house and much time and effort have been expended in attaining efficiency and economy of operation. The products of the mills are sold in every state of the Union and the firm is now the largest of its kind in the northwest. On its payrolls are the name of nine hundred employes and the plants are model institutions. Changing old methods to suit new conditions, Mr. Jacobs has kept the firm not only abreast but ahead of the times and is constantly increasing its prestige, manifesting administrative power and judgment in the conduct of his affairs. He belongs to the Kiwanis Club of Oregon City and to the Chambers of Commerce of this city and of Portland. A man of forceful personality and high principles, he has influenced Oregon's industrial development to a notable degree and possesses those qualities which inspire respect, confidence and friendship.

H. F. CARNAHAN

H. F. Carnahan, now living in Seaside, has put aside the cares and responsibilities of active business life but for many years was prominently connected with lumber manufacturing in the northwest, where his entire life has been passed. For more than three-quarters of a century Oregon has numbered him among her citizens and he represents one of its oldest pioneer families. He was born in Astoria, Oregon, August 16, 1852. His father Hiram Carnahan, had come to the northwest in 1846, crossing the plains with Oregon as his destination. He was born in Tennessee, July 22, 1820, and in young manhood wedded Mary E. Morrison, who crossed the plains with her parents in 1848. She was a daughter of R. W. Morrison, who, with William Shaw was a captain in the wagon train of which Cornelius Gilliam was leader, the train numbering about eighty wagons. Mr. Carnahan had made his way to the Clatsop Plains, where many of the emigrants of 1844 and 1845 had settled. In the fall of 1848 he went to the mines of California, attracted by the recent discovery of gold, but in the fall of 1849 returned and took up a donation claim on Clatsop Plains. It was about that time that he married. He afterward traded three hundred acres of his claim for a part of the claim of Judge Cyrus Olney.

The family thus became closely identified with the pioneer development and early progress of the state and H. F. Carnahan has been for more than three quarters of a century an interested witness of the growth and upbuilding of Oregon. He started to school in 1859, when seven years of age, the sessions being held in the old Presbyterian church on Clatsop Plains, which was the first Presbyterian church built west of the Rocky mountains. The teacher of this school was Dr. Owens-Adair, a strict disciplinarian whose punishment of Mr. Carnahan made a strong impression on his mind. At a later period he attended the South Clatsop school for several years and his last teacher was Professor Thomas A. McBride, at one time a judge of the supreme court of Oregon. Mr. Carnahan started out to provide for his own support in 1879, working in the Booth salmon cannery at Astoria. A year later he secured employment in a sawmill and has devoted the greater part of his life to the manufacture of lumber, continuing active in the business world until 1915, when he retired and has since enjoyed well earned rest. He made for himself a creditable name and place among the lumbermen of the northwest who have constituted so important a contributing factor to the development of this part of the country. He has a wide acquaintance among the pioneer people of Oregon and among the later-day arrivals, and all who know him entertain for him that warm regard and high respect which are the logical outcome of a well spent life.

AARON M. FRANK

Aaron M. Frank, assistant manager of the great department store of Meier & Frank, of Portland, is one of the city's progressive young business men and is an important factor in its commercial life. He is also widely known for his remarkable success in assembling pure-blooded show horses, and hackney ponies in the showing of which he has gained a national reputation.

Born in Portland in 1891, Mr. Frank is a son of Sigmund and Fannie (Meier)

Frank, of whom extended mention is made on another page of this work. He attended the public and high schools of Portland and entered the law school of the University of Oregon, from which he was graduated in 1913. He was admitted to the bar and practiced his profession here for two years, after which he became identified with the Meier & Frank Company as assistant manager, in which position he is still serving. He is a keen and discriminating business man and possesses to marked degree those dependable qualities so essential to success.

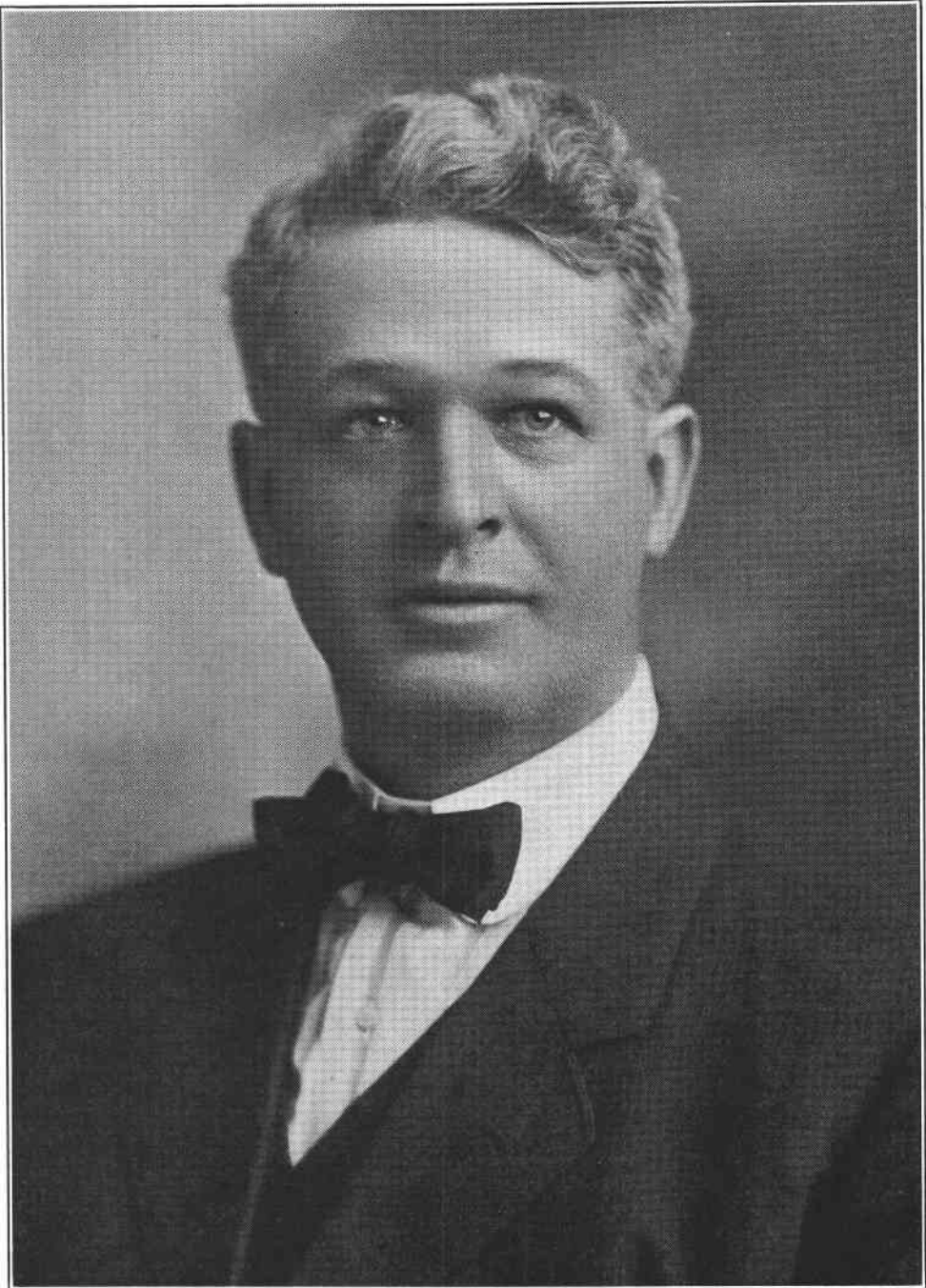
In 1916 Mr. Frank was united in marriage to Miss Ruth Rosenfeld, of Portland, and they are the parents of two children, Richard S. and Gerald W.

He is the owner of a highly improved farm of twenty-five acres within fifteen minutes' ride of the city and has made of it one of the show places of this section of the state. Here he has achieved success in the breeding of fine horses, in which he has gained wide recognition, having won the blue ribbons on his horses in every horse show in the west and many of the leading shows in other parts of the country. He became the owner of a pony in his boyhood and from that time his interest in horses has never abated. The "Aaron M. Frank Farm," under which name his place is known, has justly become famous for its horses, which are acknowledged to be the finest in their classes in the west. Outstanding among them are the hackney horses, Stella Vane and Buckley Vedic, both of which are imported and are the undefeated champions in the Olympic, London and Richmond shows. Also Knight Commander, who was the winner of the Coral Gables cup for three years at the Madison Square Garden show in New York city. He was imported from England and was the most sensational horse in his class ever shown in this country. Aloma, registered as Hamilton Queen, a hackney pony, was the winner of the Pacific International stake at Palo Alto and Sacramento in 1927, and her full brother was the winner of the Harness pony stake at Madison Square Garden in 1927. The Blue Book recognizes Aloma as one of the greatest hack ponies living. Mr. Frank also owns Loughspring, a hunter and winner of numerous stakes, being recognized as one of the greatest hunters in the United States; also Mayheart, Frank Kierce, Wailele and Alsie, all of which are thoroughbreds of national reputation. Mr. Frank has always shown his horses as from Portland, and at New York, Chicago, Kansas City and other leading horse shows of the country they are known as Portland horses, contributing thus to the general reputation of this city. Mr. Frank holds many private shows on his farm, where he has one of the largest private covered rings in the United States, having a seating capacity of seven hundred and fifty. He has an outside track of one-eighth mile, with an Olympic course in the center. He takes a justifiable pride in his horses and well merits the splendid success which has come to him in this way. He is a man of keen business discernment and therefore is satisfied with nothing short of the best results in anything he undertakes. He enjoys a wide acquaintance and has a host of warm and admiring friends throughout the country.

CURTIS HOLCOMB, M. D.

Dr. Curtis Holcomb, one of Portland's honored native sons, who was long numbered among the most prominent and successful physicians of the city, had attained the age of sixty-three years when he passed away here on the 26th of January, 1927. He was born on the present site of the Pine Street Coffee House, July 7, 1863, his parents being Samuel R. and Lorena (Barker) Holcomb, the former a native of Belleville, Illinois, and the latter of Cairo, Illinois. Samuel R. Holcomb was a lad of about twelve years when he accompanied Hiram Barker and his family to the Pacific coast, the journey being made with ox teams. The party experienced many hardships en route and was threatened by the cholera plague. The Barker family took up a donation claim in the vicinity of the Columbia slough, on Barker road, not far from Sandy boulevard, and began housekeeping in an Indian hut, while subsequently another log house was built. Hiram Barker improved his claim of three hundred and twenty acres and devoted his attention to its cultivation to the time of his death, which occurred in 1893. His wife, who survived him for fourteen years, passed away on the old homestead in 1907. They were married in Illinois.

Samuel R. Holcomb, the father of Dr. Curtis Holcomb, left the Barker family following their arrival in Oregon and journeyed on to the city of Portland, where he



CURTIS HOLCOMB

pursued his education. Thereafter he learned the brick mason's trade, and it is a matter of record that he built the first brick dwelling house in Oregon, located near St. Johns. He also had the distinction of serving as Portland's first city marshal and was a staunch republican in politics. His death occurred in Portland in 1866, when he was still a young man. His widow survived him for many years, passing away in Portland in 1907.

Curtis Holcomb, whose name introduces this review, acquired his education in grade and high schools of Portland. After putting aside his textbooks he worked at the printing trade and also served as night librarian of the Portland library in order that he might accumulate a sum sufficient to enable him to pursue a course in medicine. He published one of the first amateur newspapers in Oregon, which was printed on the present site of the Oregonian building. In 1885 he was graduated from the medical department of Willamette University and began the practice of his chosen profession at Albina, Oregon, now a part of Portland. In 1890 he became physician for the Union Pacific Railroad at Albina, where the railroad shops are located. He had been an active representative of the medical profession for more than four decades when death called him, and his passing was sincerely mourned by an extensive circle of warm friends. He was a republican in politics and belonged to a number of fraternal organizations, including the Independent Order of Odd Fellows. He also belonged to Company G, Oregon National Guard, and was past president of the Albina Pioneers Association.

In November, 1891, Dr. Curtis Holcomb was united in marriage to Miss Charlotte Everson, a native of Portland and a daughter of William T. and Ellen (Ward) Everson. William T. Everson, born in Cincinnati, Ohio, made his way to the Pacific northwest in 1852, via the Isthmus of Panama, locating first near Forest Grove, Washington county, Oregon, while subsequently he took up his abode at Cedar Mill in the same county. Learning the machinist's trade, he was employed by the firm of Smith Brothers and also in the Portland Iron Works for a period of four months. He was likewise a machinist on the Cascade Locks. For a number of years, until 1880, Mr. Everson was engineer for Engine Company No. 1 of the Portland fire department. His military record included service in the Indian wars in this part of the country. He was a member of the Grand Army of the Republic, took an active part in the work of the republican party in his community and was also an esteemed and devoted member of the Methodist Episcopal church. His wife, Mrs. Ellen (Ward) Everson, was born in Portland and was a stepdaughter of P. G. Baker, an Oregon pioneer. She passed away in this city in 1904, at the age of fifty-one, and in the same year William T. Everson was called to his final rest, being then fifty-seven years old.

Dr. Curtis and Charlotte (Everson) Holcomb became the parents of two sons and a daughter, namely: Blair, Roger and Miriam. The sons have followed in the professional footsteps of their father.

Dr. Blair Holcomb, who is connected with the Portland Clinic as a specialist in internal medicine, has also built up a large practice and acquired an enviable reputation as a learned and capable physician. He was born in Portland in 1894 and after completing a high school course in this city pursued two years' college work at the University of Oregon. He next spent two years in the University of Oregon School of Medicine in Portland and finished his professional course in Rush Medical College of Chicago, which he attended for two years and from which he was graduated with the degree of M. D. in 1919. He served as interne in the Cook County Hospital of Chicago and in 1921 entered upon the practice of his profession in Portland, where he has since specialized in internal medicine. He is a member of the medical staffs of the Multnomah County Hospital and the Portland Medical Hospital and is an instructor in the University of Oregon School of Medicine. Dr. Holcomb keeps in close touch with the most advanced thought of the profession through his membership in the Portland Academy of Medicine, the City and County Medical Society and the Pacific Northwest Internists Society, and he is also a popular member of the University Club and the Multnomah Club. To him and his wife, who bore the maiden name of Edythe Mihnos and who was reared and educated in Portland, have been born four children, namely: Shirley, now eight years of age; Virginia, a little maiden of six summers; Susan, who is three years old; and Blair, Jr., one year old.

Roger Holcomb was a student in the University of Oregon prior to entering Oregon Medical College, in which he remained for two years. He continued his

professional work in Rush Medical College of Chicago, Illinois, from which he was graduated in 1923, and then served as interne in the Cook County Hospital of that city. He has well appointed offices at the corner of Forty-second street and Sandy boulevard in Portland and has built up a practice of gratifying proportions. He married Miss Edna Mihnos, of Portland, and has a daughter, Katherine. Miriam, sister of Drs. Blair and Roger Holcomb, was also educated in the University of Oregon and is the wife of Baltis Allen, Jr., and the mother of a son, Timothy. Mr. and Mrs. Baltis Allen, Jr., are residents of Portland.

ARTHUR R. BENSON

One of the leading firms at the Union stockyards in Portland is the Benson Commission Company, which is not only the oldest firm in that line here, but has always enjoyed a high reputation for honorable dealing and reliability. Arthur R. Benson, president of the company, was born in Foster, now Stanfield, Umatilla county, Oregon, on the 5th of August, 1884, and is a son of Thomas C. and Ella (Robbins) Benson, of whom the former was born in Trenton county, Missouri, and the latter in Oregon, she being a daughter of Jacob Robbins, one of the early pioneers of this state. Thomas C. Benson came to Oregon in 1864 and located first at Umatilla Meadows, Umatilla county, in eastern Oregon, with his parents, Jesse Boston and Emily Elizabeth (White) Benson. Thomas Benson followed farming and raised live stock in eastern Oregon for a number of years and became a cattle buyer for the firm of O'Shea Brothers, composed of John F. and James O'Shea, pioneers in the meat packing business in Portland, who formed the Union Meat Company, which later sold out to Swift & Company. In 1908 Mr. Benson came to Portland and engaged in the stock commission business at the old stockyards, under the name of the Benson Commission Company, with which he remained actively identified until his retirement, when he was succeeded by his son, Arthur R., and Lyman B. Miller, who are continuing the business. They handle cattle, hogs, sheep and goats and during all the years of its existence the firm has handled its full share of the business in its line.

In 1908 Arthur R. Benson was united in marriage to Miss Bertina C. Cramer, who is a native of Wisconsin, and they are the parents of a son, Guy Walter, now sixteen years of age and attending high school. Mr. Benson, who is now president of his company, is a past president of the Portland Livestock Exchange, and is a member of the Columbia Country Club. He is a man of cordial and friendly manner, enjoys an extensive acquaintance and is held in high esteem by all who know him.

WILLIAM P. SINNOTT

Prominent among Portland's successful business men and influential citizens is numbered William P. Sinnott, who for many years has been engaged in enterprises which have contributed to the city's progress and development. Mr. Sinnott was born in Portland, Oregon, on the 10th of January, 1872, and is a son of P. B. and Bridget (Morrin) Sinnott. His father was born in Wexford, Ireland, and in 1858 came to Oregon. Subsequently he went to California, but in 1860 returned to Portland and took over the Columbia Hotel, on Front street, which he conducted until 1872, when he sold out and from that time until 1885 had charge of the Grand Ronde Indian agency. Returning to Portland, he was appointed chief deputy United States marshal, which position he held for several years, after which he retired, and his death occurred in 1912. He had two brothers, N. B. Sinnott, who was a pioneer settler at The Dalles, Oregon, and whose son, N. J. Sinnott, served for many years as United States senator from this state, and Robert Sinnott, who resided for many years in eastern Oregon and then moved to Portland, where he spent his latter years. Bridget Morrin was brought to Portland in her girlhood in 1861, and here met and was married to Mr. Sinnott. Her death occurred in 1912.

William P. Sinnott completed the course of the public schools and entered St. Mary's College, at Oakland, California, from which he was graduated. He then attended the law school of the University of Oregon, from which he was graduated with

the degree of Bachelor of Law in 1895. He was admitted to the bar and entered upon the practice of his profession, to which he devoted his attention for two years. In 1897 he embarked on the "George W. Elder" for Alaska, where he remained a number of years, spending two years in Dawson and six years at Nome, during which period he spent the greater part of his time in mining, in which he was successful. At that time Alaska was wide open and the lawless element was very much in evidence. Mr. Sinnott became well acquainted with Rex Beach, who went to the territory on the same boat with him. In Alaska he became acquainted with Jack London and Joaquin Miller, as well as many others of the famous pioneers of that region. He recalls that at one time Mr. Miller started to walk nine hundred miles out from Circle City, but he tired and quit on the first day and returned to Circle City. Thereafter he was known by the soubriquet of "Walk-out Miller." While in Alaska Mr. Sinnott traveled from the source of the Yukon river to its mouth, a distance of two thousand four hundred miles, making the journey in a small boat. In 1905 he sold his interests in Alaska and, returning to Portland, engaged in the real estate business, buying and selling properties, in which he met with great success, becoming the owner of much valuable real estate. He built and owns the Peninsula apartments, the Conradine Hotel and many good residences, and has other important property interests throughout the city.

In January, 1896, Mr. Sinnott was united in marriage to Miss Mary Murphy, who was born at The Dalles, Oregon, and whose father, D. S. Murphy, was one of the pioneers of Oregon. Mr. and Mrs. Sinnott have a son, William P., now fifteen years of age. Mr. Sinnott gives his political support to the republican party, and is a member of the Multnomah Athletic Club, having taken an active part in track, football, baseball and all branches of athletics. He also belongs to the Alaska Society, the Sons and Daughters of Oregon Pioneers and the Auld Lang Syne Society. During 1925-26 Mr. Sinnott and his family made an extensive foreign tour, covering Europe, Asia, Africa, the West Indies and South America, which proved a very enjoyable and instructive experience. Mr. Sinnott maintains a deep interest in public affairs and every measure or movement calculated to advance the material, civic or moral interests of Portland receives his earnest support. He is a man of clear headed judgment, marked initiative ability and progressive ideas and to a marked degree he commands the respect of all who have come in contact with him.

ALEXANDER MACGREGOR DONALDSON

The life of Alexander MacGregor Donaldson was adventurous and picturesque, replete with hardships and dangers. His determined spirit, forceful nature and mental endowments enabled him to surmount obstacles and difficulties which would have completely discouraged many men, but he pressed steadily onward, becoming one of Portland's most useful citizens. A native of Scotland, he was born on Loch Fyne, May 11, 1854, and received his education in the excellent schools of that country. There he learned the carpenter's trade and when a young man severed home ties, coming to the United States in the hope of bettering his fortunes. He first located in Fall River, Massachusetts, and obtained work at his trade, also being employed in the building of boats. Endowed with a fine physique, he became widely known as an athlete and held many records. He excelled in pole vaulting, broad and high jumping and other manly sports and won several prizes at the Centennial Exposition in Philadelphia in 1876.

Mr. Donaldson remained in the east until 1880, when he yielded to the call of the west and journeyed to California. Later he came to Portland and engaged in carpentering for some time, afterward becoming connected with the local fire department. In 1898 he joined the rush of gold seekers to Alaska and spent more than three years in that country, profiting only in experience. His cabin in Dawson City was destroyed by fire while he was absent on a prospecting trip which took him a distance of forty miles and he lost over two thousand dollars in provisions and supplies. Courageously facing this misfortune, he returned to Portland and again started at the bottom. Through strenuous effort and tenacity of purpose he steadily advanced and in 1902 his ability won for him the appointment of superintendent of streets. Mr. Donaldson acted in that capacity until his death on January 12, 1925, his reten-

tion in the office constituting indisputable proof of the quality of his service and the appreciation of his worth. At the time he took over the department he was provided with only forty-five thousand dollars to carry on the work but made good progress although handicapped by so small a sum, and later was supplied with adequate funds for street improvements. When death terminated his labors hundreds of competent men were employed in this department and Portland had about six hundred miles of well paved streets as the result of his expert management and tireless efforts.

In 1887 Mr. Donaldson had married Miss Maggie Alexander, who passed away in 1895, leaving a family of four children: Bessie, who died in 1901; Margaret, who was married to J. Peters, of Portland; Alexander MacGregor Jr., who married Doris Summerlin, of Portland; and Dorothy Sears, who lives in San Francisco, California. On July 30, 1903, Mr. Donaldson was married in Salem, Oregon, to Miss Marion W. Smith, who survives him and occupies the Portland home at No. 858 Glenn avenue, north. She was an old friend of the family and when Mr. Donaldson went to Alaska she agreed to care for the children. This was a great responsibility for a young girl of eighteen but she proved equal to the task, although the money left for the support of the family was stolen on the night of the father's departure. Kind-hearted and self-sacrificing, Mrs. Donaldson gave to the children the loving care of a mother and has been rewarded by their deep affection and appreciation of her nobility of character. Mr. Donaldson was a member of the Washington Lodge of Masons and conscientiously adhered to the beneficent teachings of the order. His deep interest in Portland's welfare and progress prompted him to put forth his best efforts in its behalf and his labors were manifestly resultant. He had a strong sense of duty and honor and was accorded the respect and admiration which the world ever yields to the self-made man.

FRED C. KING

Fred C. King, secretary-treasurer of the firm of King Brothers, a corporation, is one of the owners of an extensive tank, pipe, stack plant which is numbered among the chief industries of Portland. Its products include boilers, tanks, pipe, stacks, repair work, together with electric and acetylene welding and cutting. Mr. King was born in Portland, Michigan, December 30, 1872, a son of Richard D. and Mary Ann King, who with their family of nine children came to Portland in 1888. The father passed away the following year but the mother long survived, her death occurring in 1918.

Fred C. King was a youth of sixteen years when he accompanied his parents to the northwest. He had previously pursued his education in the country schools of Brookville, Kansas, and at the age of seventeen he obtained a position with the Inman Poulsen Lumber Company, of Portland, with which he continued for three years. He afterward secured employment in the Southern Pacific Railroad shops, where he learned the boiler-making trade, spending eleven years in that connection. Because of impaired health he then took over the active management of the King House on Jefferson street, of which he was the owner for thirteen years and at the same time, as a side line, he carried on a real estate business. In 1917 he built the Merlin apartments at Broadway and Grant streets, which he still owns and he is also one of the officers in the State Laundry Company. The firm of King Brothers was organized in May, 1910, as a thousand dollar concern, by Fred C. King and his two brothers: Arthur R., who is now the president of the company; and Edward R., who is the manager. They began operations under the name of the King Brothers Boiler Works, and the present style of King Brothers was adopted in 1927. The enterprise was first housed in a building forty by sixty feet at East Eighteenth and Lafayette streets, where they did all kinds of repair work in their line. Seven times they have added to the original plant and now occupy the entire block from East Seventeenth to East Eighteenth streets and from Lafayette to McLoughlin streets, also seven other lots in adjoining property. In addition they have pipe dipping vats and a new manufacturing plant, fifty by two hundred feet, on other property. Fred C. King was not active in the business until 1922, except in an advisory capacity, but in that year largely took over the control of the enterprise and now gives his entire attention to the business. The capital of the firm was increased first to five thousand dollars, later to twenty-five thousand and is now one hundred thousand



FRED C. KING

dollars, and plans are being made to further increase the capital stock. They manufacture low pressure heating boilers and high pressure upright and horizontal boilers of all kinds and they carry a stock of second-hand boilers, also doing all kinds of repair work. They manufacture pressure tanks, hot water, hydro pneumatic and steam receivers, also air receivers, storage tanks and oil tanks, their output including large tanks for oil, water and other liquids. They likewise manufacture tower tanks of all shapes, stand pipes and reservoirs and miscellaneous tanks of all descriptions, smokestacks and breechings, miscellaneous plate work, conveyor chutes and troughs, furnaces, dryers, circular and flat perforated screens of all kinds. Moreover, they make electrically welded and riveted pipe, penstocks, dredge pipe, etc., and in the field of structural work manufacture steel towers, small roof trusses and steel frame work of all kinds. Their paper mill work includes digesters, diffusers, causticizing tanks, cyclone liquor storage tanks, condensers, chip tanks and heater tanks. In February, 1928, the firm began the manufacture of steel interment vaults made of special Keystone copper steel, welded and finely finished, and they are the only people west of the Rocky mountains engaged in manufacture of this character. They also do commercial dipping of pipe for most of the local firms and jobbers. Their plant is all on the ground floor and they have one of the best equipped shops of this kind in the northwest. Their patronage comes from Washington, Idaho, Oregon, California, Montana and Wyoming and they employ on an average of from fifty to one hundred people, doing an extensive business for paper mills, public service corporations, saw-mills and other large concerns. They do much designing and development work and now employ four skilled engineers. The business has been wisely and systematically developed along lines meeting modern-day conditions and their enterprise has found expression in substantial success.

Mr. King was married in 1918 to Cecelia T. Shuttleworth, who was born in Aberdeen, South Dakota, and they have one child, Jean Marietta.

Fraternally Mr. King is both a York and Scottish Rite Mason, a member of Multnomah Camp, No. 77, of the Woodmen of the World, Oregon Lodge, No. 1, of the United Artisans, and Kirkpatrick Council, No. 2227, Security Benefit Association. His interest in community welfare and civic betterment is evidenced in his connection with the East Side Commercial Club and the Portland Chamber of Commerce. His has been an active and useful life. As the eldest child of his parents heavy responsibilities were his in his youth, owing to his father's death, for it became necessary that he aid in supporting the family. He early learned how valuable and effective are industry, perseverance, economy and determination, and all these qualities he successfully cultivated, utilizing them in the management and upbuilding of his business affairs, which have become an important element not only in the promotion of his own fortunes but in the advancement of industrial activity in this city.

GEORGE E. SHARKEY

George E. Sharkey, manager of the long established and well known firm of P. Sharkey & Son, of Portland, has spent his entire business career in connection with this concern, in the later success of which he has been a most important factor, and is recognized as one of Portland's capable and reliable business men. He was born in Portland, Oregon, in 1887, and is a son of Edward J. and Frances Virginia (Davis) Sharkey. The father died in 1926 and is survived by his widow, who still resides in Portland. The paternal line is traced back to Mr. Sharkey's great-grandparents, John and Katherine (Carroll) Sharkey, of county Monaghan, Ireland, where the former was engaged in farming until about 1843, when he brought his family to America. He took a donation land claim on Prince Edward island, Canada, and there developed a farm. To him and his wife were born seven children, of whom the third in order of birth was Patrick, who was born in county Monaghan, Ireland, March 17, 1835. He attended the public schools of his home neighborhood and at the age of eight years accompanied his parents on their removal to America, completing his education in the schools of Prince Edward island. He learned the trade of a harness and collar maker at Georgetown and when twenty-three years of age went to St. Johns, New Brunswick, where he worked at his trade for two years. He then removed to Grand Falls, where for four years he conducted a general store, after which he sold out and

went to Boston, Massachusetts. During the Civil war he enlisted in the United States service as a harnessmaker and was sent to Chattanooga, Tennessee. After the close of the war he went to Baltimore, Maryland, where he followed his trade for eight months. His next removal took him to Wheeling, West Virginia, where for twenty years he continued to make his home, devoting his attention to the harness business. While there he heard much about the Pacific coast and its wonderful possibilities and in 1883 he made a trip of investigation to this locality. So well pleased was he with the outlook and the appearance of the country that on his return east he disposed of his business and came back here for permanent residence. Settling in Portland, he established a harness and collar factory in McMillan's addition. Later he established the factory on a small scale at Union avenue and Taylor street, in East Portland, where he continued the operation of the business up to the time of his death, which occurred on August 20, 1902. Sometime prior to his death he admitted his son, Edward J., to a partnership. He was a republican in his political views and was a Roman Catholic in his religious faith. On November 4, 1859, Patrick Sharkey was united in marriage to Miss Elizabeth McClement, a daughter of Patrick and Elizabeth (Miller) McClement. Mrs. Sharkey was born on the same day as her husband, the place of her birth, however, being in county Derry, Ireland. When four years of age she was brought to America by her parents, who located on a farm near St. Johns, New Brunswick, where their remaining days were passed and where she was reared and resided until her marriage. Mr. and Mrs. Sharkey were parents of the following named: Edward J. was the father of George E. Sharkey; Josephine became the wife of Charles Sweeney, a locomotive engineer in Portland, and had three children, Irene, Grace and Edmund; Katherine became the wife of Frank Southard, of Portland, and they have five children, Harry, Helen, Catherine, Mildred and Elizabeth; Louise married John Casey, of Portland, by whom she has four children, Margaret, Allen, Edward and Charles; John P., who engaged in the real estate business in Portland, married Miss Jennie Graham and to them were born four children, Graham, Clement, Ellis and Herman; Helen became the wife of Rudolph Zeller, of Portland, and they have three children, Philip, Rudolph and Marie; and William T., who married Cecelia Cahill and has two children, Gertrude and Helen.

Edward J. Sharkey was born September 1, 1860, and received his education in the public schools of Wheeling, West Virginia. On leaving school he became associated with his father in business, first in Wheeling and later in Portland, and became thoroughly familiar with every detail of the business. In 1903 the factory on Taylor street was destroyed by fire, and the plant was reestablished at Union and Oak streets, where it was operated until 1926, when it was moved to 141 East Twenty-first street north, where the firm erected a two-story building, fifty by one hundred feet, and here engages in manufacturing horse collars exclusively. Mr. Sharkey remained actively identified with the business until his death, which occurred in 1926. In 1886 he was married to Miss Frances Virginia Davis, a representative of an old family of Virginia of Welsh descent, and to them were born four children, namely: George E., of this review, and his twin sister, Mary E., the latter the wife of Dr. P. T. Meaney, of Portland; Ralph L., who is engaged in the practice of medicine in Portland; and William P., who also is engaged in the practice of medicine. The son Ralph is a veteran of the World war, in which he was commissioned a lieutenant. He was aboard the United States steamship "Antilles" when that vessel was sunk by a German submarine and floated for four hours upon a raft before being rescued. The mother of these children still resides in Portland.

George E. Sharkey attended the public and high schools of Portland and Columbia University, in this city, after which he took a commercial course in the Behnke-Walker Business College. He at once entered his father's business, in which he eventually became assistant manager and office manager, and since the death of his father has had complete charge. This is now the only firm in the northwest engaged exclusively in the making of horse collars, and enjoys a high reputation for the superior quality of its product, which is sold throughout the west. Mr. Sharkey has devoted his attention closely to the business, in the management of which he has shown exceptional executive ability and sound judgment, and is accounted one of the able and successful business men of this city.

In 1920 Mr. Sharkey was united in marriage to Miss Marion Leahy, of Astoria, Oregon. He is a strong republican in his political views and has in every sense ex-

emplified a high type of citizenship, giving his support to those things which count for the most in the life of his community. Because of this, as well as for his splendid personal qualities, he is held in the highest regard by all who know him.

CAPTAIN W. E. WARREN

One of the best known river men and most highly respected citizens of the Columbia River valley is Captain W. E. Warren, of Cannon Beach, Oregon, who for many years has owned or handled river and seagoing vessels in the Pacific northwest. He is regarded as extraordinarily capable as a master and has commanded many of the best known boats along the coast, while in all of his operations he has met with well merited success. Captain Warren was born in Astoria, Oregon, on the 17th of August, 1863, and is a son of G. W. and Frances (Stevens) Warren, the former born in Bath, New York, in 1833, and the latter in Princeton, Illinois. His father was the third in order of birth of four sons born to his parents, the others being Frank, Phineas and Daniel K., all of whom are deceased. George W. Warren was educated in the public schools of his native state and in 1852, when nineteen years old, he and his brothers started for Oregon, driving across the plains with horse teams and covered wagons. They made excellent time and, aside from a few skirmishes with the Indians, were not molested, arriving safely at their destination in the fall of the year. They went down to Chinook, nearly to the mouth of the Columbia river, but did not remain there long, going up the river several miles and engaging in logging. In this work they used ox teams and on getting the logs to the river rafted them down to the sawmill at Astoria. They followed that business for two years and then went to Oysterville, in what is now Washington, and engaged in oystering, having a good market for their product in San Francisco. Mr. Warren with his associates brought to the Pacific coast the first eastern oysters for propagation. He also engaged in salmon canning at Astoria, in partnership with Mr. Bardollet, following that business successfully for a number of years. As he prospered he broadened the scope of his activities, buying and operating several sailing vessels, including the "Sierra Nevada," "Sea Waif" and steamer "Varuna." The two first named ships were employed in the Pacific trade, carrying lumber and other cargoes to the orient, with their headquarters in San Francisco. Mr. Warren went to Seattle when it was but a small village and bought a large tract of land there, which greatly appreciated in value with the growth of the city. He secured the contract to carry the mails from Portland to Olympia, by way of Astoria and the Columbia river, Grays Harbor and Shoalwater Bay. He was accidentally killed by a falling tree in one of his logging camps in 1874, when only forty-one years old. In settling up his estate it was found that he was interested in eight different enterprises, all of which were successful, and had he lived but a few years longer he would undoubtedly have ranked among the captains of industry of Oregon. His wife passed away in 1882. Mr. Warren was a charter member of the Improved Order of Red Men at Portland, was a man of strong character and sterling qualities and was accorded the loyal regard of all who were associated with him. To him and his wife were born five sons, namely: Leonard, deceased; W. E.; George and Frank, deceased; and Mark S., who owns a hotel and summer cottages at Cannon Beach, where he resides. The mother of these children crossed the plains in 1852, with her parents, who located first at Milwaukie, Oregon. Later they went to Chinook, Washington, but soon afterward came back across the river to Astoria, where her father took up a donation land claim of six hundred and forty acres, five miles east of that place, on which the family lived for many years. He then sold that place and moved to Astoria, where he bought a book store, which he conducted for several years. His death occurred in that city.

W. E. Warren acquired his early education in the grammar schools of Astoria, also attending Pacific University, at Forest Grove, in 1880, and spending the two following years in Bishop Scott Academy, at Portland. His first regular employment was in a machine shop in Astoria, which work he followed for two years, and in 1885 he turned his attention to river transportation, buying a steamboat, which he operated on the Columbia river, doing towing and other job work. In 1887 he bought a half interest in the "Alpha," a sailing vessel, and engaged in the Alaska fur seal trade. In 1891 he became the owner of the steamers "Favorite" and "Puritan," which he

operated on the Columbia river. He sold his Columbia river interests in 1897 and, going to Alaska, piloted boats on the Yukon and Tanana river during the summer seasons and followed gold mining during the winter months from 1897 to 1908. He then returned to Astoria but in the following spring went back to Alaska, where he remained two years longer. During 1913 and 1914 he served as pilot of the "T. J. Potter" and during the two following years was captain of the United States quartermaster's artillery tender, "Captain James Fornance." Since that time he has spent nearly every summer in Alaskan waters, where he has been actively engaged in boating. Captain Warren received a pilot's license when only twenty years of age and was given his master's papers at the age of twenty-three years. He has the reputation of being careful, judicious and dependable and his career has been one of which he has just reason to be proud.

On September 19, 1893, Captain Warren was united in marriage to Miss Emma Hallway Sayre, who was born in Chile, South America, and is a daughter of Rev. Sylvanus and Emma (Laroze) Sayre. The father, a son of David S. and Hannah (Murphey) Sayre, was born in Bridgeton, New Jersey, March 8, 1835. His father was of English and Quaker ancestry, was a hatter by trade and a Godly man. His mother came from a long line of Scotch-Irish Presbyterian ministers. The early boyhood of Sylvanus Sayre was spent in Bridgeton, New Jersey. He learned the silver plating trade and earned money to apply on an education. After graduating from the Philadelphia high school he entered Princeton College in 1857, having chosen the ministry for his life work in his early youth. He was graduated from Princeton in 1861. He spent one year's vacation in the service of the Christian commission during the Civil war and had charge of the hospital at City Point, Virginia. Later he served with the sanitary commission for some time. In 1863 he was graduated from the Princeton Theological Seminary, was ordained and commissioned for foreign work to Chile in the old North church at Philadelphia. He was associated with Dr. Trumbell and Rev. Moss Merwin, classmate and co-laborers in Valparaiso, Chile, doing evangelistic work, and later went to Talca in northern Chile, where he opened a new station and a school for the girls and boys. In 1867 he married Emma Laroze, a daughter of Achilles and Ale Laroze, who were Huguenots and left France because of religious persecution. Their daughter Emma was born in Agen, France, in 1846, was educated in Paris and went with her parents to Valparaiso, Chile, in 1852. Following her marriage she accompanied her husband to the new field at Talca, where no white woman had ever been. She soon won the hearts of the women and children and did much to teach them the better way, her work in the school being far-reaching in its influence for good. Two daughters were born to Mr. and Mrs. Sayre, Emma Hallway and Harriet Merwin. Mrs. Sayre died when a young woman, leaving a little daughter only ten days old. This was a sad loss to the family and to the mission field, in which she had succeeded in winning the affections and confidence of the people. She still lives in the hearts of many of those among whom she labored and her deeds of love are told to the children of those who knew her.

Mr. Sayre was later sent to Copiapo and served the English speaking people and also the Spanish church at that place. He sailed for America on his first furlough after living and working there for thirteen years. Finding work to do in America, he did not return to South America but for four years lived in Philadelphia under the commission of the Home Mission Board. In that city, May 24, 1880, he married Mary C. Brown, daughter of James and Elizabeth Brown, of Philadelphia, where she was born February 25, 1844. They went to western Pennsylvania, remaining at Big Sewickley for five years, and to them was born a son, James Van Cleve Sayre, now living in Portland. From Pennsylvania Mr. Sayre made his way westward to New Mexico and California, hoping to work among the Spanish people, but as there was no opening there, the presbytery of southern California sent him to Oregon. He was pastor of the church at Linkville from 1885 until 1887 and served as supply for the Oakland Presbyterian church until 1888. He then went to the Clatsop Plains church, the oldest Presbyterian church west of the Mississippi. His health was broken and he was superannuated but nevertheless served the church there, established a Sunday school and preached at other stations, including Skipanon and Knappa, for twelve years. He was called home February 8, 1900. His life was one of devotion to his Master. There was never a compromise with anything that savored of wrong either in his religious belief or civic obligations. He voted the prohibition ticket as soon as there was one in the field and when there was only one other prohibition voter in the

county and few in the state. Mrs. Mary Sayre in 1900 became a resident of Portland, where she remained until her death September 3, 1924. She was one of a group of women who formed the Woman's Board of Missions in Philadelphia. She filled out a full four score of years and is remembered by her friends as a fine Christian character.

Mrs. Warren, daughter of Rev. Sylvanus Sayre, received her early education in her father's home in South America, where he was doing missionary work, and after coming to this country she attended a boarding school for girls in Philadelphia, Pennsylvania. She completed her studies in the State Normal School at Ashland, Oregon, from which she was graduated in 1888, after which she taught school up to the time of her marriage. She has taken a deep interest in the civic, social and religious affairs of her community, being a director of the Union high school at Seaside, is chairman of the board of the Cannon Beach and Clatsop Plains community church, and she and her husband are members of the First Presbyterian church in Astoria. Captain Warren is a member of the Woodmen of the World. They reside in a beautiful bungalow home, called "Glen Warren," at Cannon Beach, which was built in 1925. The Captain owns one hundred and sixty acres there, which he took up as a homestead in the early '90s. The land is splendidly located in one of the finest beach sections of the state and is well watered and timbered. From the fine springs on his place the Captain has developed a private water system, from which he supplies between forty and fifty families who reside near his place on the beach, a service which is greatly appreciated. He is a man of kindly manner and cordial social relations, enjoys a wide acquaintance and all who have come into contact with him hold him in high regard for his sterling personal traits and his high type of citizenship.

MELVILLE PHILO CALLENDER

Melville Philo Callender, who was long and successfully identified with lumber and sawmill interests in the Pacific northwest, passed away at Astoria, Oregon, January 19, 1916, when in the seventy-ninth year of his age. He was a native of the Empire state, born at Smithville, New York, September 7, 1837. His father, Judge Philo Callender, born in the state of New York, July 18, 1805, was nearly eighty-five years of age when he died at Astoria, Oregon, May 10, 1890. The American progenitors of the Callender family emigrated to this country from Scotland. Judge Philo Callender came to Oregon in 1850 by way of the Isthmus of Panama and took a donation land claim on Clatsop Plains, ten miles south of Astoria, where he followed agricultural pursuits throughout the remainder of his life.

Melville P. Callender did not arrive in Oregon until 1866, when he made the trip by way of Nicaragua and because of delay was two months en route. He went out to the old donation claim on Clatsop Plains and there assisted his father in the work of the home farm until 1870. In that year he went across the river to Knappton, Washington, where he entered the employ of Asa M. Simpson, pioneer operator in the lumber and sawmill business, and soon thereafter was made superintendent of the sawmill and also became a large stockholder in the Simpson Lumber Company. He successfully managed the sawmill at Knappton for a period covering more than three decades. The Simpson Lumber Company also owned a large mill at South Bend and another at Hoquiam, Washington. Following his retirement from active business affairs Mr. Callender lived in Portland for several years and then came to Astoria, where he died at the home of his daughter, Mrs. Annie C. Dyer, in January, 1916. His widow survived him for twelve years, passing away January 18, 1928, at the age of eighty-six. Mr. and Mrs. Melville P. Callender reared a family of three children, all residents of Astoria, namely: Mrs. George C. Flavel, whose deceased husband was a son of Captain George Flavel, pioneer steamboat owner and captain; Charles H. Callender, one of Astoria's leading business men; and Mrs. Annie C. Dyer.

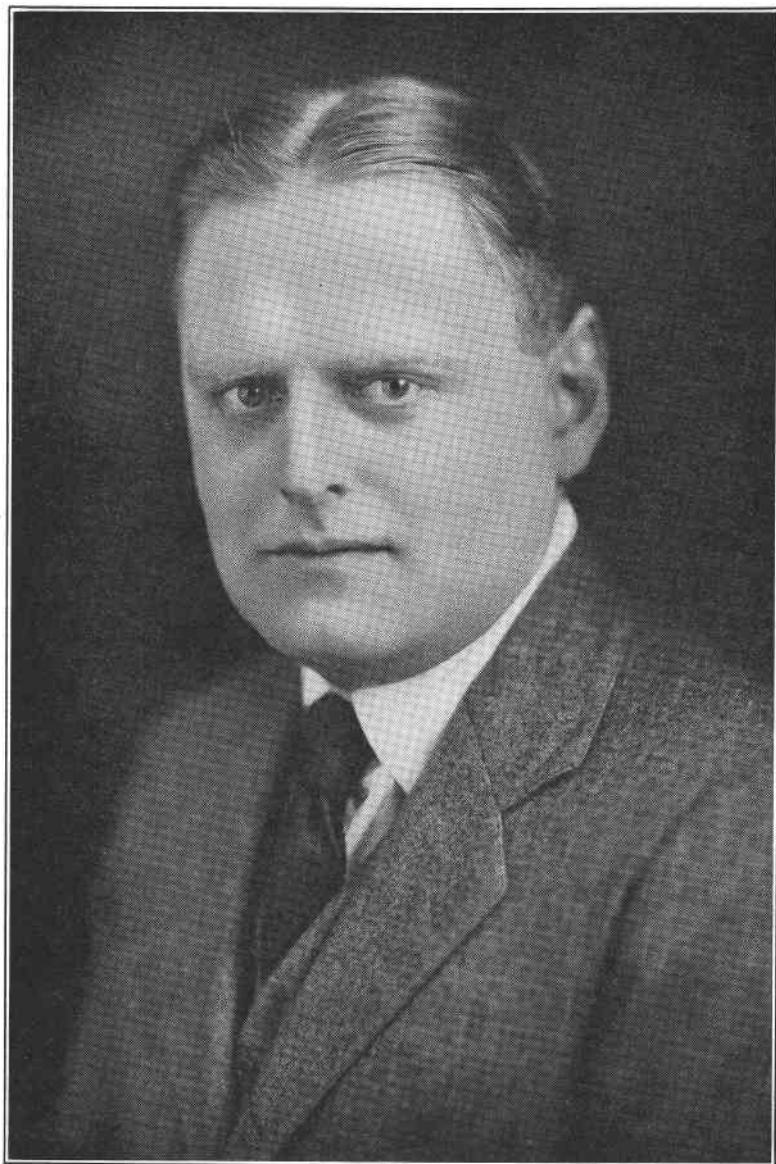
The last named was born at Knappton, Washington, and received her education in a private school of Astoria, Oregon. In 1892 she became the wife of Ralph B. Dyer, who was born and reared in San Francisco, California, but received his education in the Gunnery school at Washington, Connecticut. Mr. Dyer arrived at Astoria in 1882 and during the succeeding seven years engaged in the sawmill business at Knappton, Washington, just across the river from Astoria. In 1889 he went to South Bend,

Washington, where he took charge of a sawmill for the Simpson Lumber Company and made his home until December, 1901. At the latter date he resigned his position, returned to Astoria and assisted in the organization of the Clatsop Mill Company, of which he assumed the vice presidency, continuing as general manager of the sawmill at Astoria until his death, which occurred January 20, 1913. A worthy exemplar of the teachings and purposes of the Masonic fraternity, he was a past master of the blue lodge at South Bend. His fraternal affiliations also included membership with the Benevolent and Protective Order of Elks at Astoria. His widow makes her home at 493 Fifteenth street, Astoria, and is well known and highly esteemed throughout the community.

Mr. and Mrs. Dyer became the parents of three children. The eldest, Joseph M., a native of South Bend, Washington, is a graduate of the Oregon Agricultural College, from which he received the degree of Bachelor of Science in mechanical engineering. He is now president and manager of the Astoria Shipbuilding Company, operating on the Lewis and Clark river, and is a rising young designer and naval architect. When eighteen years of age he enlisted in the United States navy for service in the World war but did not go overseas. Wenona C. Dyer, born at South Bend, Washington, was graduated from the University of Oregon with the degree of Bachelor of Arts and is now teaching school at Longview, Washington. Curtis P. Dyer, who was born at Astoria and acquired his education in Reed College of Portland and in the University of Oregon, is now in the service of the Western Engraving Company of Seattle, Washington.

HENRY W. WESSINGER

Henry W. Wessinger, president of the Henry Weinhard Company, one of Portland's oldest and best known business concerns, has spent his entire life here and is accounted as one of the progressive and up-to-date citizens. He was born in Portland on the 30th of March, 1880, and is a son of Paul and Anna (Weinhard) Wessinger. His father was born in Esslingen, Wurtemberg, Germany, February 9, 1859, a son of William Wessinger, who was a professor of Latin at Stuttgart until his accidental death, in 1875. Paul Wessinger acquired a classical education, graduating from Stuttgart University in 1877, after which he took a thorough course in a business college. He entered the textile manufacturing plant of Carl Faber, in Stuttgart, where he rose to the position of head bookkeeper, which place he held for six years, after which he became selling representative of the Wuerttembergische Lienwand Industrie Blaubeuren, with which concern he remained for two and a half years. He then met Anna Weinhard, of Portland, Oregon, and after getting into communication with her parents was influenced to come to Portland, his idea being that their decision to accept him as their son-in-law should finally depend upon his presenting himself personally, this procedure being the proper custom in his country at that time. On his arrival here in 1886 he entered upon the study of the brewing business and soon became the detail man in connection with the plant of the Weinhard company, and on the death of Mr. Weinhard, on September 20, 1904, he was made president of the company, which position he filled until his death, December 3, 1926. He was one of the executors of the Weinhard estate and when it was incorporated in 1917 he became its president. With the passage of the national prohibition law he made extensive alterations in the plant, adapting it to the manufacture of soft drinks, and under his wise management the business enjoyed a splendid growth, amounting to nearly a million dollars annually. Mr. Wessinger was one of the original fifteen directors of the Lewis and Clark Exposition and served as chairman of the grounds and buildings committee, in which capacity he contributed immeasurably to the success of the fair. He was chairman of the sub-committee which had charge of selecting the site for the exposition and he made leases with twenty-seven of the twenty-eight land holders free, but had to buy the ground for the twenty-eighth parcel. In many other ways he showed a practical and unselfish interest in the welfare of his city, county and state and was regarded as one of Portland's most public-spirited citizens. On December 10, 1885, he was married to Miss Anna Weinhard, and to them were born two children. The daughter, Milla, is the wife of Philip Hart and has two children, Philip, Jr., and Louise.



HENRY W. WESSINGER

The son, Henry W. Wessinger, attended Portland Academy, after which he entered Cornell University, at Ithaca, New York, from which he was graduated with the degree of Mechanical Engineer in 1910. He was connected with the Portland Electric Power Company until 1916, when he entered the Henry Weinhard Company, with which he has been identified to the present time, becoming president and manager in 1926. This concern was established by Henry Weinhard and George Bottba in 1857, and was at first located at C and Front streets. In 1863 the business was moved to the present location, where the company owns seventeen lots. The plant was devoted to the making of alcoholic drinks until 1916, since which time the production has consisted of non-alcoholic beer. The company is also engaged in the manufacturing and jobbing of all kinds of soda fountain beverages and supplies, making fruit syrups and ginger ale, and maintains a cabinet shop, in which is made various kinds of confectionery equipment, counters, wall cases and showcases. It jobs soda fountains and all kinds of fountain accessories and has nine traveling representatives on the road, its sales territory including northern California, Idaho, Oregon and Washington. The company employs sixty people and its office and fixtures department is at Twelfth and Couch streets. On January 1, 1928, the brewery activities of the Weinhard company were merged with the Portland Brewing Company, under the name of the Blitz-Weinhard Company, the Henry Weinhard Company doing all of the bottling and acting as sales agent for the other concern. Mr. Wessinger is treasurer of the Blitz-Weinhard Company and devotes his attention closely to the interests of the business of both concerns.

On November 5, 1913, Henry W. Wessinger was united in marriage to Miss Romaine Wood, of Aberdeen, Washington, and they are the parents of three children, Paul, William and Fred. Mr. Wessinger gives his political support to the republican party and is a member of the Royal Arcanum, the University Club, the Chamber of Commerce and other local organizations and has shown a commendable interest in everything relating to the prosperity and welfare of Portland. He has a wide acquaintance throughout this section of the state and is deservedly popular in his social circles.

LEE D. DRAKE

No citizen of Astoria has shown a more public spirited attitude towards interests affecting the welfare of the community than has Lee D. Drake, manager and one of the owners of the Astoria Budget, which under his management has developed into one of the most progressive, efficient and popular newspapers in the Columbia River valley. Personally and through the columns of the Budget he has been a constant booster for Astoria and has contributed in very great measure to the progress and development of his city and county. On March 12, 1924, after an interview with Mr. Drake, Fred Lockley printed the following in the Oregon Daily Journal:

"When Ray Andrews said that purpose, punch and persistence will bring you your heart's desire he must have been thinking of Lee Drake, native son of Umatilla county, Oregon. 'Where was I born?' said Lee, repeating my question. 'I was born on a ranch in Umatilla county on May 5, 1882. I got into the newspaper game early. I started delivering papers for my dad when I was six years old. My father was agent for the Oregonian at Pendleton for thirty-three years. Sometimes it makes me smile when people say they have to get up early to get to work at eight-thirty. When I was going to school at Pendleton I used to get up at three o'clock in the morning to get the Spokane Chronicle. I had to have the papers delivered by four o'clock, because at four o'clock I reported to J. P. McManus, proprietor of the Pendleton Tribune, and carried a route on the Tribune. I had to get these papers out of the way by five o'clock, for at five o'clock we met the eastbound train to get the Portland paper, and I carried a route on that. Then I hurried home, got my breakfast and went to school. After school I carried a route on the East Oregonian. So you see I kept pretty busy. This was during the Spanish-American war and people were very anxious for papers; so I had big routes, which kept me on the go.

"The first actual work I did on a newspaper aside from carrying a route was in 1891, when I was nine years old. I got a job from C. S. Jackson to work as printer's devil on the East Oregonian. Felix Mitchell was foreman. That was when he was getting out the New Year's edition of the East Oregonian, the finest special

edition ever issued in eastern Oregon. When I was fifteen I went to work on the East Oregonian as assistant pressman. Dave Ingram was pressman. I always took to machinery. Every once in a while our steam engine would go on the blink and we would have to hire a woodsaw engine to furnish the power to run the press. Dave let me take the steam engine to pieces and rebuild it. I not only greatly enjoyed this job, but I made it work; so we had no more trouble with it. I was getting nine dollars a week.

"About the time of the Heppner flood I struck the business manager for a raise. I wanted ten dollars a week. He couldn't see where I was worth ten dollars; so we parted company. The East Oregonian occupied the evening field and the Tribune the morning field; so I went in with W. S. Dunbar and we issued a paper at noon called the Pendleton Guide. We also took job work. It went from the start. Within a year we had paid for our presses and outfit and were out of debt. When Dunbar died I sold my interest in the shop and went to the Tribune as pressman. From the pressroom I went to the ad alley, and finally became foreman. The East Oregonian had decided it could afford to pay me ten dollars a week; but by that time I decided I wanted fifteen; so it finally concluded to have me come back, paying me fifteen dollars a week. I went to the "E. O." as general utility man, setting up jobs and helping in the pressroom. Finally I was given charge of the mechanical department. Later, when the advertising manager sold out and went to Boise, I became advertising manager. One of the partners in the paper, Bert Huffman, sold and went to Alberta, while you sold your one-quarter interest in the paper and came down to Portland to be with the Pacific Monthly. Ed Aldrich, one of the reporters, and I bought a one-third interest each on credit. Before long we had paid out from the profits of the paper and owned the paper. The present firm consists of Fred Lampkin, Ed Aldrich and myself. In addition to my duties as advertising manager, I took over the work of superintendent of the mechanical department.

"When we bought the Astoria Budget a good many people prophesied we were biting off more than we could chew. We have not only chewed it successfully, but digested it, because we doubled the circulation of the Budget within a year of purchasing it, and we increased the business from a little over thirty thousand dollars to nearly one hundred thousand dollars a year.

"My theory of making a success in the newspaper business is to be active in public affairs. In other words, the more altruistic things a man does the more he will prosper financially. When Pendleton wanted to put on a frontier show, I was made publicity man, because I was in the newspaper business. It was up to me to suggest a name; so, having been brought up in Umatilla county, and having seen lots of round-ups, I said, "Since we are going to round up a lot of frontier attractions, why not call our show the Round-Up?" We asked for suggestions for a slogan, and from these I picked the famous "Let 'er Buck." Because I realized that the crowds who came to the Round-Up wanted something to do in the evening, with several others I organized a show called "Happy Canyon." In addition to having served as volunteer publicity man for the first two years of the Round-Up, I also took over the duties of stage manager of Happy Canyon, and served in that capacity for every show at Happy Canyon since it was started until 1922.

"Down at Astoria the people were mighty good to me. They made me president of the Chamber of Commerce, president of the Astoria Rod and Gun Club and president of the State Sportsmen's Association, and have given me various other offices. A little group of us got together recently and put the Astoria Ad Club on its feet, and we recently promoted the first Community Style Show at the Astoria theater. I was honored by being made director of the show. We had seventy models, with one hundred and fifty showings. We filled the Astoria theater to capacity two evenings.

"I married Miss Frances Hager in 1904, and our son Jimmy, six years old, is going to be a chip off the old block, for he looks exactly like his dad, and before long he will be carrying a route as the first step on the ladder that leads to the ownership of a newspaper."

Mr. Drake is a son of James A. and Josephine (Dolsen) Drake, who came to Oregon in 1876 and here the father engaged in farming during his remaining years. Both are now deceased. Lee Drake received his education in the schools of Pendleton. His activities in the newspaper field have been referred to in the preceding paragraphs and it is only necessary to add that he is still devoting his attention closely to the

Astoria Budget, of which he is the manager. The Budget was originally established in 1892 by O. W. Dunbar, as editor and publisher. During the ensuing years it changed hands a number of times and the last owners before Mr. Drake became connected with it were John F. and W. E. Gratke, who sold it to the Astoria Budget Publishing Company, the officers of which at that time were, E. B. Aldrich, president; M. R. Chessman, vice president; Lee D. Drake, secretary and manager; and F. W. Lampkin, treasurer. The Budget is an evening daily, of from eight to sixteen pages, all home print, and has the United Press and N. E. A. news service. Shortly after Mr. Drake and his associates took over the paper, the plant was completely destroyed by fire, but a new building was erected and a complete and up-to-date equipment installed. The Budget, which is independent in politics, is still rapidly increasing its circulation list, has become one of the best and most popular advertising mediums in this section of the valley, and is a welcome visitor to practically all the homes of this locality.

Mr. Drake is a member of the Woodmen of the World, of which he was consul commander in 1906, being at that time the youngest man ever to hold that office. He is a past exalted ruler of the Benevolent Protective Order of Elks at Pendleton, and belongs to the Astoria Rotary Club, also the Neighbors of Woodcraft. He is not only a past president of the Astoria Chamber of Commerce, but is a director of the Clatsop County Chamber of Commerce, also a director of the Oregon State Chamber of Commerce, in which he belongs to the state land settlement committee. He was also president of the State University Conference. In his political views he is registered as a republican. He has always taken an active interest in outdoor sports and at one time served as president of the Eastern Oregon Baseball League. He was for a number of years a member of the Oregon National Guard, and at the time of his retirement, in 1910, was commander of Company L of the Third Regiment. At the state rifle shoot of the National Guard in 1908 he was the winner at slow fire at all ranges. During the World war he served as county chairman of the War Savings Stamp sales, in which capacity he did effective work. As president of the Astoria Chamber of Commerce, he was a leader in the work incident to the rehabilitation of the city after the great fire of 1922 and in countless ways has shown a public-spirited and progressive attitude towards matters affecting the prosperity and progress of Astoria and Clatsop county. Because of his business ability and success, his sterling character and his splendid personality, he commands to a marked degree the confidence and esteem of his fellowmen.

On September 1, 1928, Mr. Drake with his associate owners of the East Oregonian and Astoria Budget, took over the Twin Falls Daily Times of Twin Falls, Idaho. He is president of the corporation that publishes this paper, which has been changed in name to the Idaho Evening Times, and is now acting in the capacity of manager to both the Astoria Evening Budget and the Idaho Evening Times. With a chain of three newspapers 750 miles apart, Mr. Drake is already confronted with the need of covering more space in less time and is considering trading in his automobile for an aeroplane.

CHESTER A. DAILEY

Chester A. Dailey, president of the Alderwood Knitting Mills, a well known business enterprise of Portland, the trade name of Alderwood being a familiar one throughout this section of the country, was born in Gresham, Oregon, in 1895, a son of P. A. and Savannah I. (Duvall) Dailey. The father was born in Iowa and in 1860, at the age of four years, was brought to the northwest by his father, Moses M. Dailey, who settled in the Damascus country and who passed away shortly after his arrival. P. A. Dailey pursued his education in the Union school at Damascus and became a rancher, devoting much of his life to agricultural pursuits. His last days were spent in Gresham, where he passed away in 1911. His wife, who died in 1922, was born in Gresham and was a daughter of Davis Duvall, who came to Oregon in 1852, traveling by team from Kentucky. He secured a donation land claim near Gresham and undertook the work of pioneer development but was killed shortly afterward by a falling tree when but thirty-nine years of age. Chester A. Dailey has two own sisters and three half brothers and a sister who were born of his mother's previous marriage.

Chester A. Dailey attended the grammar school at Gresham and after his father's death in 1911 he came to Portland, where he resumed his schooling, graduating with the class of 1914 from the Jefferson high school. Later he attended the Oregon Agricultural College and subsequently he was with an engineering corps of the United States army as a corporal during the World war. He spent fifteen months in France as a member of the Forty-first Division, which was made a replacement division after its arrival overseas. Mr. Dailey was much of the time on detached service. In order to thoroughly acquaint himself for the business world he pursued a correspondence commercial course, after which he spent four years in the employ of a tire concern and was later in the office of the Jantzen Knitting Mills. On severing that connection he became identified with the Alderwood Knitting Mills, a corporation of which he is the president. The business was established in 1925 at 284 East Tenth street in Portland under the name of the Wooly West Knitting Mills, Mr. Dailey's associates in the undertaking being J. A. Wisner and the Jantzen Knitting Mills. In 1926 a removal was made to the present location at 734 Division street, where the company has thirty-seven hundred and fifty square feet of floor space. The output of the plant is sweaters and caps and its sales are handled through the Jantzen organization. They employ about thirty people and their goods are sent out under the Alderwood trademark. Mr. Dailey's previous experience in this field of labor constituted the excellent foundation upon which he has built his success since starting out independently and his enterprise and executive ability are proving forceful factors in the profitable conduct of this enterprise.

Mr. Dailey was married at Oregon City to Miss Ethel Tanner, who was born in Ontario, Canada, and they have one son, Chester A., Jr.

In his fraternal relations Mr. Dailey is a Mason, having taken the degrees of the Scottish Rite, while he also holds membership in Al Kader Temple of the Mystic Shrine. A veteran of the World war, he is always local in matters of citizenship and his progressiveness and enterprise in business, combined with thorough reliability, have gained him a creditable name and place in manufacturing circles.

O. J. ULRICH

O. J. Ulrich, president of the Pacific Machinery & Tool Steel Company of Portland, is conducting a special steel business as distinguished from staple steels ordinarily stocked and is meeting with notable success, the enterprise enjoying a steady and substantial growth. Mr. Ulrich was born in Saginaw, Michigan, in 1879, and is a son of John G. and Josephine (Showers) Ulrich, the latter having died in 1894. He received his education in the public schools, graduating from Saginaw, Michigan, East Side high school in 1898. In April, 1912, he accompanied his father to Portland, to which city two of his brothers, Edward D. and George C., has preceded them in 1910. In September, Mr. Ulrich and his brother Edward established the Pacific Machinery & Tool Steel Company at 310 Glisan street, carrying the business on together until 1915 when Edward sold his interest in the concern. In 1915 the plant was moved to Second and Ankeny streets and in 1920 was brought to its present location at 44-46 First street, which Mr. Ulrich purchased. He handles special steels of all kinds and has built up an extensive business and gained a well earned reputation for the superior quality of his products and his ability to furnish anything required in his line. He also specializes in oils and leather as a direct representative of the firm of E. F. Houghton & Company, manufacturers of special oils and greases, belting, and mechanical leathers. The company has five traveling salesmen who cover Oregon, Washington, and Idaho. Mr. Ulrich took up the study of law in the law department of the University of Oregon, from which he was graduated in 1915, but had already embarked on a business career, preferred to the practice of law.

On December 31, 1902, Mr. Ulrich was united in marriage to Miss Margaret L. Bretlof, who was born in Chicago, Illinois, but was residing in Nebraska at the time of her marriage. To them have been born four children, three of whom are still living, namely: Warren J., Josephine H., and Ardis M. Warren and Josephine graduated from Washington high school, of Portland and from the University of Oregon. Ardis is attending Grant high school. Warren is now associated with his



O. J. ULRICH

father in business, being well qualified to carry on the enterprise. He majored in chemistry when at the University of Oregon, and took special work in metallurgy in the east and is regarded as a capable metallurgist, a necessity in distribution of special steel products.

Mr. Ulrich gives his political support to the republican party, is a member of the Masonic Order, the Portland Chamber of Commerce, and the Alderwood Country Club. He is considered a progressive, alert, and enterprising business man, and is recognized as a man of substantial qualities and character, being held in high esteem by all who know him.

CHARLES HENRY PAUL

Charles Henry Paul, of Longview, head of the legal department of the Long-Bell Lumber Company and its various subsidiary organizations, stands in the front rank of the able and skilled lawyers of Washington, for he has not only been notably successful in the practice of his profession but has been particularly effective in the statewide movement for the reformation of methods of court procedure. Judge Paul was born in Los Angeles, California, on the 18th of June, 1890, and is a son of John Ward and Lottie (Frost) Paul. The Paul family, which is of English origin, was established in Newton, Massachusetts, prior to 1700, and one of Judge Paul's ancestors was General Artemas Ward, who was commander in chief of the American forces prior to handing over his command to General Washington. The family is related to the late Vice President Fairbanks. John Ward Paul, who was born in Newton, Massachusetts, December 15, 1861, followed farming for many years but is now retired and lives in Hollywood, California. His wife, whose family came from Scotland to this country prior to 1800, was born in Otis, Massachusetts, January 3, 1870, and died April 19, 1925.

Charles H. Paul attended the public and high schools of Newton, Massachusetts, and then entered Yale University, from which he was graduated with the degree of Bachelor of Arts in 1912. He took a prominent part in athletics there, playing as right tackle on the varsity football team in 1909-10-11, and in 1910 was the choice of many athletic authorities for all-American tackle. He rowed with the freshman eight in 1909 and was president of the Yale Debating Society. He received his legal education at Harvard Law School and in 1914 went to Seattle, where he was admitted to the Washington bar. He became associated with the law firm of Hughes, McKicken, Dovell & Ramsey and was later with Bogle, Graves, Merritt & Bogle. In 1917 he formed a partnership with E. H. Flick and established offices in Seattle, but his law practice was interrupted by his entry into the military service of his country. On his return to civil life he resumed the partnership practice, which was continued until 1922, when the firm relationship was dissolved and he practiced alone until his election as judge of the superior court of Washington for King county, being at that time the youngest man ever elected to the bench of the superior court in this state. He discharged his judicial duties in an able manner until 1926, when he resigned to accept his present position as attorney for the Long-Bell interests. He also represents several other corporations located in Longview and at the same time conducts a general law practice.

Judge Paul drafted and successfully fathered the bill providing for the establishment of a judicial council for the reform in the judicial procedure in Washington, and his speech before the Oregon State Bar Association urging its adoption was a masterly effort and attracted wide attention. This bill, together with a bill on his rulemaking power, also sponsored by Judge Paul, represents one of the greatest advances in the reform of court procedure that has been made in this country, and Chief Justice Taft of the United States supreme court, who is an earnest advocate of such reform in all of the courts of this country, was an enthusiastic supporter of Judge Paul's work in this direction. Judge Paul has been a frequent contributor to legal magazines, his articles appearing in the Minnesota Law Review, Journal of the Society of American Judicature, the Washington Law Review and other periodicals. He is a member of the national committee in charge of the formation and operation of the United States Federation of Justice and was a member of the anti-crime commission, a national body of which Justice Black of New York was chairman.

He has been recognized as one of the leading authorities on judicial councils and the reform of judicial procedure and is a frequent speaker before bar associations and the public upon these subjects. He was the first secretary of the Washington State Judicial Council.

On June 5, 1915, at West Newton, Massachusetts, Judge Paul was united in marriage to Miss Alice Paine, who was born at Westboro, Massachusetts, and is a daughter of N. Emmons and Harriet Banks (Gould) Paine. Her father, who was a native of Albany, New York, became a noted physician and lectured in Boston University for many years on nervous diseases. He was the founder of the Westboro Insane Hospital in Massachusetts and his father was one of the founders of the homeopathic system of medicine in this country. Mrs. Paul is a graduate of Wellesley College and is an artist as an aesthetic or rhythmic dancer and a modeller of masks for dancing similar to the well known Benda masks. She has done much interpretative dancing, has served as instructor in the Perry Mansfield Dancing School at Steamboat Springs, Colorado, and has produced several pageants in Seattle for the Fine Arts Society. While in Wellesley she was a leader in dramatic work and also rowed with the famous Wellesley crew. Judge and Mrs. Paul are the parents of three children, namely: Charlotte, born May 22, 1916; Jacqueline, September 14, 1921; and Mary Gould, October 15, 1923.

Judge Paul is an active supporter of the republican party, having served as chairman of the King county republican convention in 1924, and was a delegate to the state convention. He served two years a secretary of the Seattle Bar Association. He is a member of the Psi Upsilon fraternity and Skull and Bones Society. He was the organizer and first commander of Rainier-Noble Post of the American Legion at Seattle, which was at that time the largest American Legion post west of the Mississippi river, having three thousand, five hundred members, and is a past member of the state executive committee. He was one of the organizers of the United Veterans Club, of Seattle, of which he was president in 1922-23, and was one of the organizers and the first president of the Seattle Optimist Club in 1923. While in Seattle he was affiliated with the Congregational church but since coming to Longview has devoted his religious activities to the Young Men's Christian Association, in which he is doing effective and appreciated work.

Judge Paul has a splendid military record in the World war. He entered the second officers' training camp at the Presidio, San Francisco, and on November 23, 1917, was commissioned a first lieutenant. He was sent to the Ninety-first Division at Camp Lewis, where he was assigned to Company L, Three Hundred and Sixty-fourth Infantry Regiment. He went overseas with his command in June, 1918, and while taking part in the Argonne offensive, in Bois de Baulny, on September 28, 1918, was severely wounded by German hand grenades. He attributes the saving of his life to the prompt action of Lieutenant Kenneth Cooper of Portland, Oregon, a fellow officer. He was confined to hospitals in France, the greater part of the time in Base Hospital 6 at Bordeaux, and on December 14, 1918, returned to his home country, being honorably discharged at Camp Devens, Massachusetts, on January 23, 1919, with the rank of first lieutenant. Because of his abilities and attainments, as well as for his exemplification of the highest civic virtues, Judge Paul commands the unqualified respect of his fellowmen and is an honor to the profession which he represents.

EDWARD A. TAYLOR

An honored member of one of Clatsop's real pioneer families, and who has, during his life here of four score years, been an active participant in the remarkable progress and development of this section of the Columbia River valley, is Edward A. Taylor, whose comfortable home is located on the highway between Warrenton and Seaside. Fred Lockley, after an interview with Mr. Taylor, wrote the following article, which was printed in the Astoria Budget on July 6, 1928:

"William Morrison, who is eighty-three years old; Charlotte Eifler, eighty-two, who lives at Columbia Beach, and myself are about the only ones left of the Clatsop county pioneers who still live on Clatsop plains," said Edward A. Taylor when I visited him recently at his home on Clatsop plains. "This is the old John Jewett claim. Jewett married Mrs. Nathan S. Kimball, whose husband was killed in the fall of

1847 in the Whitman massacre. He was a widower with children and she was a widow with several children. It was due to the Whitman massacre and the fear of the settlers of an uprising that I was born at Oregon City instead of on our claim at Clatsop plains. I will be eighty years old on the 25th of next October. My father, James Taylor, was born in Pennsylvania in 1809. When father was fourteen years old he went with his parents to Ohio. When he was twenty-one he taught school. Later, with his brother William, he ran a trading post in the Indian country. My father was married in Ohio in 1841. My mother's maiden name was Esther D'Armon. Father was appointed register of the land office at Lima, Ohio, in 1843. In the spring of 1845 father bought four wagons and some oxen and started with his wife and baby and a band of loose cattle for the Willamette valley. At The Dalles he met Samuel K. Barlow, who was building the Barlow road around the base of Mount Hood. He left his wagons at The Dalles, packing part of his goods on packing horses and driving his loose cattle around the south side of Mount Hood. They reached Oregon City on October 10, 1845. He and A. L. Lovejoy went into partnership and built a mill, which was washed away by the high water. Father had struck out for the shores of the Pacific, so he decided to go as far west as he could. He came to the mouth of the Columbia and found a settler who had taken a six hundred and forty acre claim, which he was willing to sell, so father bought it.

"When father came down to Clatsop plains he found that W. H. Gray, Ton Owens, R. W. Morrison and a few others had already settled here. The Astoria Golf and Country Club now owns part of father's original donation land claim. During the Cayuse Indian war father was stationed at Fort Waters. At the conclusion of the war he came back to Oregon City and reentered the sawmill business with A. L. Lovejoy and Medorum Crawford. The high water in the winter of 1849-50 carried the mill and their lumber away. The provisional legislature of 1848 appointed father director of the proposed mint. When Governor Lane arrived at Oregon City in 1849 to become the first governor of Oregon territory, he would not allow the territory to run a mint, so the mint was operated privately, my father being one of the owners. They coined something over fifty thousand dollars in gold dust into five dollar and ten dollar "Beaver" gold pieces.

"In 1851, when I was about three years old, we moved back to Clatsop plains. Father shipped stock to Victoria and to the Fraser river country. In 1856 father bought Sam C. Smith's claim in Astoria on Young's bay and Smith's point, which is now known as Taylor's Astoria. I was about seven years old when I started to school in the old pioneer Presbyterian church on Clatsop plains. Later I went to the parish school in Astoria, taught by Rev. Mr. Hyland and his wife. When I was about eighteen I went up to Lewiston, Idaho. At that time Lewiston was a city of log cabins and tents. I came back to Astoria and went to fishing for the cannery. In those days the owners of the canneries agreed to take all the fish you could catch, at twenty-five cents each. I built two boats. I hired a helper to go with me in one and I rented the other. About a dozen of us young chaps in Astoria hired a house and a cook and kept bachelor's hall. We made good money catching salmon at twenty-five cents each. Many's the salmon I have turned in for twenty-five cents that weighed from fifty to sixty pounds. I remember one time the salmon were running so heavily that they limited us to one hundred salmon a day. Later we made a contract with the cannery whereby they agreed to accept all fish we caught at twenty-five cents each. We swamped them with fish, and the proprietor asked us if we would take twenty-five dollars a day per boat not to fish for awhile. We laid off for ten days.

"When I was a young man forty dollars a month was considered big pay, and a man was glad to work twelve or fourteen hours a day for that money. No matter how much you pay nowadays, you pay more than a man is worth, for he will only work eight hours and he spends a good part of the time looking at his watch to see if his time is up.

"I was married fifty years ago, on November 1, to Mary Carnahan. We were married by Rev. T. A. Hyland, of Astoria. My father-in-law, Hiram Carnahan, came to Oregon in 1844. He took up a claim at what is now known as Olney. Judge Cyrus Olney, one of the early territorial judges, took up a claim on what was later known as the Carnahan place. Carnahan Station was located on my father's old donation land claim. My brother-in-law, Frank Carnahan, who will be seventy-six in August, lives at Seaside. His sister, Mrs. Nellie Mercer, lives at Los Angeles.

"In 1886 I was appointed deputy collector of customs under Captain Merryman.

When Harrison became President I was appointed collector of customs and served four years. I continued to live at Astoria and for many years handled my father's property, selling lots in Taylor's Astoria. My wife and I had two children, both boys. One of our boys was a mining engineer and was killed while superintendent of a mine in Mexico. Our other son was killed during the World war.

"When I first remember Astoria there were about fifteen families living there—the Shivelys, Welches, the McKeanes, the Boelings, the Hustlers, the Browns and some others. In those days Skipanon was known as Lexington. Before Astoria became the county seat Lexington was the county seat. My father built what was known as the Bay railroad, nearly forty years ago, to develop his property on Young's bay. My father was elected as a republican to the Oregon Territorial Legislature in 1856. The whigs and democrats had no use for republicans, so, though he was legally elected, they counted him out."

Supplementing the foregoing, it may be stated that James and Esther Taylor died, respectively, in 1893 and 1892. They became the parents of seven children, of whom three are living—Edward A., of this review, and Mrs. F. R. Strong and Mrs. George Taylor, both of whom are living in Portland. James Taylor helped to build the first Presbyterian church at Clatsop plains in 1846, which was also the first Presbyterian church west of the Rocky mountains. Later Edward A. Taylor donated to and helped to build the second and third churches here. During all of the years of his residence here Mr. Taylor has stood consistently for those things which count for the betterment of society and the progress of the community along all legitimate lines, and no citizen of Clatsop county is held in higher esteem than he, for his distinction as one of the few survivors of the early pioneers, for his long and useful career and for his kindly manner and sterling personal qualities.

CHARLES J. DEAN, M. D., D. S., F. A. S. Pr.

Dr. Charles J. Dean, who has been engaged in the practice of medicine in Portland for seventeen years, has earned a place in the front rank of his profession through his ability and success as a practitioner, particularly in his special field of work, in which he is regarded as an authority. Dr. Dean was born in Mitchell, South Dakota, in December, 1883, and is the only child of Ogden W. and Mary W. (Dowdell) Dean, who were married in that city. His father, who was long actively engaged in business affairs, is now retired, though still enjoying vigorous health. His mother, who is a direct descendant of Lord Willoughby, a passenger on the "Mayflower," has always been very active in civic affairs. She formerly published the Cheeryble Magazine in Chicago and was a candidate for alderman in that city.

Dr. Dean received his early educational training in the public schools of Chicago, and St. Ignatius College, then entered the medical department of Loyola University, from which he was graduated with the degree of Doctor of Medicine in 1909. In June of the following year he came to Oregon, locating in Baker City, where he practiced for about a year, and in 1911 he opened an office in Portland, where he has practiced continuously to the present time. He specializes in proctology and diseases of the colon, in the treatment of which he has met with remarkable success, and commands a large and lucrative practice. He is now at the head of the Dean Rectal and Colon Clinic, the largest medical association of its kind in the country, having offices in Seattle, San Francisco, Los Angeles and Portland, each branch being in charge of a local managing physician. The organization has been very successful, its patients coming from all over the country.

Dr. Dean married Miss Flo Thornton, of Evanston, Illinois, who died in January, 1925. To them was born a son, Ogden T., who is now a student at Columbia University. On the completion of his preliminary education, he will take up the study of medicine. On July 9, 1927, Dr. Dean married Miss Marie R. Rogers, of Canton, Illinois. He is a member of the Benevolent Protective Order of Elks, and the Alderwood Country Club and is a Fellow of the American Academy of Ambulant Proctologists. He is a great lover of outdoor life, golf and fishing being his favorite forms of recreation. Though a busy man professionally, he maintains a constant interest in the welfare of his community and can always be counted upon to support measures

for the advancement of the public good. Kindly and gracious in manner, he has a large circle of loyal friends throughout Portland, who esteem him highly because of his ability and success, as well as for his many excellent qualities.

EMMA HOWE COLE

Emma Howe Cole, owner of the Emma M. Howe Medical Laboratory of Portland, is a native of England but came to the United States in 1886. Her father, Thomas Howe, was born in England and in the year indicated brought his family to the new world. He was an English sportsman and the owner of the Oregon Kennels. He married Emma Rawlins, who was born in England, in which country their marriage was celebrated. Her death occurred in 1906, while Mr. Howe survived until 1925.

The family home was established in Salem, Oregon, in 1886 and Emma Howe afterward attended the convent at Mount Angel, where she was graduated. In 1908 she came to Portland and studied under Dr. Matson in his laboratory, while subsequently she entered the laboratory of the state board of health, remaining there for twelve years, being the only woman in Portland doing that kind of work at that time. At all times she has kept abreast with scientific researches and discoveries along the line of her chosen life work through reading and study. She did special work at the University of California, under Dr. Geiger, during the outbreak of rabies in Oregon in 1914, and in 1927 took a special serological course in the Polytechnic Hospital in Philadelphia. Seven years ago, in 1921, she organized a business of her own, doing all kinds of serological laboratory work, and she now has three employes and also a graduate nurse. Mrs. Cole was the pioneer woman on the Pacific coast to undertake work of this character and she is still concentrating her efforts upon this field.

In 1924 Emma Howe became the wife of John Cole, of Portland, who is now retired but who for several years was engaged in the produce business in Portland. He was born in Canada and came to Oregon early in 1880. Mrs. Cole is a member of the American Society of Bacteriologists and also of the Portland Woman's Club. She possesses attractive social qualities which have won her many friends, while her high professional standing is the direct outcome of her capability.

F. L. HAGER

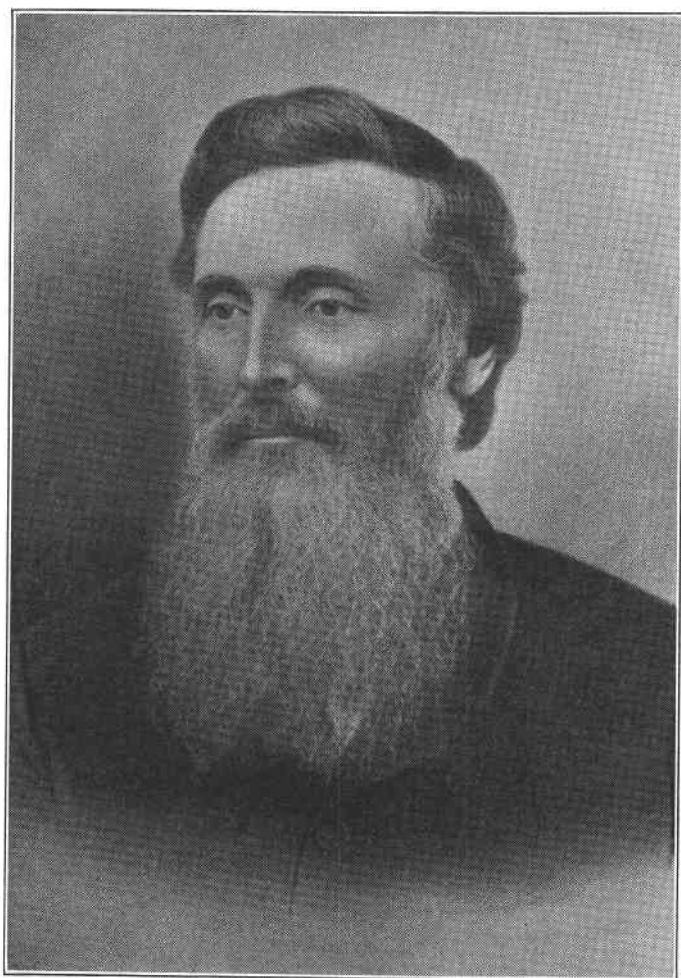
F. L. Hager, a public official who has been active in Gearhart since the establishment of the town, was born in New York state, November 10, 1856, and in his infancy was taken to Germany by his parents, pursuing his education in the schools of that country. When a youth of nineteen he returned to the United States, making his way to California, where he followed gold mining in Inyo county, there remaining until 1885, when he went to Portland. There he worked on the survey crew of the Northern Pacific Railroad as rodman, aiding in surveying the route between Chehalis and Port Townsend, Washington. He afterward worked in platting town sites and in 1887 he came to Gearhart, Clatsop county, at which time there were only five houses in the town, and during the first five winters of his residence here Mr. Hager was the only person to remain through the winter at Gearhart. Today this summer resort contains five hundred houses, with all-year-round population. Mr. Hager's first position here was that of watchman at Gearhart Park, owned at that time by Marshall J. Kinney, now of Portland, and comprising eleven hundred acres. Mr. Kinney afterward sold his interest to Theodore Kruse, who in turn sold to the Gearhart Park Company, of which William Taylor is now manager. When Gearhart was incorporated in 1917, Mr. Hager was elected city auditor and he has also served as justice of the peace for the past twelve years, while for nineteen years he has filled the office of school clerk, being still the incumbent in that position. He speaks German, French and English fluently and is well qualified to take an active and helpful interest in educational affairs.

Mr. Hager found deer and bears in Gearhart and vicinity at the time of his arrival, while wild ducks and geese were here in almost incredible numbers. He owns about three acres of land at Gearhart, which he has cleared from the jungle and transformed into a bower of beauty. He has set out various kinds of shrubs and trees and has a most beautiful flower garden containing one hundred and twenty-seven different varieties of dahlias, which he has raised from the seed and which are justly the envy of all visitors.

JOSIAH WEST

Josiah West had been a resident of Oregon for six decades when he passed away in Clatsop county on the 18th of November, 1920, at the venerable age of eighty-nine years. He was born at Castle Creek, Broome county, New York, March 11, 1831. His great-grandfather, Thomas West, fought as a British soldier in the Revolutionary war in 1776 but deserted to join the colonial army, with which he participated in the battle of Ticonderoga. Josiah West enjoyed the advantage of college training in the Empire state and taught school both before and after coming to Oregon. His experiences in this state are interestingly set forth in an interview with Fred Lockley in 1913. Mr. Lockley wrote: "Recently I visited Josiah West at his home near West Station, Clatsop county, Oregon. Mr. West had just come in from his cranberry bog. When he had pulled off his rubber boots and stretched his toes comfortably to the snapping fire in the fireplace he said: 'No, you have come to the wrong man. I am not one of the pioneers here. I have only been in Clatsop county forty-two years. From New York, where I was born, I went to Wisconsin and in 1859 I came out to Oregon. I settled near Forest Grove, where I taught school. My people were great abolitionists. So was I. In fact, I went to an abolition college in the east and my early heroes were Theodore Parker, William Lloyd Garrison and men of that type. I married Lamira Harrison, whose father John Harrison, of Forest Grove, came to Oregon in 1846. He brought burs in his wagon across the plains for one of the first grist mills built in Oregon. There was considerable fever and ague in Washington county in those days so I decided to come down to the sea coast. You can know that I struck a healthy place when I tell you that I have raised nine children here and not one of them ever had a doctor until after he was of age. I bought a section of land when I first came here, for twenty-five hundred dollars, and I kept on buying as long as I found anyone willing to sell. I finally owned twenty-one hundred acres of land here and I don't believe you will find better land lying out of doors than this land. Clatsop county is one of the finest dairy countries in the world and with our salmon and timber we certainly have plenty of natural resources and raw materials to work on, for a long time to come. I cut my ranch up and gave a chunk to each of my children, so that I only have about a section left now. Some of the boys wanted to go elsewhere, so they have sold their places. A good deal of it was peat bog. We didn't use to know the value of it. Now they are planting it to cranberries and it is selling for three hundred dollars an acre. I had hundreds of acres of cranberry land but I gave it away, until I only have twelve acres of cranberry land left. * * * For a good many years I was in the dairy business but I am getting a little old for that now, so I have sort of dropped out of it. With the ocean at our front door some of these days we are going to see this country build up for a summer resort.'"

On the 29th of August, 1864, at Hillsboro, Oregon, Josiah West was united in marriage to Lamira Harrison, who was born in Jefferson county, Iowa, February 7, 1844, and passed away in Clatsop county, Oregon, November 18, 1916. She was but two years of age when in 1846 she was brought by her parents to Oregon, her father being among the first pioneer settlers of this state. She attended the old Pacific College at Forest Grove, in which her future husband was also a student. Josiah West was ever a stalwart champion of the cause of education, rendered efficient service on the school board for many years and gave all of his children the advantage of broad intellectual training. "Judge J. Q. A. Bowlby, attorney, came into the office of Judge T. S. Corneliuss, sitting as probate judge, the other day to settle the estate of Josiah West, pioneer. As the two veterans bent above the papers and documents one of them remarked: 'Who would have thought sixty years and more ago, that we two would get together here in Astoria some day



JOSIAH WEST

and settle up the affairs of our old schoolmaster?' These two judges, as well as Congressman Thomas Tongue, went to school to Josiah West about sixty-four years ago in the part of Washington county near what is now North Plains. Josiah West later came to Clatsop county and settled on Clatsop Plains, where he died about eight years ago. The two pupils ultimately followed the schoolmaster, Cornelius to farm and Bowlby to practice law. Now the two, both judges, are settling the affairs of their old schoolmaster."

Josiah and Lamiro (Harrison) West reared a family of nine children, as follows: Mrs. Mary Peterson, a resident of Hillsboro, Oregon; Lloyd G., living in Brownsville, this state; Willis J., of whom more extended mention is made below; Mrs. Maud Prescott, a resident of Alabama; Mrs. Daisy Fulkerson, who makes her home near Seaside, Oregon; Mrs. Rose Johnson, living on a dairy farm in the vicinity of Seaside; Theodore P., who is deceased; Paul H., who operates a dairy ranch near Seaside, Oregon; and Mrs. Violet C. See, who occupies a part of the old homestead on Clatsop Plains.

Willis J. West was born near Hillsboro, October 3, 1869, and supplemented his district school education by a course of study in Willamette University. Subsequently he assisted his father in the work of the home ranch for several years and then in 1900 went to Nome, Alaska, where he followed gold mining for two years. After returning to Oregon he engaged in the logging business on his own account until 1908, when he made his way to Marysville, California, where he purchased a farm, planted a fruit orchard and conducted a dairy farm near Live Oak in the Sacramento valley. On disposing of his property there he came back to Oregon in 1913 and bought a farm on the Necanicum river, a few miles south of Seaside. He cleared off most of the land that was still covered with brush and is now operating a large dairy there. Mr. West keeps about forty head of Holstein, Guernsey and Jersey cows and some pure bred registered sires. He also purchases about one thousand gallons of milk daily during the summer season, from neighboring farmers, and successfully conducts a large retail milk business at Seaside and Cannon Beach under the name of the West Dairy, utilizing five delivery trucks. He has an up-to-date milking machine. The modern and commodious barn which adorns his ranch was built in 1924.

Mr. West was married in 1909 to Lila P. Ross, a native of Michigan, and they are the parents of two children: Chester W., born in California in 1910 and now a high school student; and Violet, who was born in California in 1913 and is also attending high school. Fraternally Mr. West is affiliated with Seaside Lodge of the Independent Order of Odd Fellows. He has served as a member of the school board and at all times has exerted his efforts and influence in behalf of community welfare and advancement. His well spent life has won him the esteem and friendship of all with whom he has been associated.

A. F. BILES

A. F. Biles is president of one of the most important and successful enterprises in its line in the country the Central Door and Lumber Company, of Portland, which has, because of the high quality of its products, gained a world-wide reputation and stands in the front rank of the substantial industries of Portland. The Central Door and Lumber Company was established in 1906 and Mr. Biles has been at the head of the enterprise continuously since. The original products of the factory were wooden sash and doors and wall board, in addition to which the firm dealt in glass, paints and various building materials. The first plant was located at Thirteenth and Glisan streets, on the West side, where it occupied a building one hundred by one hundred feet. Substantial additions were made from time to time, but the steady growth of the business eventually demanded larger quarters and in 1917 the company acquired its present property at East Twenty-fourth and Holgate streets, where it has five acres of ground, on which it erected the present substantial mill buildings, comprising about three acres of floor space. The company is now engaged in the manufacture of doors, cut door stock and specialties, and has built up a large trade, a considerable part of which is export business, though its products are shipped to every section of the United States. The company sells through American exporting concerns and

its doors and other products go to practically all of the British possessions, the larger part of its export business being with Great Britain, though it sells also to China, Asia, Africa and South America. The company has a sawmill at the Portland plant and also buys much of its material on the outside. It consumes annually about ten million feet of spruce and fir and some idea of the productive capacity of the mill may be gained from the statement that one week's output would take care of Oregon's requirements for a year. The company manufactures to order only and on specifications for most of the export business. The plant is in continuous operation and gives employment to from one hundred and sixty to one hundred and eighty persons. It is thoroughly modern in its equipment, employs highly skilled workmen and its large business has been built upon the basis of the superior quality of its products and its sound and progressive business policy.

A. F. Biles was born in Brooklyn, New York, and is a son of Albert and Elizabeth Biles, the former having been for many years prominently and successfully engaged in the contracting business. In 1875 the family moved to Los Angeles, California, at which time that city had a population of about ten thousand, of whom two thousand five hundred were Americans, the remainder being largely Mexicans and Chinese. Both parents died in that city, the father at the age of eighty-four years and the mother when seventy-nine years old. Mr. Biles received his education in the public schools of Los Angeles, after which he became identified with the building material business in that city, and later at other points in California. In 1895 he came to Portland as northwestern manager for W. P. Fuller & Company, for whom he had previously sold doors and mill work in Los Angeles. In 1906 he established his present business, which was successful from the start, and to the management of which he has closely devoted his attention.

In 1888, in Los Angeles, Mr. Biles was united in marriage to Miss Eleanor Parks and to them have been born three children. Clarice V. is the wife of Ralph J. Staehli, of Portland, and the mother of three children, Ralph J., Jr., Eleanor and George; A. F., Jr., who resides in Portland, is sales manager of the Central Door and Lumber Company, having immediate charge of the eastern business and spends much of his time in the east. Prior to the World war he was a lieutenant in the regular army, and during the war served as lieutenant and captain, while at the present time he holds a commission as major of infantry in the Officers Reserve Corps. He is married and has a daughter, Patricia. George, who lives in New Haven, Connecticut, and represents the company in that section of the country, was for several years a representative of the American Express Company, during which time he traveled much in Europe and speaks a number of foreign languages.

Mr. Biles has traveled extensively through Oregon, being very familiar with the central portion of the state, over which he has gone on horseback, by buggy and stage, and then by automobile. He sees a wonderful future for that section of the country and is greatly interested in the development of irrigation. He is a member of the American Export Door Corporation, the Western Door Manufacturers Association and the Chamber of Commerce. Mrs. Biles takes a deep interest in local civic and benevolent affairs and is a member and director of several important organizations. Mr. Biles is a man of enterprising and progressive methods, sterling personal qualities and sound and reliable judgment, and his career has gained for him a well earned reputation as one of Portland's substantial citizens.

CORD SENGSTAKE

Cord Sengstake has for nearly a quarter of a century been actively identified with the real estate interests of Portland, in which he has been rewarded with a very gratifying measure of success, and is today numbered among the substantial and highly respected citizens of his community. He was born in Germany on the 8th of August, 1859, and is a son of Cord and Adelbert Sengstake, of whom the former died in Germany and the latter in the United States.

Mr. Sengstake received a good education in the public schools of his native country and in 1877, at the age of eighteen years, emigrated to the United States. He went direct to San Francisco, where he took passage on the "Oriflame" for Portland. Here he attended private schools in order to learn the English language, and then

entered the employ of the Oregon Railroad and Navigation Company, with which corporation he remained for twenty years. His next position was that of secretary of the Tacoma Railway, Light and Power Company, at Tacoma, Washington, in which capacity he served for eight years, and then returned to Portland and entered the office of the county clerk as warrant clerk. About 1905 Mr. Sengstake engaged in the real estate business, to which he has given his attention continuously since. He has handled a large amount of city and country property, besides buying and selling a good many pieces of property on his own account. He handled and named the Colonial Heights addition, a very successful venture, and has erected a number of good buildings in this city, which he still owns.

In 1889 Mr. Sengstake was united in marriage to Miss Albertina Bernd, of Portland, a daughter of Stephen and Marguerite Bernd, who were pioneer settlers in this city, where the father was engaged in the contracting business for many years. He and his wife are now deceased. Mr. and Mrs. Sengstake have two children: Lila Margaret, who is the wife of Frederick H. Young, of Portland, and the mother of two children, Margaret and Frederick; and Cord, Jr., who is associated in the real estate business with his father. He married Miss Pauline Titus, who was born in Nebraska, but was a resident of Portland at the time of her marriage, and they have a daughter, Virginia. Both children graduated from Portland Academy and the University of Oregon. Mr. Sengstake is a Scottish Rite Mason, a Noble of the Mystic Shrine, belongs to the Benevolent Protective Order of Elks, the Chamber of Commerce and is a life member of the Multnomah Club. His son also belongs to the same Masonic bodies and the Multnomah Club. Mr. Sengstake has become well known as one of Portland's representative business men, and also as a man who has devoted a due portion of his interest and activity to the advancement of the public welfare through his support of all worthy public enterprises. He stands for progress and improvement and holds broad views on the great issues of the day, being an exemplar of the highest type of citizenship. He therefore commands to a notable degree the respect of his fellowmen and the confidence of all who have had dealings with him.

WILLIAM M. McMURRAY

The life story of William M. McMurray is that of a self-made man whose laudable ambition and unfaltering industry carried him forward until in railway circles, advancing step by step, he reached the responsible position of general passenger agent of the Union Pacific. He was a native of Ireland, his birth having occurred in the town of Keady, County Armagh, Ireland, November 12, 1860. His boyhood and youth were passed in that country, where he remained until November, 1882, when he came to America, being then twenty-two years of age. It was his characteristic ambition that caused him to seek a home in the new world, for he believed that he would find a better chance for progress and advancement here. After five years spent in the east he came to the Pacific coast and entered the employ of the Southern Pacific Railroad Company at San Francisco in 1887, being assigned to a position in the passenger department. That he made good, meeting all the requirements of his position and giving evidence of his capability, is shown in the fact that in September, 1905, he came to Portland as assistant passenger agent for the Southern Pacific and the Oregon Railroad & Navigation Company. A year later he was advanced to the position of general passenger agent, assuming the duties of that office in July, 1906. In 1911 he became general passenger agent of the Oregon-Washington Railroad & Navigation Company and in 1921 was appointed general passenger agent of the Union Pacific, in which responsible position he continued until his death, at all times discharging his duties most efficiently and proving a thorough executive of the road.

On the 15th of June, 1892, Mr. McMurray was united in marriage to Miss Florence Wightman, a daughter of John and Celeste Wightman. Mr. and Mrs. McMurray had three children. John W., who served with the aviation forces in the World war, being stationed at San Diego, California, is now living in Lewiston, Montana, where he represents the Vermont Loan & Trust Company of Spokane, Washington. He married Laura Miller, of Sherman county, Oregon, and they have one child, John W.,

Jr. W. Robert, the third son, now with the City Mortgage Company of Portland, married Gertrude Taylor, of Albany, Oregon, and they have one son, W. Robert, Jr.

The family circle was broken by the hand of death when William M. McMurray passed away. He was a loyal and consistent member of the Presbyterian church and he also had membership with the Benevolent and Protective Order of Elks and in the Westmoreland Country Club and the Chamber of Commerce—affiliations which indicated much of the nature of his interests and the rules that governed his conduct. In Portland he was a great favorite, very popular with all who knew him, and his friends were legion. He possessed a genial, friendly nature that expressed itself in appreciation of the good qualities of others. Moreover, his business record won him the admiration of all, for he had started out in life empty-handed and worked his way upward by sheer force of character, ability and undaunted enterprise.

JAMES EDWIN CAMERON

James Edwin Cameron, whose death on May 25, 1927, was deeply regretted by all who knew him, was one of the outstanding figures in the lumber business of the northwest for many years and not only ranked as an able and successful business man but also possessed to a marked degree those qualities which attract one's fellows and make for lasting friendships.

Mr. Cameron was born in Oshkosh, Wisconsin, in 1864, and was a son of George W. and Katherine (Campbell) Cameron. He acquired his education in the public schools of his native city and then became associated with his father in the lumber business at Oshkosh. In 1900 he became connected with the Girard Lumber Company of Menominee, Michigan, and while with that corporation made great advance in business, developing his powers and contributing in large measure to the success of the enterprise which he represented. He later engaged in the lumber brokerage business on his own account and prosperity attended his efforts in that direction. The year 1903 witnessed his arrival in Portland, which offered an excellent field to the lumberman on account of the large forests of this section of the country. In association with his brother Mr. Cameron purchased the mill of the Nicolai-Neppach Company at Menominee, Oregon, which town Mr. Cameron named in honor of his former place of residence—Menominee, Michigan. After operating the plant there successfully for a period of six years he sold to the Wind River Lumber Company of Cascade Locks, Oregon, and engaged in the lumber brokerage business in Portland, with offices in the Couch building. During this period Mr. Cameron purchased a small mill at Goldendale, Washington, and also acquired timber lands, managing both the mill and its timber interests from his Portland office for a number of years. Subsequently he erected a modern mill at Goldendale, which he operated for a time but eventually sold to Dailey Brothers. He also had a planing mill and sawmill at Bullrun, Oregon, conducted under the name of the Cameron-Hogg Lumber Company. Operations at this plant were brought to a close at the time of Mr. Cameron's death, for the timber had been cut off, at which time Mr. Cameron had taken over the loading docks, while Mr. Hogg took the logged-off land as his share of the business. Mr. Cameron was a man of marked energy, firm purpose and sound judgment. He applied himself closely to his various business interests and was rewarded with a gratifying measure of prosperity.

In early manhood Mr. Cameron married Miss Frances Wells, of Oshkosh, Wisconsin, and they became parents of two children, Grace and George W., the mother dying in Oshkosh. The son now resides in Goldendale, Washington, and the daughter, now Mrs. Phelps, makes her home in Portsmouth, Ohio. For his second wife Mr. Cameron chose Miss Alice Ludwig, who passed away at Menominee, Michigan, leaving a son, Earl L., who is engaged in the real estate business in Portland. Later Mr. Cameron married Miss Nettie Theurer, who proved a most kindly mother to the above mentioned children as well as to the son and the daughter born of her marriage: J. M., who formerly operated the lumber mill at Bullrun and now resides in Portland; and Mrs. Arline Loder, also of this city.

In his political views Mr. Cameron was a staunch republican and took a deep interest in everything affecting the general welfare. He was a member of the Chamber of Commerce and heartily supported its projects for the public good. Something of



JAMES E. CAMERON

the nature of his recreation is indicated in the fact that he belonged to the Portland Golf Club. Those who met him in any relation of life entertained for him high regard because of the sterling traits of his character and the wise use which he made of his time, talents and opportunities. He carried out well defined purposes and gained the merited reward of earnest and intelligently directed effort; he faithfully discharged his duties of citizenship and he measured up to the highest standards of honorable manhood.

J. M. Cameron, son of James Edwin Cameron, supplemented his public school education by study in the Oregon Agricultural College and throughout his entire life has been identified with the lumber business. For ten years he was in charge of the milling interests of his father at Bullrun and in July, 1927, organized the J. M. Cameron Lumber Company, of which he is president. In addition he successfully carries on a lumber brokerage business. The thorough training which he received under his father's direction has found expression in efficient effort and a thorough mastery of all the problems connected with the lumber trade, so that he now occupies a prominent position among the lumbermen of the northwest.

J. M. Cameron was married to Miss Lois L. White, of Portland, and they are the parents of a son, Jim Bill, now a public school pupil. Mr. Cameron is a veteran of the World war, having enlisted in 1918, his period of service continuing until the cessation of hostilities, when he was honorably discharged. He is a member of the Multnomah Athletic Club and is well known socially in the city where much of his life has been passed and where his circle of friends is almost coextensive with the circle of his acquaintance.

MICHAEL J. MACMAHON

A distinguished member of the Portland bar is thus characterized by Fred Lockley in the Oregon Journal of January 26, 1927:

"Recently I interviewed a well known Portland attorney, who is still remembered and talked of in the University of Michigan for his prowess as a wrestler, a boxer, a poet and a Greek scholar. His name is Michael J. MacMahon and his office is in the Worcester building, where I had the pleasure of conversing with him.

"I am the last of the American MacMahons," he said. "In Munster they call us the 'fighting MacMahons.' The 'powers that be' in England didn't mind how much the MacMahons fought among themselves or with their fellow countrymen, but they objected very seriously when the MacMahons fought to free Ireland from British rule. Three MacMahon brothers who were active in fighting for Ireland's freedom were banished—one to Van Dieman's Land, one to France and one to America. I am the last of the American branch.

"Do you see that picture on the wall. It is a portrait of Patrice Maurice de MacMahon, a marshal of France and president of the French republic. He was born June 13, 1808, at Sully, France, and at the age of nineteen was graduated from the St. Cyr Military Academy. He was twenty-two when he took part in the campaign in Algiers and in the siege of Sebastopol, during the Crimean war, led the division which stormed the Malakoff, for which he received the Grand Cross of the Legion of Honor. He commanded the Second Army Corps in Italy during the war of France and Sardinia against Austria in 1859, turning a rout into victory, and in recognition of his achievement was made marshal of France and created duke of Magenta. Later he was governor-general of Algeria and at the outbreak of the Franco-Prussian war he was placed at the head of the First Army Corps, which was defeated at Worth and Sedan. In 1871 he suppressed the Commune at Paris and in May, 1873, was elected president of France. He resigned in 1879 and died at La Forest in 1893.

"Take a good look at that picture over my desk. It is a picture of the 'Little Corporal.' All my life I have been an admirer and a student of everything relating to Napoleon. This picture of John L. Sullivan was taken when he was in his prime and these boxing gloves, which he gave me were used during his tour of the world. That is a picture of Charley, my youngest brother, who died when he was twenty-four years old. I don't believe a better built or a gamier man ever stepped into the ring.

"My father, Peter J. MacMahon, came from Ireland to America in 1840. My

mother, Eileen Shannon, was born where the River Shannon flows. This historic and beautiful stream rises in the Cuilcagh mountains and flows into the Atlantic in a gap between the headlands of Kerry and Loop. It is the longest river in Ireland and is canalized between Limerick and Athlone. My mother and father were married at Bangor, in the state of Maine, in 1848 and moved to Michigan early in the '50s. Both are buried at Ann Arbor. Father engaged in farming and was a good money-maker but I don't know whether he always used good judgment when it came to spending it. For example, he went over with John O'Leary to join James Stephens in Paris. Stephens had escaped from his prison in Dublin and made his way to Paris. Father was obsessed with the idea of freeing Ireland from English rule. When he went to Paris in 1867, to help free Ireland, he not only put up all the available money he had for the purpose, but mortgaged our farm in order to gain additional funds for the cause so dear to his heart. However, while this may not have been strictly practical, I honor his convictions.

"On the northwest corner of Second and Franklin streets in Jackson, Michigan, is a boulder on which is a bronze tablet containing the following inscription: "Here, under these oaks, July 6, 1854, was born the republican party, destined, in the throes of civil strife, to abolish slavery, vindicate democracy and preserve the Union." I am proud to say that my father was one of the group of men who met under those oaks on July 6, 1854, to help found the republican party.

"Father and mother had four sons and one daughter. I was born at Ann Arbor on January 12, 1854, and am the oldest child. My brother John was an acrobat and for four years was in the employ of P. T. Barnum, later traveling with the Forepaugh outfit, Sells Brothers, Brien Brothers and the John Robinson circus. Subsequently he became a wealthy showman and in the course of his travels went to Mexico and the West Indies. My brother Joseph Byron was a student at the University of Michigan and had decided to take up law but was persuaded to join my brother John's circus, of which he was made treasurer. Later Joseph became sole owner of the World's Circus and also accumulated a substantial competence. In Masonry he attained the thirty-second degree and while in Wichita, Kansas, was murdered April 1, 1897, by a man who was also a member of that order, in which he held the same degree. Charles Henry, the baby of the family, joined the circus as an athlete. One of his spectacular stunts, which always made the audience gasp and then applaud wildly, was his double somersault from a springboard over a herd of elephants. Though he was built like a Greek god and was extremely strong, he contracted pneumonia in Texas, and though they put him in a chest of ice, by the doctor's orders, and rushed him to Chicago, he died within twenty-four hours. Not one of my brothers, although they followed the wrestling and fighting game, and although they were for years employes or owners of circuses, ever drank or smoked. They were extremely temperate and kept at all times in the finest physical condition. My brother John died in 1892 and Joseph afterward conducted the circus. John bequeathed his fortune to his sister, Mary A. MacMahon, who passed away in 1925, and I inherited her property, consisting of four Pullman cars, a safety deposit box filled with Liberty bonds, cash and other valuables.

"I attended the public schools of Ann Arbor and the year I entered the University of Michigan, James B. Angell was elected its president, remaining at the head of the institution for a period of forty years. His son, James R. Angell, who was numbered among my classmates, also achieved distinction as an educator, becoming president of Yale University. We students had rare privileges in those days. Such men as Wendell Phillips, Bayard Taylor, Andrew D. White, Charles Bradlaugh, a member of parliament; J. B. Gough, Mose Colt Tyler, who by the way, was my professor of history; C. K. Adams, Editor Storey of Chicago and men of that calibre, gave us the best they had.

"I was the first athlete produced by the University of Michigan and the old records will tell you of the work done by our football team when I was its captain. I served on second base in the college baseball team. In the four years I was in college I was never defeated in the ring, nor was I ever put on my back on the mat. Here is an old class picture. If you count the students you will find there are one hundred and sixty of us. We were suspended on May 6, 1874, for hazing a circus. I was marshal of the class. I went to Cornell but after six months the faculty relented and allowed us to come back. No, I cannot say I am in favor of hazing. For a half-dozen husky youths to jump onto one isn't my idea of fair play, nor good sport.

I remember spending a cold night once in the graveyard at Ann Arbor. A bunch of the upper classmen overpowered me, tied my hands and feet, carried me out to the graveyard and tied me to a tombstone, where I stayed all night. Next morning my fellow classmen discovered me and liberated me.

"For five years I was professor of Greek and Latin in an academy at Milwaukee, Wisconsin. Among my pupils was Ella Wheeler, who married a man named Wilcox and who is the author of "Poems of Pleasure," "Poems of Passion," and many other books of poetry. I also taught Garrett Droppers, now deceased. He became professor of political economy in the University of Japan and was appointed minister to Greece by President Wilson. Irving Dudley, later minister to Brazil, was also one of my pupils, as was also Paul Dachsels, historian, poet, philosopher, and the only man that I ever met who, to my mind, was really a genius. I likewise supervised the studies of Charlie Miller, later consul general to Germany, Michael Donnolley, who came under my instruction, was graduated from West Point and later became editor of the St. Paul Pioneer Press.

"In 1876 I attended the Centennial Exposition in Philadelphia and paid ten cents for the privilege of talking over what was then considered a new-fangled toy called the telephone. I talked to a girl a dozen or fifteen feet away. It was Dom Pedro, emperor of Brazil, whose interest in Dr. Bell and his invention attracted the attention of the scientists to the telephone. Before he had stopped to investigate the telephone the scientists had treated the invention lightly and said even if you could talk over a wire, as Bell claimed, what would be the object of it? Who would want to do it? They couldn't see any future for it except as a toy.

"Two years after visiting the Centennial Exposition I went to Paris and spent three years at the Sorbonne. I attended lectures on Greek and Roman art and also took a course in architecture. At that time I formed the acquaintance of Cyrus Field, the nephew of the man who laid the Atlantic cable. He had come to Paris to install a telegraph system and experienced much difficulty in mastering the French language. I was in Paris from 1878 until 1882 and had the privilege of meeting the distinguished novelist, Victor Hugo.

"I came direct from Paris to Forest Grove, Oregon, and was made principal of Tualatin Academy, of which Professor John R. Herrick was the president. J. W. Marsh was professor of Latin and Greek and I was instructor in mathematics. William N. Ferrin had charge of the departments of history and rhetoric and Captain M. C. Wilkinson taught military science. He had come to Oregon with General O. O. Howard in 1874, at which time the latter assumed command of the department of the Columbia, making his headquarters in Portland. Shortly before he reached here he sent Captain Wilkinson, in charge of the Modoc prisoners, to the Indian territory. General Howard became president of the Young Men's Christian Association of Portland and Captain Wilkinson was one of his ardent supporters in this work. At the battle of the Clearwater, on July 11, 1877, Captain Wilkinson bore himself so gallantly that he was brevetted a major. He was killed while leading an attack against the Indians at Bear island at Leech Lake, Minnesota. Luella Clay Carson was also one of the instructors at Tualatin Academy as well as Mrs. E. H. Marsh. Alexander Sweek, Albert Tozier or any of my old-time students can tell you about the old days of Forest Grove of forty-five years ago. I remained as principal for two years.

"In 1884 I stumped the state for Blaine and Logan. Sol Hirsch was chairman of the republican party. If Blaine and Logan had been elected, and they missed election by a narrow margin, I would have represented the United States in Switzerland.

"An uncle of mine, a captain of an English sailing vessel, came to San Francisco in 1850. He tied up the vessel at the wharf and he and the crew went to the Placer mines in Plumas county. I was named for this uncle, who became sole owner of the Golden Gate placer claim in Plumas county, and this property made him wealthy. Shortly after stumping Oregon in behalf of Blaine and Logan I went down to California and later became associated with my uncle in his mining venture. I was fortunate and returned to Portland with nineteen thousand dollars in cash as my share of the undertaking. This money I invested in real estate in Portland and Baker City and some of this property I still own.

"One experience that is too long to go into is my trip with the English fleet up the Nile in 1881. I have been fortunate in being able to indulge myself in visiting

every battlefield on which Napoleon fought, with the exception of his Russian campaign.

"I opened a law office here with John McGinn in 1892 and for the past twenty years have occupied the same office. A few years ago I went down to the Benson logging camp to see a client and happened to arrive there at noon. For some reason the lumberjacks sized me up for a minister. Far be it from me ever to claim any ministerial aspirations. In any event they judged by my garb that I had come down there to hand them out tracts or to preach to them. They were a pretty rough lot and began discussing what they had better do to me. Finally I said to them, 'I'll bet a keg of beer that there isn't a lumberjack here can hold his end up with me with an ax.' I picked out a well sharpened, heavy-headed ax, laid aside my silk hat, my frock coat and my vest, rolled up my sleeves, and said, 'I'll take the butt cut. Who of you men have the nerve to take the bet?' Eight of the men who considered themselves good choppers stepped forward and at a given signal we went to it, and the chips began to fly. To make a long story short, I won the keg of beer and they came to the conclusion that I wasn't there to preach any sermon or pass out any tracts.

"Yes, I must confess I enjoy the study of languages. Though I have not taught Greek for more than forty years, I still keep up my interest in it, and take a Greek newspaper, which I read each week. I read German, Italian, Spanish, Irish, Greek and Latin. Many years ago I gave my Gaelic books to Professor John Murphy, who was recognized as the greatest Gaelic scholar then living, and who was also well versed in Latin and Greek. Judge Henry McGinn, Paul Deady and myself went out to the poorhouse, of which he was an inmate, and conducted his funeral services and buried him in Mount Scott cemetery. He was a graduate of Trinity College, a brilliant and lovable man.

"As you go around among the doctors, attorneys and college professors of Portland I wish you would ascertain and let me know if you run across any of them who know all of Horace by heart, in the original. I have an idea that I am probably the only man in Portland who can repeat Horace from memory in the original. I put in eleven years of hard work translating Bredif's celebrated volume on Demosthenes. You will see that these three books are pretty weighty tomes. I was very much gratified by the reception this work received by the French savants and, in fact, by the scholars all over Europe and America."

Of this achievement *La Republique Democratique et Sociale* said: "The most scholarly Hellenist can read it with advantage, while the man of the world—the general reader, the class of men pressed for time—will appreciate the skill of the author, and will derive no less pleasure than the savants from perusing these pages." That Mr. MacMahon is a linguist of superior ability is shown by his faithful rendition of the original Greek, Latin and French of this work into admirable English. In a review of the translation *Le Journal des Debats* said: "M. Bredif has mastered his subject admirably; he has treated it with that animation without which nothing can be well done. * * * The brilliant American translator, Professor MacMahon, has left nothing undone. His notes to the American edition evince a clear knowledge of ancient as well as modern history. There is nothing dull in the orations whose composition he analyzes under our eyes, and in which he points out not only literary beauties but also political beauties. * * * He wishes that from this book we should learn a political and moral lesson. M. Bredif has analyzed the eloquence of Demosthenes with a rare critical talent, with remarkable erudition, with an eloquence and boldness of style that is worthy of the finest eulogy. Always brilliant, following the modern method, he replaces each oration in the midst of those events in which it was pronounced, he revives the circumstances which accompanied it, and places us as far as possible in the situation of the audience who heard it, and he makes us share the same emotions. When he judges it is with an accuracy and justice which are never at fault." *Le Salut Public de Lyon* wrote: "The lucidity of his exposition equals the erudition of his researches. * * * Two notable features add to the interest of this scholarly work: One is the great number of translated extracts to support his formulated opinions; another the entirely modern spirit which animates these pages devoted to antiquity and which, under the walls of Piraeus, behind the contemporaries of Pericles or Philip, portray before us Christianity. France, the Revolution, the aspirations, the passions and conflicts of our epoch."

With a predilection for politics, Mr. MacMahon became one of the republican

leaders of Oregon and was thrice presidential elector, while his civic spirit has been expressed as a councilman of East Portland. His life has been devoted to the acquisition of useful knowledge, and judged from the standpoint of service, his career has been notably successful.

EDWARD J. SWINDELLS

Edward J. Swindells is associated with one of the largest store fixture enterprises of the entire country as general manager of the Portland plant of the Grand Rapids Store Equipment Corporation. He measures fully up to the requirements of his responsible position and is regarded as a valuable adjunct to business interests of the Rose city. Mr. Swindells is a native of Philadelphia and his people were connected with the distinguished Rittenhouse family, one of the best known in that eastern metropolis. His youth passed uneventfully and early in his business life he became connected with the firm of Frank Miles Day & Brother, prominent architects of his native city. Thus he was associated with the execution of various big building contracts through a period of eight years and spent a year and a half in building operations in Baltimore, Maryland, following the fire in that city.

Mr. Swindells was married in Philadelphia to Miss Anna C. Baton, a native of that city and a descendant of John Emerich, who was one of the backers of John Jacob Astor in his early connection with the fur trade. That among her ancestors were those who fought for American independence is shown in the fact that she has membership with the Daughters of the American Revolution. Edward J. and Anna C. (Baton) Swindells have become parents of a son, William, who now represents the Grand Rapids Store Equipment Corporation in Phoenix and Los Angeles.

Mr. Swindells retained his residence in the east until 1912, when he became identified with Portland's commercial activity and occupies a prominent position in its business circles as manager for the Grand Rapids Store Equipment Corporation, which ranks today as an outstanding American factory, their Portland factory furnishing employment throughout the year to over three hundred people and utilizing nearly five million feet of Oregon cut timber annually. The plant of the company is a large three-story concrete building at East Twenty-second and Bush streets, where high-grade store fixture products are manufactured, the output being sold throughout the Pacific coast district and ten western states, while extensive shipments are made to Hawaii, Alaska, the Philippine islands, Australia and the Orient. In 1881 the first store fixture manufactory in Portland was established by Dixon & Bernstein at Front and Washington streets and in 1893 Robert Lutke entered the same field, joining the original firm. Eventually he purchased the interests of the founders, carried on the business under his own name for a time and later incorporated the Lutke Manufacturing Company. In 1908 the Grand Rapids Showcase Company, then one of the extensive American manufacturers in this field, turned its attention to Portland as an excellent field, realizing the splendid opportunities here offered because of the inexhaustible supply of lumber. After carefully looking over the field the Grand Rapids Showcase Company bought out the Lutke Manufacturing Company but retained Mr. Lutke as manager until he retired from business in 1923 and was succeeded by Edward J. Swindells, who had been assistant manager from 1912. Following the acquirement of his education in the Philadelphia schools and his study of art in the Spring Garden Institute, Mr. Swindells had devoted eleven years to service in the field of architecture and had become manager of the Architectural Woodworking Company of Philadelphia, which sold out to the Grand Rapids Showcase Company in 1911. It was soon afterward that Mr. Swindells accepted the proffered position of assistant manager at the Portland plant and through the intervening years his labors have been an important contributing element to the growth of the business and the development of the plant to the largest of the kind west of the Mississippi river and one of the largest in the entire country. Since 1908, when the Grand Rapids Company took over the building, it has shown an increase of five hundred per cent and service branches are maintained in Portland, Seattle, Spokane, Salt Lake City, San Francisco, Los Angeles and Honolulu. Thirty salesmen care for the trade and the workmanship of the factory is shown in some of the finest business structures in the entire west and equals that produced in any store fixture establishment in the

world. In 1927 the Welch-Wilmarth Corporation and the Grand Rapids Showcase Company merged under the name of the Grand Rapids Store Equipment Corporation, becoming the largest store fixture organization in the world, with six factories in Grand Rapids, Michigan, one in Long Island City, one in Baltimore and one in Portland, the Portland plant being the largest of the national system outside of the Grand Rapids factories. Mr. Swindells has shown marked executive and organizing ability in developing the business since he assumed control and his labors have been highly resultant, each year chronicling an increase in the trade, while the highest standards of manufacture have always been maintained.

That he is appreciative of the social amenities of life is shown in his connection with the Arlington Club, the Lake Oswego Country Club, the Waverly Country Club, the Multnomah Athletic Club, and other civic organizations. He is an interested and active member of the Portland Chamber of Commerce, being in full sympathy with its purposes for civic development, and is now serving on its industries committee. He is also identified with the East Side Commercial Club. He is a York Rite Mason, a Mystic Shriner and a Knight of the Round Table, and his wife is a member of the Waverly Country Club, the Young Women's Christian Association and also active in various other ladies' organizations.

HON. JACOB KANZLER

Jacob Kanzler was born in Franklin county, Nebraska, October 23, 1879, and is a son of Henry M. and Mary Elizabeth (Koch) Kanzler, who are now residents of Kearney, Nebraska, where the father has been successfully engaged in the retail lumber business for the past forty-five years. Jacob Kanzler attended the grammar and high schools in Kearney and in the year 1900 entered the University of Nebraska, where he took a general academic course. In 1905 he entered Columbia University, New York city, where he studied law. Upon the completion of his law course he came to Portland, and in June, 1909, was admitted to the bar of Oregon. He thereupon engaged in the practice of his profession and gained recognition as a dependable attorney and has since held many offices of public trust and confidence.

He subsequently revisited Kearney, Nebraska, and was married to Miss Grace Julia Hamer of that city, daughter of Justice and Mrs. Frances G. Hamer (Mr. Hamer being a member of the supreme court of Nebraska), returning to Portland with his bride, where he has since resided. Two daughters have been born to the Kanzlers: Jane Hamer, a graduate of Washington high school, and Frances Hamer, who is attending the same school.

Jacob Kanzler is a republican; a member of the Oregon and Multnomah Bar Associations; Willamette Lodge, No. 2, A. F. & A. M.; Oregon Consistory, No. 1, Ancient and Accepted Scottish Rite; Al Kader Temple of the Mystic Shrine; I. O. O. F.; Knights of Pythias and Loyal Order of Moose. He is active in the American Legion, and is a prominent member of the Veterans of Foreign Wars.

Shortly after the outbreak of the World war he felt the need of and became active in assisting to mould public opinion in behalf of military preparedness in this country, and, in the fall of 1916 he became secretary for Oregon of the National Military Training Camps Association, which was later instrumental in bringing about the establishment of the Reserve Officers' Training Camps. He attended the first of such camps, organized at the Presidio of San Francisco, and, in August, 1917, was commissioned a captain of infantry. He was assigned to the 361st Infantry Regiment (91st Division) at Camp Lewis, Washington, and went overseas with his regiment, where he saw service in France and Belgium, participating in the St. Mihiel drive, the Meuse-Argonne offensive, and the Lys-Scheldt drive. At the close of the war he returned to Portland and was honorably discharged. In July, 1919, he was commissioned a major of infantry in the Officers Reserve Corps of the United States Army, and on December 1, 1923, was commissioned a lieutenant colonel. He was one of the founders of the Reserve Officers' Association of Oregon and was for two years its president.

In 1919, shortly after his return from overseas, Governor Ben W. Olcott appointed Jacob Kanzler as the first judge of the newly created court of domestic relations of Multnomah county. He organized this court along such lines as would best serve the



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needs of juvenile and parental offenders and established the court's practice and procedure.

After presiding over this court for seven years, having during this time been elected to the office by the vote of the people, he resigned to become a vice president of the Northwestern National Bank, serving in that capacity until the bank retired from business in 1927.

He was later selected by Governor Isaac M. Patterson for the appointment of circuit judge of department Number 1, fourth judicial district at Portland, to succeed Judge George Rossman, who had been appointed a justice of the supreme court of Oregon. In 1928 Judge Kanzler's name appeared on the ballot as a candidate for the office to which he had been appointed and was nominated at the primaries to succeed himself for a period of six years.

Jacob Kanzler has been deeply interested in public and civic work throughout his many years residence in Portland. In 1914 he became president of the Progressive Business Men's Club, taking an active part in the establishment of Portland's present public market, and for which he was given much credit. He served for six years as a director of the Waverly Baby Home and in 1915 was a director of the Portland Rose Festival. During that same year he served on the committee which built the trail from Multnomah Falls to the summit of Larch Mountain. Through this latter work he became interested in the recreational possibilities of the Columbia river gorge and initiated and executed the movement through which the federal government created Columbia Gorge Park as a public recreation grounds, consisting of fourteen thousand acres of land, extending for some twenty-three miles along the Columbia River highway and of which Eagle creek is the approximate center. Continuing his contact with governmental agencies and acquaintances he was influential in obtaining an appropriation from the United States forest service for a survey of the Mt. Hood Loop road. He also drafted the application for federal aid for this highway, it being the first application of its kind to reach Washington from any part of the United States under the Federal Aid Road Act.

Jacob Kanzler took an active part in organizing the Portland Opera Association and the Portland Junior Symphony Orchestra Association. For many years he has been a member of the executive boards of both organizations. He is president of the Portland Fest Chor.

He is a director of the Portland Americanization Council; treasurer of the Portland Social Turnverein; chairman of the child welfare committee of the American Legion for the department of Oregon and of a similar committee of the Grand Lodge of Oregon, A. F. and A. M. In 1925 he was general chairman of the International Christian Endeavor convention held in Portland, and in 1927 acted in the same capacity for the convention of the International Fire Chiefs Association. He is a past president of the Oregon Christian Endeavor Union and is a member of Westminster Presbyterian church, Portland.

As judge of the circuit court of Multnomah county, Jacob Kanzler is held in high esteem by the general public as well as the legal profession, and his enviable record as lawyer, military officer and overseas veteran, banker, jurist and public-spirited citizen has gained for him the confidence and deep respect of the people of his city and state.

HARVEY E. CROSS

Harvey E. Cross, who represents one of the old families of Clackamas county, is the dean of Oregon City's legal fraternity and an attorney of high standing. Formerly he was county judge and as a law maker he rendered important service to Oregon, formulating measures which have proven of benefit to the commonwealth. He has also achieved prominence in other connections, becoming a power in constructive development and evolution.

Mr. Cross was born June 6, 1856, in Canby, Oregon, and is of English lineage in the paternal line. His father, Lorenzo Dow Cross, was born in Ohio and learned the carpenter's trade, becoming what was termed a "barn framer." Near Amboy, Illinois, he married Miss Dorcas Fairman, a native of that state, who was descended from one of the colonial families of Rhode Island and was eligible to membership in

the Daughters of the American Revolution. In 1852 Mr. and Mrs. Cross started for Oregon and on reaching The Dalles they proceeded down the Columbia river to Portland. They decided to settle in Clackamas county and Mr. Cross filed on a donation land claim of three hundred and twenty acres in the vicinity of Canby. Through patience and industry he cleared the place and brought it under cultivation. After the flood of 1861 he moved to Oregon City and here spent the remainder of his life. As an itinerant Methodist preacher he traversed the county in his efforts to uplift his fellowmen, asking no pecuniary reward for his service to the Master, and during the week earned a livelihood by working at his trade. His labors were terminated by death in 1872 and his widow long survived him, passing away in 1896. Their family numbered ten children: Caleb E., who makes his home in Oregon City and has lived in this state since he was a year old; Jasper Melvin, who died when about eight years of age; Harvey E.; Thomas Milton, whose demise occurred at Molalla, Oregon; Martha Jane, whose life was terminated at the age of three years; Elmer Ellsworth, a resident of Hebo, Oregon; William Adelbert, who lives in Canby; Truman Dow, who was killed by a falling limb when passing under a tree; Charles Ulysses, whose home is in California; and Francis H., of Oregon City. All of the children were born in Clackamas county except the eldest, who is a native of Illinois.

In the acquirement of an education Harvey E. Cross attended the public schools of Oregon City and afterward turned his attention to educational work. In 1874 and 1875 he taught a country school, receiving one hundred dollars a quarter, and boarded at the homes of his pupils. For a time he recorded mortgages in the county clerk's office, later acting as deputy sheriff, and during 1875-76 collected toll on the old Barlow road. Meanwhile he had been reading law and his start in the profession was gained in the office of Johnson & McCown, well known attorneys of Oregon City. In 1879 he was admitted to the bar and opened an office in Oregon City, practicing alone. He displayed keen sagacity in solving intricate legal problems and his ability led to his selection for the office of city attorney, which he filled for many years. Subsequently he was elected county judge and presided over the probate and juvenile courts. In the administration of the law he was guided by sympathy and kindness but these qualities were admirably combined with firmness and a strong sense of right and his rulings were just and impartial. He also acted as chairman of the county board and from January, 1921, until January, 1927, was largely instrumental in carrying out the good roads program, for which an appropriation of one million, seven hundred thousand dollars had been made. Judge Cross had closed his law office during that period, as his public duties made heavy demands upon his time and energies, but is now practicing and has been retained as counsel in much important litigation. His knowledge of the principles of jurisprudence is comprehensive and exact and many young lawyers have been trained in his office, benefiting by his wisdom and experience.

Judge Cross' largest business venture was in 1883, when he purchased the F. C. Casey donation land claim of six hundred and forty acres and on this tract founded the town of Gladstone, of which he became mayor. About 1893 it was incorporated and now has about twenty-five hundred inhabitants. In 1894 he joined Charles H. Dye, George A. Harding and others in starting the Willamette Valley Chautauqua Assembly and has given this organization a free lease of Gladstone Park for fifty years. At first the Chautauqua was held here for three days and the assembly is now continued for thirteen days. During the thirty-four years of its existence this educational association has secured the best talent obtainable and the meetings are attended by persons from all parts of Oregon and Washington. From a monetary standpoint the Willamette Valley Chautauqua has been a decided success and its cultural value is inestimable. Judge Cross was the first ground manager of the association, of which he was later secretary, then president, and is again filling the post of ground manager.

In 1886 Judge Cross was a prime factor in forming the first board of trade in Clackamas county. The association had its inception at Oregon City and was the first business men's organization in the state. Judge Cross was the first secretary of the board of trade and John Myers became its first president. The organization was chiefly responsible for the construction of the suspension bridge across the Willamette river at Oregon City and next started the project which resulted in unlocking the locks at this point and the later development of hydro-electric power for manu-

facturing purposes. The board of trade offered to raise money for the building of one road a year out of Oregon City, provided that the county would bear an equal share of the expense and this plan proved very effective, leading to the building of about two hundred and fifty miles of paved roads in Clackamas county.

Judge Cross was married June 10, 1879, to Miss Orpha F. Tingle, a native of Michigan and the only child of Nathan and Julia J. (Allen) Tingle, the last named a descendant of a soldier who fought for American independence during the Revolutionary war. Nathan Tingle brought his family to Oregon in the '60s and settled in Columbia county. Judge and Mrs. Cross became the parents of seven children, some of whom were born in Oregon City, and others are natives of Gladstone. Percy Allen, the eldest, lives at Sellwood, Oregon, and has a wife and two children, Harvey and Marian. Dorothy N. is the wife of F. W. Garlough and resides in Los Angeles, California. Marcelline was united in marriage to William Hammond, who is a prominent lawyer of Oregon City, and they have four children: William Harvey, Philip Kemp, John Hayne and Marcelline Dorothy. Juliet is the wife of Thomas A. Burke, manager of the Lyceum Bureau at Cleveland, Ohio. Georgia is Mrs. Eugene N. Good, of Gladstone, and has a family of three children: Eugene, Richard and Jane Ann. Stella M. is the wife of Theodore Leaper, New York manager for the Paramount Pictures, and they are the parents of two daughters, Barbara Frances and Judith Anne. Frances, who completes the family, married Aaron Vigus, now of White Salmon, Washington, and they have one child, Shirley.

Judge and Mrs. Cross are adherents of the Baptist faith and his affiliation with the church covers a period of fifty-one years. Both are identified with the Community Club of Gladstone and Mrs. Cross is also connected with the Woman's Club of Oregon City and the Woman's Christian Temperance Union. The Judge is a member of the Greater Union of Clackamas County Clubs and in 1879 was captain of the Amateur Baseball Club of Portland, which won the championship in that year. In politics he is a staunch republican and in 1891 became a member of the state senate. He at once made his influence felt in its affairs and in 1891 introduced the bill creating the office of state attorney general, working earnestly and successfully to secure its passage. An ardent advocate of good highways, in 1893 he sponsored the bill for putting the state road business on a cash basis and thus inaugurated the modern road system. Up to that time only one-fourth of the public highways in Clackamas county were graded and the remainder were mud roads. While in the state senate he introduced eleven bills and his support of a measure was an indication of his firm belief in its value as a factor in good government. His term expired in 1893 and in 1919 he was elected to represent his district in the lower house of the general assembly of Oregon. He espoused the moral side of every issue and displayed rare qualities as a public servant. At all points in his career Judge Cross has been governed by a strong sense of duty and honor, and an exemplary life has enabled him to win and retain the esteem of his fellowmen.

JOHN L. BURKE

The Portland Feeder Company, of which John L. Burke is president, is engaged in fattening livestock for market and theirs is the largest enterprise of the kind on the coast. Mr. Burke was born in Batavia, Illinois, on the 2d of July, 1876, and is a son of William and Mary L. (Lonergan) Burke. The family moved to Idaho in 1882 and the father there engaged in the cattle business, which he successfully carried on until 1908. Both parents are now deceased.

John L. Burke obtained a good public school education in Idaho and then engaged in the livestock business, in partnership with his brother, Frank W. In 1908 Mr. Burke and another brother, William, organized the Burke Commission Company at Portland, which they conducted until about 1915, after which the two brothers became identified with the Portland Feeder Company, of which John L. Burke is president, William Burke is vice president and George A. Smith is secretary and treasurer. Frank Burke also was connected with the business until 1918, when he sold out, and his death occurred on July 3, 1928. The Portland Feeder Company was organized in 1909 by Frank W. Burke and others, and does a general livestock feeding business, having large feeding yards in Oregon, Idaho, Montana and Utah. The company

buys cattle and sheep in these states and fattens them for the market, handling about three thousand cattle and twenty-five thousand lambs a year, and so judiciously has the business been managed that continuous success has resulted.

In July, 1915, Mr. Burke was united in marriage to Miss Julia Walloich, of Sioux City, Iowa, and they are the parents of four children, Frank W., Barbara, John L., Jr., and Robert William. Mr. Burke gives his political support to the republican party and has shown keen interest in public affairs. He is a member of the Benevolent Protective Order of Elks, the Waverly Country Club, the Multnomah Athletic Club and the Portland Chamber of Commerce. Possessing marked business ability, sound and conservative judgment and a pleasing personality, he holds a high place in the respect and esteem of all who know him.

CARROLL KEITH ZILLY

Carroll Keith Zilly is well known in Portland's business circles as president of the Irwin-Hodson Company, a printing and lithographing concern with which he has been continuously connected since 1900 and which is now one of the largest enterprises of its kind in the city. A native of Boonesboro, Iowa, he was born July 22, 1866, his parents being Charles and Emily (Rickard) Zilly, the former born in Switzerland and the latter in Illinois. Charles Zilly was but a boy when he left the land of the Alps for the United States in company with an aunt, his parents being deceased. The voyage was made on one of the old-time sailing vessels. Mr. Zilly located in Menard county, Illinois, where he worked on farms and attended school, while subsequently he was employed in a store at Chandlerville in the same state. Later he removed to Newmansville, where he enlisted for military duty in the Civil war with the Tenth Illinois Cavalry, with which he served for three years, becoming adjutant of his company. He was mustered out at Newmansville. Following his marriage, which was celebrated at Chandlerville, Illinois, he went to Boonesboro, Iowa, and there engaged in mercantile pursuits. His next removal took him to Petersburg, Illinois, where he devoted his attention to banking until 1887, after which he was identified with the farm mortgage business at McPherson, Kansas, for a period of three years or until 1890. In the latter year he took up his abode in Champaign, Illinois, where he continued active in the farm mortgage business for more than a third of a century or until the time of his retirement in 1926. His associate in the enterprise was W. B. McKinley, Illinois senator. Mr. Zilly is still a resident of Champaign, Illinois, and has attained the advanced age of eighty-seven years. He has membership with the Grand Army of the Republic, has always remained a staunch supporter of the republican party and fraternally is affiliated with the Independent Order of Odd Fellows. His religious faith is indicated by his membership in the Presbyterian church. Following the death of his first wife, which occurred at Petersburg, Illinois, in 1872, Charles Zilly married Miss Helen McKinley of that place.

Carroll K. Zilly, one of a family of five children, three daughters and two sons, acquired his early education at Petersburg, Illinois, and continued his studies in Illinois College of Jacksonville. When a youth of seventeen years he left the parental roof and made his way to Lisbon, North Dakota, where he was employed on a ranch through the summer months and then in the winter kept a set of books in a store. During the second winter of his residence at Lisbon he filled the office of deputy sheriff and in the following year went to the Coeur D'Alene district of Idaho, becoming timekeeper on the narrow gauge railroad. Subsequently he made his way to Spokane, Washington, thence returned to Lisbon, North Dakota, and later became associated with his father in the farm mortgage loan business at McPherson, Kansas. In 1890 the latter went to Champaign, Illinois, and Carroll K. Zilly located in Seattle, Washington, where he obtained the position of bookkeeper and cashier with the Post Intelligencer. In the spring of 1895 he made the trip to Circle City, Alaska, on the Yukon river, United States territory, and in the succeeding fall went to San Francisco, California, whence he returned to Seattle, Washington. In the spring of 1896 he again made his way to Alaska, stopping at Forty Mile, Yukon territory, during the great gold rush at Dawson, where he spent the succeeding winter. In the fall of 1897 he returned to Seattle on the old ship Portland but in the following



CARROLL K. ZILLY

spring went back to Dawson, Alaska, where he embarked in the real estate business, becoming junior member of the firm of Stauff & Zilly. He disposed of his interests there in February, 1900, came to Portland, Oregon, and in the spring purchased an interest in the Irwin-Hodson Company. He made another trip to Alaska the same year and is thoroughly familiar with the territory, as he has traveled over every part of it. He can relate many interesting personal experiences and thrilling tales of the gold rush days and retains vivid recollections of the hardships that confronted the great multitude of humanity gathered there. Dawson became a city of nearly forty thousand population in two years' time. His business career in Portland has been a very successful one. He served as vice president of the Irwin-Hodson Company prior to becoming its president in 1917 and with the passing years has developed a small printing shop into one of the largest establishments of this kind in the city. The business now covers Idaho, Washington, Oregon, Montana, Nevada and northern California and is continually expanding under his capable control.

In 1905 Mr. Zilly was united in marriage to Miss Emma McMahon, daughter of P. H. McMahon, of Portland. He is a republican in politics and has membership in the Multnomah Club, the Press Club and the Portland Chamber of Commerce. He was greatly interested in baseball during the early years of his residence in Portland and has in his possession a number of pictures of the early ball teams which he prizes highly. Mr. Zilly has long enjoyed an enviable reputation as one of the substantial and representative citizens as well as successful business men of his adopted city.

ROBERT DAVID INMAN

A master builder, Robert David Inman created in Portland a lumber business of world-wide scope and importance and also influenced the progress of the city and state of his adoption through his activities in the field of public service. Strong and purposeful, he hewed his way through a forest of difficulties and was accorded the admiration and respect which mankind ever yields to superior ability. He lived a long and useful life and left behind him the imperishable monument of splendid dreams realized.

Mr. Inman was born August 11, 1852, Near Piqua, in Miami county, Ohio, and came of English stock transplanted to the Vermont hills in the seventeenth century. For generations members of the family had been tillers of the soil and some of his forbears fought in the Revolutionary war, thus aiding in winning American independence. The grandfather, Asa Inman, of Vermont, established an enviable reputation as a building contractor and from him Robert D. Inman inherited much of his constructive genius. His parents, Asa and Lucinda (Kendall) Inman, migrated from Vermont to Ohio and thence to Iowa, settling in Marshall county. Among the first men to enlist at Marshalltown was Asa Inman, who served under General Grant and sacrificed his life for the Union at the battle of Shiloh in April, 1862.

After the father's death the mother took her children back to the old home in Ohio and so desperate were the circumstances of the family that Robert Inman, then a child of nine, obtained a position as a towboy on the old Ohio canal, thus aiding in the struggle for an existence. At the age of twelve he started for the Pacific coast, joining an emigrant train led by William Davidson, and was five months and eleven days in making the journey to Oregon. For a time he worked on a farm and then began cutting ties for the Oregon & California Railroad Company. He was afterward a brakeman for the road and later was made a fireman. For two years he was with the John Wilson circus and in 1875 obtained employment in the Willamette steam sawmill in Portland. Mr. Inman soon became an expert machinist and was steadily promoted. He was placed at the head of the manufacturing department and remained in the mill for seven years. In 1882, at the time of the organization of the Northern Pacific Lumber Company, the first export lumber business in Portland, Mr. Inman was a leading spirit in the undertaking and his associates were L. Therkelsen, N. Versteeg and L. W. P. Kuimby. Mr. Inman was elected director of the company, in which he held a quarter of the stock, and he planned the new mill. He superintended its construction and for several years had charge of the manufacturing end of the business, doing much to stimulate its growth.

Mr. Inman entered upon his real life work in 1890, when with Johan Poulsen, he organized the Inman-Poulsen Lumber Company, of which he became president. He planned its original mill on the Willamette and this plant, which had a daily output of thirty-five thousand feet, was destroyed by fire in November, 1896. The work of rebuilding was started at once and within sixty days the new mill with an annual capacity of approximately two hundred million feet of lumber was ready for operation. The machinery in this plant was the marvel of all lumbermen in the Pacific northwest, and it enabled the company to develop a world-wide business. About two years before his death Mr. Inman reconstructed the mill, which was completely electrified, and this constituted the crowning achievement of his career. This sawmill is a notable institution and holds the world's record for cutting. It is especially adapted to a large retail trade and has about two miles of water frontage. In addition to its facilities for deep sea transportation the company has built spur tracks which connect the mill with the transcontinental railroads. The plant now covers about sixty acres of ground and the firm also operates three logging camps in Oregon. Mr. Inman took out a number of important patents in connection with milling, among them being a power set works for setting out the log on the carriage. He was endowed with executive ability of a high order and remained president of the Inman-Poulsen Lumber Company throughout the period of his connection with the firm, continuing active in its affairs until about five days before his death, which occurred April 27, 1920. A keen analyst of character, he assembled a well trained, highly efficient corps of workers, many of whom have been connected with the industry since its inception. Mr. Inman's democratic spirit inspired in his men a warm feeling of comradeship and it was his firm belief that the problems of labor and capital could best be solved by a closer association between employers and their employees. The men who had worked with him throughout his business career were those he knew and liked the best. Aside from his lumbering interests he was a director of the Merchants National Bank of Portland and his name lent additional prestige to the institution.

Mr. Inman was married May 2, 1875, to Miss Frances L. Guild, who passed away leaving two daughters, Minnie Myrtle and Ivy Frances. His second union was with Mrs. Clarissa Alice Rickards, to whom he was married October 6, 1912. Her parents were Joshua and Rachel Jeanne McKeyes, the former a native of Richmond, Virginia, while the latter was born in Oregon. The father of Joshua McKeyes was a prominent shipbuilder of Maine and there became associated with John Jacob Aster. Joshua McKeyes was a mining engineer and in 1849 started for California, sailing around Cape Horn. In the Feather river district he engaged in hydraulic mining in association with Mr. Sutro and spent about ten years in that part of California. He then came to southern Oregon and purchased large tracts of timber land, also owning and operating sawmills in this region. For several years he was identified with the lumber industry of Oregon, controlling a business of extensive proportions, and afterward went to Arizona, where he passed away in 1912. His wife's parents came to the west early in the '40s and were pioneer settlers of southern Oregon. Mrs. Inman was graduated from a normal school, afterward taking a special course in the University of Chicago, and engaged in teaching for a number of years prior to her marriage. By her first union she had one child, Alice Rickards, now deceased.

Mr. Inman represented that class of men to whom personal gain is but one aim in many, secondary in importance to public growth and advancement and lower in value than many other elements which go to make up the sum total of human existence. In 1892 he was chosen to represent his district in the Oregon legislature, being the only democrat so honored in Multnomah county in a score of years, and in 1900 he was elected to the state senate on the citizens' ticket. At one time he was a candidate for the office of mayor and for six years he was water commissioner of Portland, while from 1911 until 1920 he was president of the board of port commissioners, acquitting himself with dignity, fidelity and honor in every instance. In the Concatenated Order of Hoos, a national organization of lumbermen, he served as chief snark for two terms and in 1910 was elected supreme snark. Along fraternal lines he was identified with the Masonic order, in which he held the thirty-second degree, and also belonged to the Benevolent Protective Order of Elks. He was a life member of the Multnomah Athletic Club and was also affiliated with the Portland Rowing Club, the Oregon Automobile Club and the Portland Chamber of Commerce. Mr. Inman was a member of the Presbyterian church and conscientiously adhered to

its teachings. Work was his chief recreation and he also enjoyed motoring and reading. His was a picturesque and interesting career, in which the romance of the west was closely interwoven. He knew the dangers of the long trail westward, the thrill of Indian attack, the toil of a tie cutter and a railroader. True to the traditions of his ancestors, he fought and won in the great battle of life becoming one of the foremost lumbermen of the Pacific northwest. He was unspoiled by prosperity, and at the zenith of his career he wore his laurels with true grace and becoming modesty. Among all of his possessions the one of greatest value was the strong and enduring friendship of those who loved him for his manly worth, who shared in his success and who mourned his passing as a personal affliction. At the time of his death one of the local papers said editorially:

"Not many boys started life poorer than 'Bob' Inman nor with gloomier prospects. When at the age of twelve he reached Oregon with an immigrant train, there were hundreds of lads who had a better start, and after he reached manhood and went to work in a sawmill there were thousands of workmen to whom opportunity beckoned, but nearly all of them turned away. 'Bob' Inman's rise from millhand to captain of industry is an object lesson which many young men may study with profit. Inman wasn't a grasping man. Never did he seek to grind down labor. He treats his employees like men—as he would wish to be treated if he were working for an employer. He was a builder of industry and a valuable community asset. More than that, he took part in public affairs fearlessly and honestly and he won complete public confidence. Always he was foursquare with the world."

Mrs. Inman is a Presbyterian in religious faith and contributes generously toward the support of the church. Her interest in social and cultural affairs is indicated by her affiliation with the Oregon Sculptors Society, the Portland Research Club, the Woman's Club of this city and the local Country Club. She retains an interest in the Inman-Poulsen Lumber Company and is a capable business woman. Endowed with creative power, she invented the first electric curling iron and a plant was established in Chicago for manufacturing this device. The business was started with a capital stock of one hundred thousand dollars and incorporated under the name of the Del Sales Company. Forty girls were employed in the factory, the output of which was sold mainly through the Western Electric Company and Marshall Field & Company. Mrs. Inman received large royalties from her invention and controlled the patent rights therein for about twelve years. She then sold an interest in the curling iron and invested a portion of the profits in Aerial Terraces, a beautiful home on Westover heights. During the holiday season of 1927 the following news item appeared in one of the local papers:

"Hundreds of Portland residents who had not previously viewed the brilliantly illuminated grounds about the home of Mrs. R. D. Inman, 1214 Cumberland road, journeyed last night, despite the falling snow, to see the sweepstakes-winning decorations in their true winter setting. Against the white background the gaily colored lights shone out in extraordinary beauty. The decorations were awarded the sweepstakes prize of two hundred and fifty dollars in the Portland Advertising Club's Christmas outdoor illumination contest for the private display division. Five ever-green trees in front of the palatial residence were tastefully bedecked with many colored electric lights, while on the roof and easily visible was a brilliantly illuminated star. In the windows were electric wreaths. The home is located at the end of the Westover car line."

ORVILLE HAMILTON BYLAND

Orville H. Byland, who for many years has served as county school superintendent of Clatsop county, has had a long and honorable record in the field of education, covering a period of almost six decades, and he commands to a marked degree the respect and esteem of those who know him, many of whom, his former pupils, are now prominent and influential in the world's affairs. Mr. Byland was born on his father's plantation in Kentucky and is a son of M. D. and Lodoiski (McPherson) Byland. His father, who was a Virginian by birth, was descended from English ancestry, the progenitor of the family in this country having come from Yorkshire during the period of the Commonwealth under Oliver Cromwell and settled in Virginia. Some

of his descendants served under General Washington during the Revolutionary war. In 1852 M. D. Byland brought his family across the plains, with ox team and covered wagon, and on reaching Oregon took up a donation land claim about six miles below Albany, on the Willamette river, and about a mile west of what is now Consor station on the electric line. Their early neighbors were the Knoxes, the Babers, the Farlows, the Hales, the Meekers, the Millers, the Fenns and the Haight. Mr. Byland was active in politics in Linn county during the Kansas-Nebraska trouble and prior to and during the Civil war. At first he was a Douglas democrat but later became a staunch Union man. He also served as a lieutenant under Captain Settle and Colonel Cornelius during the Indian wars of 1855-56. He died in 1897 at the home of his daughter Mrs. Krebs, near Adams, Umatilla county, and was buried in the Keys cemetery beside his second wife. Lodoiski (McPherson) Byland was a native of North Carolina and her ancestral families were the McPhersons and the McDonalds, who came to America from Scotland because of religious persecution about 1764, settling in North and South Carolina. Members of these families were participants in the Revolutionary war, serving under General Greene. Mrs. Byland and her father died in Keokuk, Iowa, after which Mr. Byland, Grandmother Margaret McPherson, her son, W. A. McPherson, and the two children, Donald and Orville H. Byland, made the journey to Oregon. W. A. McPherson became prominent in public affairs in this state, having been elected state printer in 1864. He established the Albany Journal, a radical Union paper, and later founded the American Unionist at Salem. After his newspaper career he died and was buried in Lone Fir cemetery at Portland. He ranked high as a literary writer. Grandmother McPherson, who had been more than a mother to her motherless grandsons, died near Scio in 1862 at the age of sixty-two years. Donald Byland, after coming to Oregon, went to the gold mines of California and also worked in the woods of Scott's valley, that state, after which he returned to Oregon and completed his education. After teaching school for awhile, he turned his attention to the medical profession, to which he devoted the remaining years of his life. In 1888, while practicing medicine in Woodburn, he was elected coroner of Marion county. In 1890, during a severe epidemic of the grippe, he died of the disease, and was buried in Bellpasse cemetery, near Woodburn.

When Orville H. Byland was brought to Oregon he was a puny, sickly child, and one time, while ill in bed, he heard his grandmother say to a visiting neighbor woman that she was afraid that she would never raise "Orvie." Nevertheless, for thirty years "Orvie" has been the sole survivor of the family. At Albany, Oregon, December 10, 1864, Mr. Byland and his brother Donald enlisted in the First Regiment Oregon Infantry, Captain A. W. Waters commanding, and served nineteen months in the frontier campaign against the Indians. After returning to civil life, he entered Santiam Academy, at Lebanon, which was the second or third school of importance in Oregon at that time. Among Mr. Byland's schoolmates at that time were Judge M. C. George, of Portland; James K. Weatherford, of Albany; John Dennison, who afterwards became a very prominent Methodist preacher; Charles Elkins and Charles Ralston, of Lebanon. In 1867 he and his brother were in the gold mines and lumber woods of California, and on his return to Oregon he completed his school training. In 1869 he taught his first school in "Happy Holler" school district, about three miles north of old Sublimity, in Marion county. Later he taught school at Crawfordville and other places in Linn county, and taught about ten years in St. Paul, Champoeg, Buttsville and Aurora, in Marion county. In 1878 Mr. Byland went to the Walla Walla country, Washington, where he taught at Valley Grove, Dixie, Spring Valley and Union. After returning to Oregon, he was admitted to the bar in October, 1883, after which, in 1884 and 1885, he taught school two years at Canemah, a southern suburb of Oregon City. On leaving that school, he was appointed special referee in the Oregon City land office, under Louis Barin, registrar, and John Pillsbury, receiver. At that time an agent appointed by President Cleveland was investigating alleged land frauds in Columbia and Clatsop counties.

In the following year Mr. Byland was nominated on the republican ticket for the legislature from Clackamas county. Chinese labor at that time was the paramount question. Sylvester Pennoyer, a radical opponent of Chinese labor, was chosen governor of Oregon at that election. One of Mr. Byland's opponents on the legislative ticket was Peter Noyer, whose name appeared on the democratic ticket as P. Noyer. Large numbers of Clackamas county voters voted for P. Noyer, thinking they were voting for Pennoyer, and Mr. Byland was defeated by twenty-six votes.

In 1900 Mr. Byland went to Vale, the county seat of Malheur county, where he served as principal of the schools for five years. He was then appointed United States commissioner for Oregon, in which capacity his duties chiefly had to do with the locations of homesteads, preemption claims, desert land claims, stone quarry claims, water rights and townsites. He was also a justice of the peace, with a jurisdiction that extended to the borders of Nevada and Idaho. At one time the sheriff's fee for serving papers in Jordan valley amounted to eighty dollars mileage.

Returning to western Oregon, Mr. Byland became principal of the school at Rainier, Columbia county, where he remained two years, after which he was principal of the school at Warrenton, Clatsop county, for three years. During his last year in that school he was elected school superintendent of Clatsop county, which office he assumed in January, 1913, and has held continuously since, his term expiring in 1929, at which time he will have served sixteen years. However, he will undoubtedly serve longer, for in the primary election of May, 1928, he was nominated for another four-year term, a splendid tribute to the able and faithful service which he has rendered during the past years.

Mr. Byland was married at Salem, Oregon, by Rev. P. S. Knight, to Miss Rachel Johnston, and to them were born three children, namely: Edith, who died in 1882 and is buried at Waitsburg; Grace, who died at Hubbard, Oregon, in 1896; and Blanche, who is living in Portland. In 1899 Mr. Byland was married to Miss Elizabeth A. McDonnell. In his political views Mr. Byland has always been a republican, while religiously he is a Presbyterian by heredity and affiliation. He is a Scottish Rite Mason; an Odd Fellow and an Elk. His long and useful life as one of the world's workers has been one of close devotion to his calling, which he has dignified by the splendid type of service which he has rendered. A man of vigorous mentality, broad and well defined views on life and its problems, and a consistent supporter of those things which make for the betterment of society, he has exerted a marked influence on the lives of those who have sat under him, and he is held in the highest regard by all who know him, being regarded as one of Clatsop county's best citizens.

JACKSON CARLE RINEHART, M. D.

Dr. Jackson Carle Rinehart, who is engaged in the general practice of medicine and surgery in Portland, is a scion of old pioneer stock and has always been a loyal and persistent supporter of Oregon, of which state he is a native son. He was born in Summerville, May 6, 1885, his parents being Dr. Willard Ellis and Emily Belle (Cooper) Rinehart. His grandfather in the paternal line was James H. Rinehart, who crossed the plains to Oregon in 1848 and built the first log cabin at La Grande. Later he established the town of Summerville and opened the first bank and the first flour mill at that place. His son, Dr. Willard E. Rinehart, was born in 1861, was graduated from the old Willamette Medical School and afterward engaged actively in the practice of medicine until his death, which occurred in 1893. He was a man of broad learning and marked capability and served for a number of years as an instructor and lecturer in the Willamette Medical School. His wife was a daughter of Daniel J. Cooper, who crossed the plains in 1863, and her birth occurred in Kentucky while the family was en route to their western home. Some time after the death of her husband she took up the practice of medicine, which she followed for two years and then became the wife of Dr. E. E. Ferguson. To Willard E. and Emily Belle Rinehart were born four sons: Jackson Carle; Harvey Earle, also a physician; Willard Sayre, who died in 1927; and Philip Cooper, who is engaged in the real estate business.

Dr. Jackson C. Rinehart acquired his early education in the public schools of The Dalles, Oregon, and afterward attended Pacific College at Newberg, Oregon, for four years. He next entered the Oregon Agricultural College, from which he was graduated in 1904, having majored in engineering. In that year he became station inspector for the Portland Railway Light & Power Company in Portland, occupying the position continuously until 1911, when having determined to follow in the professional footsteps of his father, he enrolled as a medical student in the University of Oregon, in which he completed a four years' course, winning his professional degree in 1915. He became associated in practice with Dr. Harry F. McKay, with whom he remained two years, and in 1917 he entered upon an independent practice,

remaining alone to the present time. While a capable medical practitioner, he specializes in surgery and has won a wide and well merited reputation for his skill and success. He today enjoys a large and representative practice and is accorded the confidence and esteem of his fellow members of the profession. He is also serving on the medical staff of the Good Samaritan Hospital.

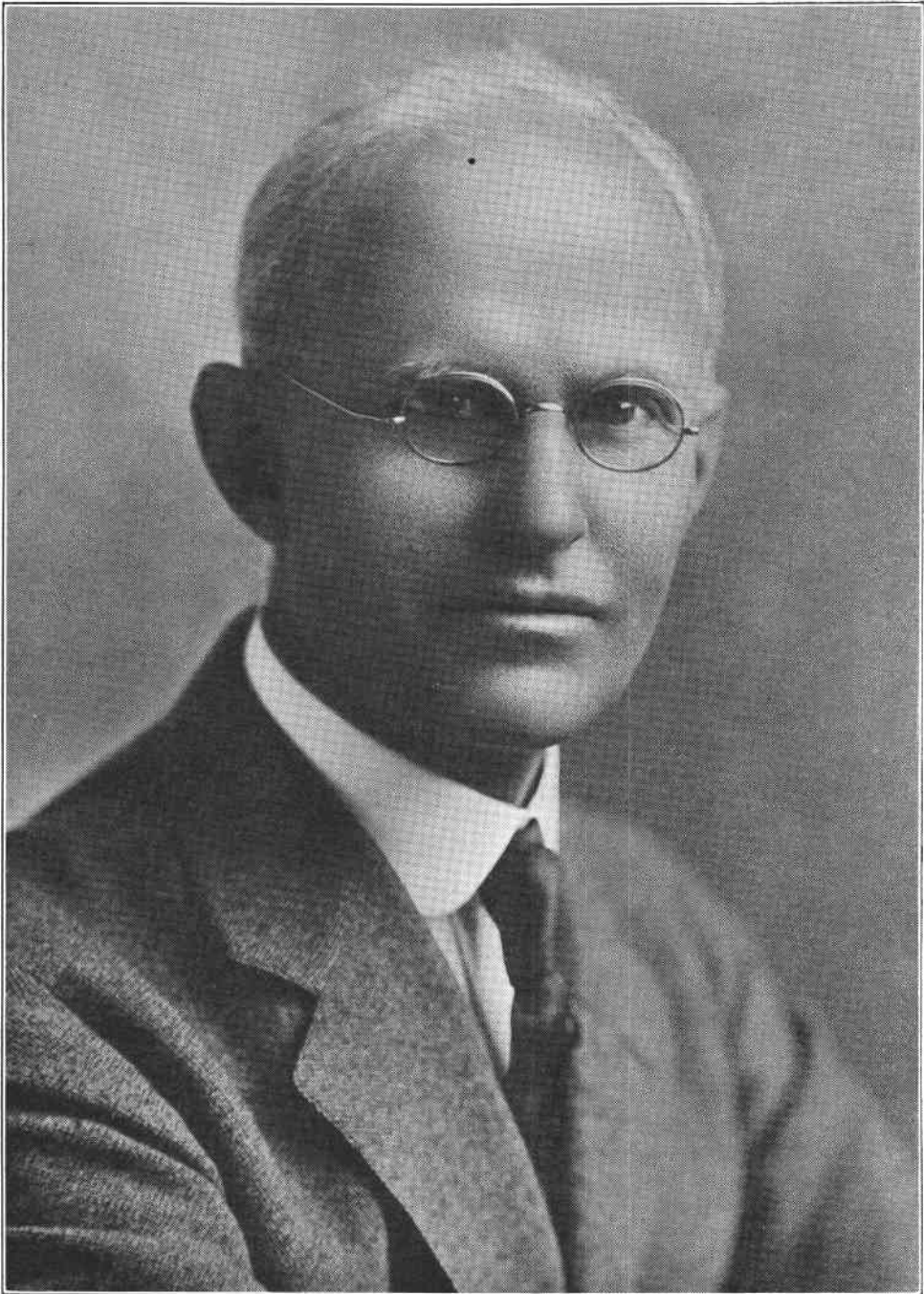
On the 1st of August, 1907, Dr. Rinehart was married to Miss Mary Elizabeth Prichard, a daughter of Professor D. W. Prichard, of Corvallis, in the schools of which city she was educated. Dr. and Mrs. Rinehart have one son, James Carle, usually known as Jimmie, who was born in Portland in 1909. He is a graduate of the Jefferson high school and now a student in Reed College, pursuing a preparatory course with a view of later taking up the study of medicine and eventually becoming associated with his father in practice. His name is widely known in connection with aviation. When but a youth he built his own plane in 1926 and learned to fly. When but seventeen years of age he went to Kansas and flew from there to the Pacific coast in a plane that he had purchased with his own money. He has taught his father and mother to fly and probably has received more press notices than any boy of his years and undoubtedly has done much to inspire other youths by his achievements. He is the youngest transport pilot in the United States, having been licensed on his eighteenth birthday, and he holds the world's endurance record (official) for O X 5 class, made in the American Eagle plane at Seaside, Oregon, June 29, 1928. He has his own corporation—the Columbia Gorge Air Service, Inc., with sea planes and land planes, with hangars at Hayden island and Jantzen Beach park, all built by himself. The planes are used for sightseeing trips in the Columbia gorge and he gives student instruction. He established the first passenger route from Portland to the ocean beaches in 1927, making weekly trips, and in the same year he entered the national air races, flying from San Francisco to Spokane. Dr. and Mrs. Rinehart also have a daughter, Dorothy Mary, born in Portland in 1916 and now attending the Elliott public school.

The Doctor is a Knight Templar Mason, a member of the Mystic Shrine and also belongs to the Benevolent and Protective Order of Elks, the Woodmen of the World and the Acacia Club. Naturally he is deeply interested in aviation matters and has stood back of his son in his activities in that connection. Along strictly professional lines he is identified with the Portland Academy of Medicine, the Multnomah County Medical Society, the Oregon State Medical Society and the American Medical Association. The Doctor represents the third generation of the family in Oregon, where for eight decades he and his forbears have taken active part in supporting all those plans and projects which have made for the development of the city and the upbuilding of the state. The name of Rinehart is inseparably interwoven with the records of Portland and the career of Dr. J. C. Rinehart reflects added credit and honor upon an untarnished family name.

HERBERT C. MILLER, M. D., D. D. S., F. A. C. D.

Dr. Herbert C. Miller, Founder and President of the North Pacific College of Oregon in Portland, is recognized as an eminent educator in his field. He was born in Ontario, Canada, in 1864, a son of Samuel and Julia (Bender) Miller. The father, who was born in Ontario, was a practicing physician and passed away in 1912. The mother was a native of Ohio and they were married in Hamilton, Ontario. In their family were two sons and two daughters, the brother of Herbert C. Miller being Ralph H. Miller, now deceased, who was an architect and drew the plans for the old library and city hall of Portland. The two daughters of the family were Hope B., deceased, and Mrs. G. L. Walrath, who is living in Seattle.

Dr. Herbert C. Miller was a little lad of but five years when he accompanied his parents across the border into the United States, the family home being established in St. Louis, Missouri, where he acquired his early education. Later he attended the Missouri Dental College at St. Louis and became a medical student in Washington University there, receiving his dental degree in 1885 and his M. D. degree in 1887. At a subsequent period he spent three years in Nebraska City and in 1891 arrived in Portland where he concentrated his efforts and attention for a time upon the practice of dental and oral surgery, maintaining his office in the Oregonian building



DR. HERBERT C. MILLER

for fifteen years. He had the first office at Thirteenth and Morrison streets, awaiting the completion of the new Marquam building, in which he was the first tenant, remaining there for a year. Believing there was wider opportunity for his ambitions in the educational field, he organized the School of Dentistry in 1898, the first session being held in 1899. In 1909 he retired from active practice. In 1908 a school of Pharmacy was established. Since that time great improvements have been made and the institution of which he is the head has become one of the large and outstanding educational institutions of its kind.

The requirements for admission have been advanced until one year of liberal arts is required for the study of dentistry. While originally the courses in dentistry covered three years of six months each, today it is necessary to pursue courses covering four years of eight and one-half months each, with one year of pre-dental college training before admission to the school is granted. In pharmacy the courses have advanced from two years to three and four years for a degree.

While North Pacific College opened with an attendance of twenty-seven students, the attendance had grown to more than six hundred students in 1923, showing the steady growth of the institution, and with these changed conditions have come improvements along all lines. In accordance with modern tendencies, the college is now limiting the number of students which it admits in order that higher standards of teaching and college requirements may be maintained. Dr. Miller himself has remained a student through all these years, inasmuch as broad reading has kept him in touch with the trend of modern professional thought and progress. He attends all meetings of the American Association of Dental Schools and the National dental meetings and in 1923 he was accorded fellowship in the American College of Dentistry. He has membership in all the various dental and medical societies, both local and national, and is a member of the Academy of Medicine. He is a relief commissioner of the American Dental Association.

The lady who graciously presides over his home was in her maidenhood Miss Olive Hamilton, who was born in Minnesota and received her education at Oregon State College. By a previous marriage he had two children: Horace M. Miller of Portland, who is a graduate of Reed College, a dentist by profession and now engaged in teaching in North Pacific College of Oregon; and Mrs. Hope B. Price, who resides at Cannon Beach.

Fraternally Dr. Miller is a Mason, belonging to Harmony Lodge, No. 12, while in the Scottish Rite he has attained the thirty-second degree. He also belongs to the Mystic Shrine and is ever a loyal follower of the teachings of the craft. During the late war Dr. Miller was commissioned by the war department to establish an examination board, authorized to examine and recommend young men for commissions in the dental corps of the United States Army, and more than one hundred young men were granted the commission of first lieutenant on his recommendation.

That he is interested in local welfare and progress is indicated in his connection with the Portland Chamber of Commerce. He is the treasurer and member of the board of trustees of the Boys and Girls Aid Society of Oregon and his support of plans and measures are for the general good.

FLOYD F. FELLOWS, M. D.

Dr. Floyd F. Fellows is a general medical practitioner of Portland whose success has come in recognition of his marked skill and ability in the field of his chosen profession. He was born at Bedford, Taylor county, Iowa, in 1882, his parents being Peter and Hellanah (Moody) Fellows, who were married at Kirkwood, Illinois. The family home was established in Oregon in 1888 and in this state the father resided for a third of a century or until his death in 1921. The mother still survives and makes her home in Portland. In the family are two sons and a daughter.

Floyd F. Fellows was but six years of age when brought by his parents to Portland, whence they removed to McMinnville, Oregon, where he pursued his early education. Subsequently he entered college there and was graduated with the degrees of A. B. and B. S. He then made his way to Alaska, where he worked in a government school and was also identified with the reindeer industry. Next he matriculated in the University of Michigan at Ann Arbor, from which institution he was gradu-

ated in 1913 with the degree of M. D. In the University of Michigan he acted as assistant surgeon until the fall of 1914, when he came back to McMinnville, Oregon, and in 1916 he took up his permanent abode in Portland. He has gained an enviable and well merited reputation as a physician and surgeon of this city, having been particularly successful in the application of remedial agencies to the ills of suffering humanity.

In 1921, at Hillsboro, Oregon, Dr. Fellows was united in marriage to Miss Jane Schiller. He has two children by a former marriage, Dean C. and Weanna, who are twelve and fourteen years of age, respectively. The Doctor is a Mason and along strictly professional lines has membership in the Homeopathic Medical Society of Oregon and the American Institute of Homeopathy.

JOSEPH SUPPLE

Joseph Supple, one of Portland's leading capitalists and influential citizens, is president of the Supple Investment Company, the Joseph Supple Machine Works, the Supple & Martin Shipbuilding Company and the Supple & Martin Lighterage Company and owner of Supple's Dock, which five enterprises are the outgrowth of a small shipyard which he established at the foot of Belmont street thirty-six years ago. Though he has passed the seventy-fourth milestone on life's journey, he is still an active factor in the world's work. He was born February 26, 1854, in Lyons, Wayne county, New York, where his early life was spent. His father, John R. Supple, was born in Ireland, which country he left when quite young, coming to New York state, where he learned the boot and shoe business. There his death occurred when his son Joseph was only nine years old.

In 1866 the family removed to Buffalo, New York, and there Joseph Supple entered school, thus finishing his education, which had been begun in the schools of his native town. Having a predilection for the boat builder's trade, at the early age of sixteen he apprenticed himself to the celebrated boat builder, Robert J. I. Cooper, in whose yard the young apprentice spent many years gathering valuable instruction, and later years, filled with business successes, have proved beyond a doubt that these years were well spent. When only twenty-three he assumed business responsibilities on his own account in Buffalo, establishing a large boat yard at the foot of Porter avenue, where were manufactured lake steamers and canal boats. Selling out in 1886, he removed to San Diego, California, where he had the distinction of building the first steamboat ever constructed in San Diego harbor. The pleasure boat, Rosevill, was also a product of his yard, and this was later used in the South American trade. For the city of San Diego he built the Utilisimo. The bursting of the real estate boom occurring about this time, his investments proved a financial loss and he decided to change his location.

The month of June, 1891, witnessed the arrival of Mr. Supple in Portland, where he at once began work at his trade. After a year spent in the yards at the sound, he again returned to Portland, and in 1892 established a ship yard at the foot of Belmont street. Before this was possible, however, an humble start in business was necessary as a result of the financial disaster at San Diego. Under the spreading boughs of an old cottonwood tree he began building rowboats, but he soon outgrew these quarters and in time owned the whole block. His yard had a frontage of three hundred and fifty feet and was five hundred and fifty feet deep. Two boilers furnished the power for the plant. In connection there was a saw and planing mill, also a blacksmith shop. The principal product of the yard consisted of large boats and craft, many of which have been used in the Alaskan trade. At the time of the great boom in that country he built nine stern wheelers for the Yukon river. The Willie Irving, which was built in one season, cleared the owner two hundred thousand dollars and in fact all boats which he built for the Alaskan trade met with more than usual success. For the Willamette trade he built the Regulator, Dalles City, Inland Flyer, Reliance and the Resolute, besides scores of others. Besides building a government tender, and most of the barges used by the government in that locality, he also built the public bath house, boats for Fort Stevens and the quartermaster's department. During the period of the World war he constructed thirteen acres of docks and built eleven large ships of composite wood and steel for

about six hundred thousand dollars each. At one time he employed as many as twenty-two hundred men. It was necessary to build boilers, engines, etc., as these were not available for purchase elsewhere. After the armistice was signed Mr. Supple dismantled the plant and disposed of all his interests in connection therewith. As stated above, he is now at the head of the Supple Investment Company, with offices at 175½ East Water street in Portland, which was organized for handling different properties throughout the Columbia River valley. He is also the president of the Joseph Supple Machine Works at 177 East Water street, an auxiliary concern, and president of the Supple & Martin Shipbuilding Company, with yard at Linnton and office at the foot of Belmont street. Moreover, he occupies the presidency of the Supple & Martin Lighterage Company and is the owner of Supple's Dock, both located at the foot of Belmont street. Thus his labors have been crowned with success and Portland has every reason to be proud of the business record of this adopted son.

On January 15, 1923, Mr. Supple was united in marriage to Mrs. Ada E. Bradford, of Portland. In politics he has always been a staunch republican and has proven a loyal, enterprising and public-spirited citizen whose efforts and influence have at all times been exerted in behalf of civic welfare and advancement. As a member of the Portland Chamber of Commerce he has served on the Oriental trade committee and the special fire-boat committee, and he also belongs to the Board of Trade and to the Manufacturers' Association. He was one of the original stockholders in the Lewis and Clark Exposition, subscribing five hundred dollars. Fraternally he is affiliated with the Ancient Order of United Workmen, the Uniform Rank of the Knights of Pythias, in which he is past chancellor commander, and Temple No. 117 of the Dramatic Order of the Knights of Khorassan, of which he is a charter member. A man of rugged strength of character, vigorous mentality and a splendid personality, Mr. Supple has long enjoyed the highest measure of confidence and esteem throughout the community in which he resides.

MARK J. JOHNSON

Mark J. Johnson is a prosperous and representative dairyman of Clatsop county, where he has resided for more than a quarter of a century and now owns one hundred and forty-five acres of fine bottom land. He was born on the island of Oland, Sweden, May 8, 1882, his parents being Johan and Emma Anderson, who spent their entire lives in that country, where the father engaged in farming. Four of the eleven children in the family emigrated to the United States, namely: K. F., a resident of Clatsop county, Oregon; K. A., living in Portland; Mrs. Annette Matson, who lives in New York city; and Mark J., of this review.

The educational advantages enjoyed by Mark J. Johnson in his youth were such as the public schools of his native land afforded. He had reached the age of seventeen when in 1899 he crossed the Atlantic to America and located in the state of Iowa, where he remained for three years, working on a farm in the summer seasons and attending school through two winter terms. It was in 1902 that he came to Astoria, Oregon, and here he was first employed on a milk route for a year, after which he spent a similar period as driver of a wagon for the Troy Laundry Company. During the years 1903 and 1904 he also pursued a commercial course in the Portland Business College. In 1907 he purchased forty acres of land situated four and one-half miles south of Astoria, on the Lewis and Clark river, from which he cleared the brush that partly covered it. He also leased an adjoining ranch and in 1912 bought an additional tract of eighty acres, while in 1911 he acquired twenty acres more, now owning one hundred and forty-five acres of excellent bottom land. He has fifty good Guernsey cows, some of which are pure bred, and also two registered Guernsey bulls. Mr. Johnson raises all of his own feed with the exception of grain and mill feed, and his principal crops are clover, oats, vetch for silo and bent grass for seed. He likewise raises root crops. His success as a dairyman has made him widely known and is indeed well merited. He assisted in the organization of the Lower Columbia Dairy Association and has been its president from the beginning. His is a splendid farming property, with substantial and commodious buildings, and his modern dairy equipment includes electric milking machines. His attractive country home is of recent construction.

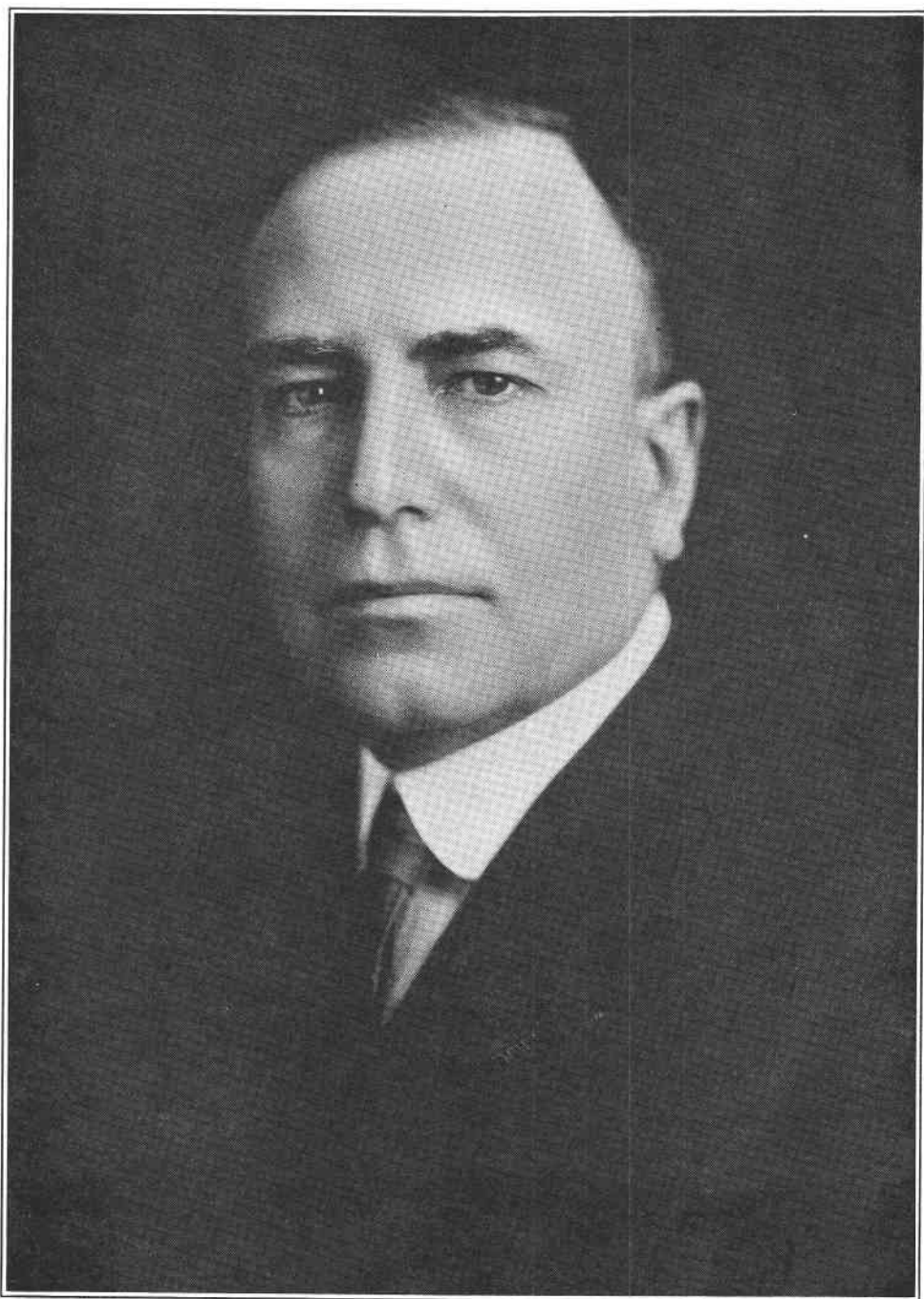
In 1907 Mr. Johnson was united in marriage to Ethel May Larson, who was born at old Fort Clatsop, near Astoria, which was established by Lewis and Clark on their exploration trip to the mouth of the Clumbia river in 1805. She is a daughter of William and Martha (Heckard) Larson, the former a native of Sweden and the latter of Oregon City, Oregon. Both are now residents of Astoria, and William Larson made a most commendable record during many years' service as county commissioner of Clatsop county. Jacob Heckard, the maternal grandfather of Mrs. Johnson, crossed the plains with his family in 1845, traveling in covered wagons drawn by ox teams. He first located at Oregon City, removed to Clatsop county in 1867 and two years later took up a homestead claim on the Lewis and Clark river, eight miles south of Astoria, all of which was covered with heavy timber and brush. He cleared part of the tract and continued to reside thereon throughout the remainder of his life, operating a small sawmill on the ranch in which he cut logs for his neighbors as well as for himself. J. N. Heckard, son of Jacob Heckard, now owns and occupies the old homestead place. Mr. and Mrs. Mark J. Johnson are the parents of five children, as follows: Vera, who is a high school graduate and has also pursued a business college course; Robert, likewise a high school graduate; Elna, who is a high school student; Alan; and Donald.

Mr. Johnson has at all times manifested an active and helpful interest in public affairs. He was nominated for the state legislature on the republican ticket at the primary election in June, 1928. He has exerted his efforts and influence in behalf of good roads and the cause of education and has been school director in his district for twenty years. He belongs to the Kiwanis Club of Astoria and both he and his wife are charter members of Netel Grange No. 410. His high standing in the community is indicated by the fact that he was chosen president of the Federal Farm Loan Association at the time of its organization in 1917 and has since remained at its head. He has never regretted his determination to establish his home on this side of the Atlantic, for here he has found the opportunities which he sought and in their wise utilization has won both success and an honored name.

JAMES FRANCIS DRAKE, LL. B., D. M. D.

Dr. James Francis Drake, a successful representative of professional interests in Portland, has been continuously engaged in the practice of dentistry for nearly a quarter of a century and has also attained prominence in fraternal and military circles here. He was born in Petaiuma, California, September 21, 1868, his parents being Colonel Frank Volney and Mary (Stephens) Drake, who were married in San Francisco. The father, a native of Belvidere, Illinois, was an attorney at law who served as district attorney of Storey county, Nevada, during "Comstock days." He died in Reno, Nevada, in 1908, while on his way home to Portland, Oregon. His wife, Mrs. Mary (Stephens) Drake, was born in Swansea, Wales, a daughter of Thomas and Jane Earl (Fraser) Stephens, who were natives, respectively, of Swansea, Wales, and of Stromness, Orkney Islands, Scotland. She is a sister of the late Hon. Thomas A. Stephens, at one time circuit judge of Multnomah county, Oregon. In Nevada the family were close friends of "Sandy" Bowers and his wife, of "Washoe" fame. Dr. Drake of this review has a brother and a sister, namely: Frederick H. Drake, a well known attorney of Portland, is a graduate of Stanford University, a member of the Chi Psi and Phi Delta Phi fraternities, served for several years as United States commissioner in Portland and has been a major and judge advocate general in the Oregon National Guard since 1918. The sister, Virginia Upham, resides in California.

James F. Drake spent the early years of his life in Virginia City, Nevada, and numbered among his playfellows James Fair, Jr. He attended the Lincoln grammar school of San Francisco, California, during what are remembered as the Dennis Kearney and anti-Chinese agitation days. It was in the early '80s that he came to Portland with his parents on the steamship "State of California" and continued his studies in the Central school under Miss Dimick, the school occupying the present site of the Portland Hotel. He was also a pupil in the Harrison street school under I. W. Pratt, was graduated from the Portland high school in June, 1886, and spent a year in the study of German at Bishop Scott's Academy. While still a boy he was



DR. JAMES FRANCIS DRAKE

for several years a regular attendant at the Sunday school services of the Trinity Episcopal church under Judge Matthew P. Deady, but in later life he joined the First Presbyterian church. His initial experience in the business world came to him as an office employe of the J. K. Gill Company, which he represented in the credit department for about eleven years. His spare time was devoted to the study of botany under Professor L. F. Henderson, Dr. Bolander and Thomas Howell. His herbarium of several thousand species and sets of rare botanical works were given to the University of Oregon. He classified and mounted an exhibit of five hundred species of Oregon wild flowers for the World's Columbian Exposition, held in Chicago in 1893. He became interested in mineralogy and metallurgy through association with Dr. Roland D. Grant, of the "White Temple," who had one of the finest private collections of minerals in the country. While on a visit to Butte, Montana, he spent six months in the smelters of that city, studying metallurgy. During a period of five years he was actively interested in the work of the Boys' Brigade, predecessor of the Boy Scouts.

It was in 1894 that the University of Oregon conferred upon Dr. Drake the degree of LL. B., while eleven years later, in 1905, he received the degree of D. M. D. from the North Pacific College. As above stated, he has been active in the practice of dentistry since 1904 and through the intervening period of twenty-four years has built up a patronage of extensive and gratifying proportions. As an educator, too, his efforts have been attended with excellent results. As a member of the faculty of the North Pacific College, he was an instructor in the chemical laboratory for several years, taught botany for three years in the North Pacific College of Pharmacy and for fifteen years has been instructor of metallurgy in North Pacific College. He was appointed to prepare and supervise the course of study of the Student Army Training Corps in that college during the war, and also was a member of the board of examiners for officers in the Dental Corps.

On the 21st of October, 1903, in Portland, Dr. Drake was united in marriage to Stella Kellogg, daughter of Captain Orrin Kellogg. Her family has been intimately identified with the history of the Columbia basin from 1848 to the present time and its members have figured prominently in river transportation and similar activities. Captain Joseph Kellogg, grandfather of Mrs. Drake, brought the charter for the first Masonic lodge on the Pacific coast, and west of the Missouri river, to Oregon City in 1848. Mrs. Drake is a Daughter of the American Revolution in direct line. Her mother crossed the plains from Iowa in 1864. She is past grand president of the Rebekahs and past grand matron of the Order of the Eastern Star. Mrs. Drake is a past grand matron of Oregon and is an officer in the general grand chapter of the Order of the Eastern Star, being the third Oregon woman who has been so honored. She is also a director of the Waverly Baby Home of Portland. Dr. and Mrs. Drake are the parents of a daughter, Dorothea, who was born October 21, 1905, and was graduated from the University of Oregon with the degree of Bachelor of Arts in 1927. She is now a high school teacher, a member of the Eastern Star and a Daughter of the American Revolution.

Dr. Drake has the distinction of being a charter member and one of the organizers of the Mazamas, having ascended Mount Hood first in 1885. His military record began in January, 1886, when he became a charter member of Company I, Oregon State Militia, which was organized in the high school under Professor R. K. Warren as captain. He was made second lieutenant at the organization of the First Regiment, Oregon National Guard, under Colonel C. F. Beebe, was ensign with the first naval militia in the state and became captain of Company A, First Regiment, Oregon National Guard. He served on the general staff under Governors Withycombe, Olcott and Pierce and attained the rank of major in the Guard, with which he was connected for fifteen years. He was commissioned major of infantry of the Officers Reserve Corps. For three years Dr. Drake served on the board of education of Portland and it was during his incumbency that the Benson Polytechnic School, the Franklin high school and several grade schools were constructed. It was also during this period that the United States became involved in the World war and the members of the board of education were confronted with the problems which arose in consequence thereof. The Benson Polytechnic School was used by the government as a military training school.

In Masonry Dr. Drake has attained the thirty-third degree honorary, A. and A. S. Rite. He belongs to the following bodies: Portland Lodge No. 55, A. F. &

A. M., of which he is a past master; Washington Chapter No. 18, R. A. M.; Washington Council No. 3, R. & S. M.; Washington Commandery No. 15, K. T., of which he is a past commander; Al Kader Temple, A. A. O. N. M. S., of which he is a life member; and the Order of the Eastern Star, of which he is past grand patron. He is, moreover, an honorary member of the Luther Burbank Society and also has membership in the Royal Rosarians and in two Greek letter societies, Psi Omega and Omicron Kappa Upsilon, the latter a dental honor fraternity. He is a member of the Cambrian Society and the Order of Scottish Clans. Dr. Drake was made a member of Chee Kwong Tong, a worldwide organization that assisted Sun Yet Sen to establish the republic of China, being one of the few white men initiated into this secret society. Because of the interest which he manifested in his work in this connection, his daughter was given the title "Mook Lan," by Hong Yu Wei, after the Joan of Arc of China, a girl who led a Chinese army against the Tartars, a prominent character in China during the latter years of the struggle.

CHARLES E. ECKELMAN

Charles E. Eckelman, accounted one of the substantial and progressive business men of Portland, has been identified with dairy interests here since 1909 and in May, 1912, associated with his brother Paul, he organized the Riverview Dairy Company, which has since been developed into one of the leading enterprises of this character in Oregon. Charles E. Eckelman was born in Hamburg, Germany, a son of Mr. and Mrs. Carl E. Eckelman, who spent their entire lives in that country. In 1865 the paternal grandfather of Charles E. Eckelman established a shipping business in Hamburg which was later carried on by his son, Carl E., and is now conducted by two brothers of Charles E. Eckelman as one of the successful business interests of that city. The death of Carl E. Eckelman occurred when his son Charles was a youth of fourteen and the mother died when he was three years of age.

Reared in his native city, Charles E. Eckelman attended the public schools to the age of fifteen years and in 1900 became an apprentice seaman on a sailing vessel on which he spent two years, visiting the principal ports of the world, but after making two trips around the globe he abandoned a seafaring life and settled in New York city, accompanied by his brother Paul. There they turned their attention to the retail milk business, in which they continued until 1909, when they left the eastern metropolis and came to Portland, where they were associated with the same line of activity. The Riverview Dairy Company had its inception in May, 1912, when the Eckelman brothers began delivering milk with one wagon. The name Riverview was selected because the dairy from which they obtained milk overlooked the Columbia river, occupying the ground now owned by the Alderwood Country Club. In the beginning their sales amounted to only about three hundred quarts of milk per day, but gradually they gained added patronage and in November, 1913, removed to the present location on Belmont street, occupying a rented building twenty-two by sixty feet. By this time their business had grown to the extent that they required three teams to handle the milk, which was sold only to the retail trade. About 1915 they began the manufacture of butter and success attended the new undertaking. From early youth the brothers were closely associated in all their undertakings and Paul Eckelman continued an active factor in the conduct of the Riverview dairy to the time of his death, which resulted from an accident in the plant. He was a man of marked enterprise, unflinching industry and progressive spirit and in his passing Portland lost one of its leading and representative business men. Charles E. Eckelman has since carried on the business, increasing its scope, while its patronage has continually grown. The condensed milk department was added in 1922 and in 1928 a department was established for the manufacture of powdered milk. The present office of the company was originally a milk room when the Sunnyside district was a farm and is situated at Thirty-fourth and Belmont streets. The great modern Riverview plant at Thirty-fourth and Morrison streets is always open for inspection and is admitted by authorities to be the largest and finest in the Pacific northwest. About 1917 the company began to motorize its equipment, which now includes twenty-seven delivery trucks, eight wagons and twenty-two horses. There are two collecting stations—one at Battle Ground and the other at Woodland, Washington, and both

are supplied with ice machines, coolers and every device necessary for the proper care of the milk. Mr. Eckelman owns a farm of one hundred and fifty-eight acres on Sandy boulevard and is planning to there install a complete plant for the purpose of furnishing milk specially prepared for infants. A visit to the establishment of the Riverview Dairy Company is a revelation to those who are not familiar with the great care and the complex process which is used in furnishing milk to the public. The most sanitary conditions exist and the dairy measures up to the highest standards in every particular. A graduate chemist is in charge of the laboratory, which is modern and complete in every respect. Every day milk is taken at random from the regular run and tested for the butter-fat content, bacteria count, etc., thus maintaining the quality that has made Riverview milk the leading brand for fifteen years. Acidophilus milk, another product of the firm, is at once a food, a beverage and a tonic. A number of skilled mechanics are employed in the garage and plant and the truck bodies and milk wagons are made by the firm.

The milk is brought in from the country in glass-lined insulated tanks mounted on motor trucks or trailers. There are five of these tanks, one holding sixteen hundred gallons, another six hundred and fifty gallons, and three with a capacity of twelve hundred gallons. If the milk is sent direct from the producer in cans, these are run on a conveyor, emptied, washed, sterilized and returned to the producer. The bottles are washed six times inside and outside with alkali solutions and sterilized with boiling hot water. In the receiving room the milk is weighed and sampled immediately upon arrival from the farm, and is then pumped to the storage tank and made to conform to the four per cent butter-fat standard. In the tiled Pasteurizing room, the largest in the northwest, the milk is heated to one hundred and forty-five degrees Fahrenheit and held there for thirty minutes. From there it is pumped to coolers and to tanks for storage. The milk is next conveyed by pipe lines to the bottling machines which have a combined capacity of about one hundred and ninety-five bottles per minute, after which it is carried under sprinklers directly into a refrigerator, where it remains in a temperature of forty degrees until delivered.

The sweetened, condensed skimmed milk, used principally by bakeries, is shipped as far north as Bellingham, Washington, and as far south as California, while the whole condensed milk is sold chiefly to candy factories. The firm handles about one hundred thousand pounds of milk per day and twenty-five hundred pounds of butter. This extensive industry, operated under the name of the Riverview Dairy Company, is the outgrowth of the well matured plans, the constructive labors and administrative power of Charles and Paul Eckelman, who also attribute their success in large measure to their loyal employes, who are their coworkers. Between Charles Eckelman and the men in his service there always exists a most friendly relation. Mr. Eckelman has about ninety employes and transacts a business amounting to one million, one hundred thousand dollars annually.

Charles E. Eckelman is a York Rite Mason and holds the office of veiled prophet in the Shrine. The Portland Chamber of Commerce numbers him among its influential members and he is also connected with the East Side Commercial Club. Coming to America a poor immigrant boy who had lost his parents and who started out in life here empty handed, he has made a notable record inasmuch as he has attained a place among Portland's honored men of affairs, and his example may well serve as a source of encouragement and inspiration to the ambitious youth of the present, as his record clearly demonstrates what can be accomplished through individual effort. He stands today as a foremost representative of the dairy interests of the northwest and the methods which he has used are such as constitute the basis of all honorable and desirable prosperity.

W. L. ADAMS, M. D.

Casting in his lot with the pioneer settlers of the Hood River valley, Dr. W. L. Adams not only achieved success and prominence in his profession but also figured conspicuously in other walks of life and was long a leader of public thought and action in Oregon. Wit and learning were blended in his attributes. He saw clearly, revolved in deep thought that which he saw, and spoke his conclusions without fear or hesitancy. His nature was one to which only that which is uplifting made appeal

and his cooperation was always given to those projects which promote intellectual, social and moral progress. The following account of his brilliant career was written by Fred Lockley and published in the Oregon Daily Journal of December 3, 1926:

"Dr. Adams was born in Painesville, Ohio, February 5, 1821. He was a graduate of Bethany College in Virginia and was a convert of Alexander Campbell. In 1848 he crossed the plains to Oregon and during the late '40s and the early '50s he taught school in Yamhill county, later becoming a probate judge. He purchased the Oregon Spectator at Oregon City in 1858; that is, he purchased its physical aspects, including the press, type, etc., and founded the Argus. This paper was one of the dominating influences in the political life of Oregon and was largely instrumental in the formation of the republican party in this state.

"Dr. Adams was one of the most versatile men who ever came to Oregon. He was a Greek and Hebrew student of unusual ability and an editor who wielded a trenchant and vigorous pen. As a minister he was known far and wide for his eloquence and in later years he practiced medicine and conducted a sanitarium. In old libraries you will occasionally run across a booklet entitled 'Breakspeare,' which consists of thirty-two double column pages, illustrated with crude woodcuts. It is a melodrama in five acts. Dr. Adams, the author, satirizes Judge Pratt, Judge Deady, A. L. Lovejoy, William King, J. Quinn Thornton, Asahel Bush and also Avery, Waymire, Parker, Wilson, Waterman and Backenstos. Though he made his victims writhe, this melodrama was read with great appreciation by the public. Dr. Adams was also the author of 'The History of Medicine and Surgery From the Earliest Times,' which was published in Portland in 1888 and which is a very ably written book. His daughter showed me a dozen or more diplomas which he had received from various medical colleges and other institutions. Later we looked over the old family Bible together, and I read there, in the handwriting of Dr. Adams, the history of the Adams family. Mrs. Mortimer also showed me her father's commissions as collector of customs, signed by his personal friend, Abraham Lincoln. To look over Dr. Adams' old scrapbooks and old correspondence is like seeing the great figures of Oregon's past march in procession before one.

"What a history of Oregon, Dr. Adams could have written if he had cared to do so. What a history of Oregon journalism he could have written, for he knew all of the early-day editors and writers intimately. W. D. Craig, one of Oregon's ablest writers and for many years owner and editor of the Salem Statesman, was a former partner of Dr. Adams. I picked up one of Dr. Adams' old account books and, opening the pages idly, I ran across the following letter, which gives an interesting sidelight on Oregon journalism of sixty years ago. The letter is from D. W. Craig and is dated at Salem, Wednesday morning, November 4, 1863. It is addressed to Dr. Adams and reads as follows:

"I take a little time to drop you a line this morning, thinking the stage has not yet arrived. Dr. Warren is getting somewhat better, though he is still very low. His spirits are much better. Gale has not returned yet and, from what I hear, will not be back for two or three days. His absence and that of Ed, who was sick and went home, left me with none but George to issue the paper. Hiring help was too extensive for me, so I concluded to issue a supplement merely, containing the remainder of the laws, and am now about closing up work in the Argus office. Last week I spent a good deal of time on the Statesman. Its appearance, I think, is altered a little for the better, and more change will be apparent as time passes. We were very much hurried last week. Of the character of the new journal you can judge for yourself on reading it. The present arrangement is only temporary. What course will be permanently adopted I can't just now tell. The original corporators are Huntington, Ben Simpson, Mallory, Terry, Crandall and Craig. Since then stock has been subscribed as follows, the capital stock being ten thousand dollars, shares five hundred dollars each: Judge Williams one share; Terry one share; J. B. Condon, the Indian agent, one share; Elijah Williams one share; Huntington two shares; Waite two shares; Mallory one share; Craig three shares; Gale three shares, and one more, which I think was taken by Huntington or Simpson. You can form some idea of how the thing will be conducted, from the above. I think the paper will run measurably on the right track, though it may not take as high grounds as the Argus did. My hopes now are that it will eventually work into the right hands, which will bring it up to the proper standard. But I must close. Soon I will write you again in relation to the matter. We will be down next summer. Yours truly, D. W. Craig."

"In Galesburg, Knox county, Illinois, Dr. Adams was married August 25, 1844, to Miss Frances Olivia Goodell. She was a daughter of Able Goodell and was born in Harmony, Somerset county, Maine, October 5, 1821. Their first child, Inez Eugenia Adams, was born in Mons Felicitatis, Henderson county, Illinois, October 15, 1845. Helen Elizabeth was born at Galesburg, January 5, 1848. William Harmon was born in Yamhill county, Oregon, March 12, 1851, and on October 13, 1875, was married in Portland to Olive S. Pagett. Julia Frances Adams was born in Yamhill county August 16, 1853. Gaines Melancthon was born June 26, 1856, at Oregon City. Arthur Craig was born October 24, 1859, in Yamhill county and his twin sister was named Annie Cecelia. Claribelle M., the youngest in a family of eight children, was born May 30, 1862, in Astoria, Oregon. After the death of his first wife Dr. Adams married Miss Mary Susan Mosier, a daughter of Jonah Mosier, in whose honor the town of Mosier, Oregon, was named. The daughter was born January 22, 1855, at The Dalles and was married October 22, 1881, at Walla Walla, Washington, the ceremony being performed by Judge J. D. Laymon. On April 26, 1906, Dr. Adams was called to his final rest and his second wife passed away December 11, 1922. They were the parents of two children: Percival Lysander, who was born May 26, 1884, and was graduated from the Oregon Agricultural College and the Massachusetts Institute of Technology; and Lenore Evelyn."

The daughter was born April 12, 1891, and attended the public schools of Hood River, continuing her studies in Portland Academy. She was married August 12, 1916, to Edwin Banks Mortimer, a son of Charles and Dolettha (Banks) Mortimer, natives respectively of Wisconsin and of Pennsylvania. The death of Charles Mortimer occurred in 1892 and his widow now lives in Austin, Texas. They had two children, the elder of whom is Mrs. Lulu Carter and resides in Richmond, Virginia.

Edwin Banks Mortimer was born November 18, 1890, in Wisconsin and completed his high school education in Minnesota. In 1910 he came to Oregon and spent a few years on the farm of his grandparents near Hood River. After his marriage he went to Montana and was engaged in the automobile business at Butte for a year. At the end of that time he returned to Oregon and enlisted at Portland in 1917. He joined the aviation corps and was stationed in Texas, there remaining until the close of the war, when he was honorably discharged. In 1918 he returned to Portland, resuming his activities as a dealer in automobiles, and was thus engaged for about two years. Since 1920 he has maintained an insurance office in Hood River, representing a number of old and reliable firms, and has established a large business, which is systematically and efficiently conducted. Mrs. Mortimer is capably managing the old Adams ranch, appropriately named Paradise Farm. The land is highly improved and a large portion of the estate is devoted to the production of fine fruit. For many years the residence on this property was one of the show places of the Hood River valley. The mansion contains more than twenty rooms and is surrounded by many acres of ground, beautifully landscaped. Mr. and Mrs. Mortimer are the parents of a son, Billy Adams, who was born May 4, 1917, and is a public school pupil. Mr. Mortimer belongs to Hood River Lodge, of the Benevolent Protective Order of Elks, and is a past commander of Hood River Post, No. 22, of the American Legion. Mr. and Mrs. Mortimer manifest a keen interest in community affairs and possess those qualities which inspire strong and enduring regard.

GRAHAM A. GRISWOLD

Graham A. Griswold is extensively engaged in the lumber business in Portland, also has mill interests at several outside points, and is regarded as a business man of more than ordinary acumen and sagacity. Mr. Griswold was born in Vermontville, Eaton county, Michigan, on the 16th of August, 1883, and is a son of William Marshall and Rose (Loring) Griswold. His paternal grandfather, Roger Griswold, who was a native of Benson, Vermont, migrated to Michigan with a number of other families in 1836, and founded Vermontville. William M. Griswold was born on his father's farm. He followed farming throughout his active life and his death occurred in 1907 in the house in which he was born, when he was fifty-nine years of age. He is survived by his widow, who now lives with her son, Graham A., in Portland, at the age of seventy-six years. She was born in Cincinnati, Ohio, and is of English

descent, the family having been established in Boston, Massachusetts, in colonial days, and several of its members served in the war of the Revolution. Besides her son, Graham A., she is the mother of three daughters and two other sons, two of whom, Della Starr and Catherine, the latter a graduate in domestic science of Lewis Institute, Chicago, make their home with their brother, who has never married.

Graham A. Griswold attended the public schools of Vermontville and spent two years in Olivet College, at Olivet, Michigan. In 1905 he came to Oregon and from 1906 to 1910 served as secretary of the Falls City Lumber Company, of which he was one of the founders. He then became identified with the West Oregon Lumber Company, at Linnton, of which he was vice president and treasurer from 1910 to 1914, since which time he has been connected with a number of lumber concerns, in all of which he has won success. In 1921 he established the Griswold Lumber Company, of which he is owner, with offices at 712 Failing building, Portland, and is engaged in the wholesaling of all kinds of west coast lumber. He is president of the Carlton Manufacturing Company, which operates a sawmill at Carlton; president of the Griswold-Grier Lumber Company, of Philomath, Oregon; vice president of the Pedee Lumber Company, at Pedee, Oregon, and is financially interested in several other mills. He understands the lumber business in all of its details and has exercised sound judgment in his operations, so that a due measure of prosperity has crowned his efforts.

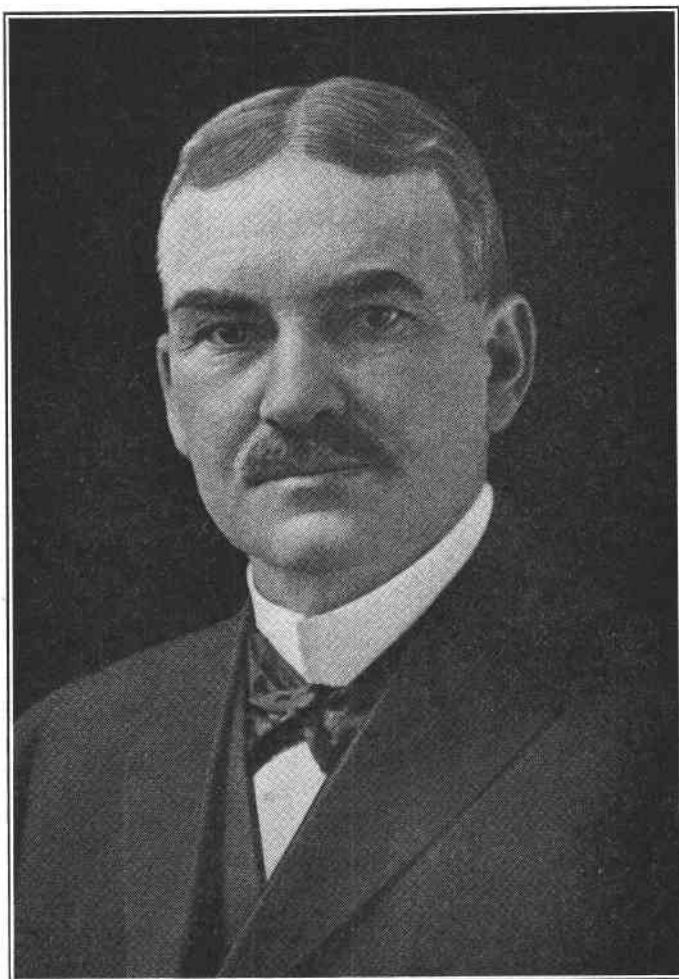
Mr. Griswold is a member of Imperial Lodge, No. 159, A. F. & A. M.; Portland Consistory, A. A. S. R.; Al Kader Temple, A. A. O. N. M. S.; Portland Lodge, No. 142, B. P. O. E.; the Waverly Golf Club, the University Club and the Chamber of Commerce. In his political views he is a republican and he and his family attend the Congregational church. Good citizenship and true manhood have been exemplified in his life record and by his acquaintances he is held in the highest esteem because of his business ability, sterling character and genial manner.

THOMAS J. ARMSTRONG

No history of the development of the Columbia River valley would be complete or authentic without a record of the life of Thomas J. Armstrong, who was a pioneer business man of Portland and created one of the city's largest industries. A native of Canada, he was born October 25, 1856, in North Sydney, Nova Scotia, and his parents, James and Catherine (Neville) Armstrong, were natives of the same province. During his boyhood they crossed the border and lived for a short time in Boston, afterward returning to their old home in the Dominion.

Thomas J. Armstrong attended the public schools of North Sydney, and after his education was completed he became connected with the ship-brokerage business. For ten years he was thus engaged and then accompanied his brother, the Rev. William F. Armstrong, who was a missionary in Burma, India, for forty years, on an illustrated lecture tour. With his brother Thomas J. Armstrong made a trip through Canada and in 1881 went to Boston, arriving in the city about the time of the assassination of President Garfield. Soon afterward Mr. Armstrong started for the Pacific coast, journeying to San Francisco, California, where his maternal uncle, John Neville, was then living. He was the founder and head of the John Neville Bag Company, with which Mr. Armstrong became connected in 1881, and two years later the corporation began its operations in Portland, purchasing the business of the Noon Bag Company. This was a small concern at that time. In 1904 Mr. Armstrong was made president of the company, which manufactured cotton and burlap bags. With characteristic zeal and energy he applied himself to his task and through deep thought and study evolved plans for the upbuilding of the business, into which he infused new life. A keen judge of men, he surrounded himself with a corps of efficient workers and maintained a high standard of production. The industry constantly expanded, keeping pace with the development of the city and the surrounding country. Mr. Armstrong controlled the destiny of the firm until his death on April 22, 1927, and the business is still operated under the old name.

On June 11, 1901, Mr. Armstrong married Miss Katherine Moore, also of North Sydney, Nova Scotia, and theirs proved an ideal union. Mr. Armstrong loved his home and his leisure hours were spent in the society of his wife. A great reader, he



THOMAS J. ARMSTRONG



MRS. THOMAS J. ARMSTRONG

was thoroughly conversant with the world's events and manifested a deep interest in matters touching the welfare and progress of Portland but never sought public office. When a young man of twenty-one he became a Mason, joining the order at North Sydney, and conscientiously adhered to its teachings. A devout Baptist, he served on the building committee of the White Temple and carried his religion into his daily life, in which it found beautiful expression. When he came to Portland it had a population of twenty-five thousand and the growth and prestige of the city was a matter in which he took much personal pride. By nature Mr. Armstrong was modest, frank and unassuming but his good qualities were recognized and appreciated by his fellow citizens, who entertained for him the highest regard. Mrs. Armstrong resides at No. 1248 Alameda drive and enjoys the esteem of a wide circle of friends.

CARL C. JANTZEN

Unquestionably, no innovation in clothing in many years has been received with more sincere or spontaneous appreciation than the advent of the Jantzen swimming suits, which, due to their notably superior qualities over the suits formerly on the market, at once won the approval of swimmers and are now worn the world over by a constantly increasing number of satisfied users. The story of the creation of this brand of goods is the story of the sagacity, vision and determination of two young men who, convinced that they had the right idea, backed their faith by their indomitable and persevering efforts until they attained their goal. Their subsequent career is a record of continuous success and growth, until today they stand at the head of the manufacturers of goods in the line and the Jantzen Knitting Mills is one of Portland's most important industries. Carl C. Jantzen, one of the founders and now secretary of the Jantzen Knitting Mills, was born in Aarhus, Denmark, on the 8th of March, 1883, and is a son of Carl C. and Mary (Hansen) Jantzen, who brought their family to the United States in 1890, locating in Portland, Oregon, where the father engaged in contracting and house building. He is now deceased, and his widow still resides in this city.

Carl C. Jantzen acquired his early education in the public schools of Denmark and completed his studies in the grammar schools of Portland. He was first regularly employed as a driver of a delivery wagon, for which work he received five dollars a week. When seventeen years old he went to work in the Meier & Frank department store as a cash boy, later was advanced to the wrapper's desk, and eventually becoming head of the wrapping department. He quit that position to accompany the family to Hood River, Oregon, where the father bought an apple orchard, in the cultivation of which Carl took an active part. During the winter months he worked in logging camps or cut cordwood in the mountains. After following that line of activity for six years Mr. Jantzen formed the acquaintance of John Zehntbauer, of Portland, who was at that time on a vacation. While on a fishing trip together Mr. Zehntbauer proposed that Mr. Jantzen sell his interest in the fruit ranch and go into the knitting business with him in Portland, with which line of work he was familiar. Two weeks later Mr. Jantzen accepted his proposition and joined him. In deciding on the particular line of goods on which to center their efforts, they were guided by the fact that, both being swimmers, they had noted the failure of so-called bathing suits to qualify as swimming suits, both because of their tendency to shrink and because of their cumbersome style. Realizing that the flat stitch fabric then in use, which had no elasticity, and hence no fit, was unsuitable, they decided on the adoption of an elastic knit stitch. Their great difficulty now was in finding a machine capable of making this stitch. They tried out machine after machine in the little factory which they had established on Alder street, but none were satisfactory. They went east to inspect other machines, but the manufacturers there declared it impossible to make the stitch they desired by machinery. Nothing daunted, they returned to Portland and spent a year in patient experiments in their plant and eventually solved the problem. Mr. Jantzen went back east with his specifications and personally supervised the building of a machine which met his requirements in making elastic knit swimming suits. This accomplishment spelled their success, and in 1910 a company of three men was formed, known

as the Portland Knitting Company, of whom the owners were J. A. Zehntbauer, C. R. Zehntbauer and Carl C. Jantzen, who were respectively president, vice president, and secretary and factory manager. J. R. Dodson, treasurer, joined the company in 1914. They adopted the name Jantzen as a trade name, as a tribute to the man who was mainly responsible for the design, quality and manufacturing of the product. Three years after starting the business, the company bought out the Luke Knitting Company, later also bought out the Nollan Knitting Company, and two years thereafter the company name was changed to the Jantzen Knitting Mills.

In a short time the business outgrew its original quarters and in 1919 a new home for the plant was erected between Nineteenth and Twentieth streets on Sandy boulevard, which, in January, 1924, was augmented by another unit, which doubled its capacity, and the plant, which is one story high, now occupies two city blocks, while the company owns another block of ground, giving room for further expansion when necessary. The company adopted a national advertising program, which was rewarded with remarkable results and today the Jantzen products are sold in every part of the United States, as well as in fifty-four foreign countries. In 1921, when thousands of factories were closed for lack of orders, the Jantzen mills were running three eight-hour shifts a day. Sales were doubled in 1922, and again doubled in 1923 and 1924, and the continuous growth of the business has been one of the marvels of the commercial world. Among the original and striking mediums of advertising employed by advertising firms in the past few years, the introduction of the Jantzen diving girl windshield stickers was perhaps the most unique, and was generally used throughout the country, many millions of them being stuck on the windshields and back windows of cars. The Jantzen mills have created wondrous colors, including pastel shades, harmoniously blending, and the vivid hues, in subtle contrast, and as an aid to buyers have issued the "Jantzen Color Harmony Guide," by Hazel Adler, an international authority on color combinations, for color harmony is considered the keynote to fashionable apparel today. The Jantzen Knitting Mills use Oregon-grown wool, which has to its credit the natural advantage of climate and softness of water, and which is spun and dyed in the Oregon Worsted Mills, the only mill of its kind west of the Mississippi. The following are some statistical facts concerning the Jantzen Knitting Mills: This year's production is over eighty-three thousand dozen, or one million suits; the daily product is over three hundred dozen suits; the mills use over three-quarters of a million pounds of yarn a year, at a cost of one million three hundred and fifty thousand dollars; there are one and a half miles of yarn and over a million stitches in every suit; a new knitting needle is required for every two suits, or one hundred thousand new needles a year; there are a thousand and forty-four needles in an average size knitting machine, half vertical and half horizontal, eight thousand three hundred and twenty-five stitches being made with every revolution; the silk labels and diving girls attached to the garments cost over fifty thousand dollars a year; the sewing thread costs over five thousand dollars and the rubber buttons over two thousand dollars; there are one hundred and thirty-two sewing machines and seventy-one knitting machines; there are one hundred and twelve individual motors, or ninety-two horse power for the machines; there is eighty thousand square feet of floor space and the building is lighted by eight hundred and sixty-four lamps. In the mills there are employed over five hundred people, about seventy-five per cent of whom are women, and the monthly payroll is between seventy thousand and seventy-five thousand dollars; there is an annual picnic for the employees of the company and all of the employees are given from ten days to two weeks vacation with pay. The annual sales are over three million one hundred thousand dollars, and this company is the second largest parcel post shipper in Portland. The company has forty-three salesmen and has forty sales representatives in over fifty foreign countries. During the last four years yarns have increased in cost fifty-four per cent, while the company has reduced the selling price of its products seventeen per cent, this being made possible through increase in manufacturing efficiency and volume of sales. The company uses a wide variety of colors in its goods, the best sellers of which are black, navy, Jantzen blue and cardinal, forty per cent of the colors sold being black and navy. The annual clippings of wool in the mills amount to one hundred and twenty-five thousand pounds, all of which is sold and used for woolen fabrics, such as blankets and mackinaws.

In 1909 Mr. Jantzen was united in marriage to Miss Emma Pregge, a daughter of Henry and Wilhelmina (Hillman) Pregge, who were pioneer settlers in Hood River,

Oregon. Mr. and Mrs. Jantzen are the parents of two children, Oneita, who is a student in the University of Oregon, and Carl C., Jr., now ten years of age. Mr. Jantzen is a member of the Multnomah Athletic Club, the Multnomah Golf Club and the Chamber of Commerce. He has devoted his efforts indefatigably to the business, of which he has been a most essential factor, and his progressive and enterprising methods have brought abundant fruitage in the worthy success which is now his. He is a man of far-sighted vision and sound judgment, and the company has gained recognition throughout the civilized world through its aggressive policy and the fact that its products are the best that can be had. The company has a branch factory at Vancouver, British Columbia, and has just built another factory in Sydney, Australia, which is now in successful operation. Personally, Mr. Jantzen is a man of quiet and unassuming manner, but has shown himself in every way worthy of the respect and esteem in which he is held by his fellowmen.

IRA D. BODINE

Ira D. BoDine, who is a member of the firm of BoDine & Clark, the oldest commission firm at the Union Stockyards, Portland, enjoys an enviable reputation as a wide-awake, progressive business man and has been more than ordinarily successful. He was born in Will county, Illinois, in 1875, and is a son of Ira Darwin and Jennie (Davenport) BoDine. The father, a farmer by occupation, died in 1880. Two years later the widowed mother sent the oldest of her three sons to live with her parents and, with the other two boys, went to South Dakota, where she took up homestead and preemption claims. Their home was located twenty-five miles from the nearest railroad and they were practically on the frontier, but they persevered and in the course of time developed a good farm, on which they lived for twenty-two years, when they sold out and came to Portland, where the mother is still living.

Ira D. BoDine received a public school education, which he supplemented by three years of study in a Methodist seminary. When old enough he also took up a tract of government land in South Dakota, which he sold in 1893 and came to Oregon. In Corvallis he bought a warehouse, which he ran for four years, after which he engaged in the livestock business, to which he devoted his attention until 1908. In that year he came to Portland and, forming the firm of BoDine & Clark, engaged in the livestock commission business at the Union stockyards. During the subsequent years he has established an enviable reputation as a reliable and trustworthy business man, has built up a large clientele and enjoys splendid success. He confines his activities strictly to the commission business, handling cattle, hogs, sheep and goats, and commands the largest business in that line here.

In 1902 Mr. BoDine was united in marriage to Miss Mattie A. Goll, who is a native of Iowa, and they are the parents of a daughter, Jane, who is a graduate of the University of Oregon and is a teacher by profession. Mr. BoDine is a member of the Benevolent Protective Order of Elks and the Portland Chamber of Commerce, is a democrat in his political views and is deeply interested in the welfare of his community.

LEON HIRSCH

For over fifty years Leon Hirsch has been identified with the well known Portland firm of Meier & Frank Company, and for over thirty-five years of this period has been the secretary of the company. Loyal and efficient service and strict attention to business have characterized his entire business career, and no resident of Portland is held in higher esteem than he.

Mr. Hirsch came to this city as a boy in 1877 and attended the Bishop Scott Academy for a short period. He then went to work for the firm of Meier & Frank, at Front and Yamhill streets, in a humble capacity, working from seven o'clock in the morning to ten in the evening. For this service he started at a salary of twenty dollars a month.

On his arrival here, Portland was a small town, having about sixteen thousand inhabitants, and there was not much amusement for a young man. In recalling some of the experiences and enjoyments of his early years here Mr. Hirsch states that he made it a habit to hire a boat with several other young men and row up to Ross island at five o'clock in the morning and then take a good swim. He also remembers that during one winter in the late '70s the Willamette river was frozen over so solidly that he was able to walk across on the ice.

Mr. Hirsch devoted himself closely to his duties and his faithfulness was rewarded by promotion to various positions until, on the incorporation of the company on January 15, 1892, he was admitted to an interest in the firm and was elected secretary of the company, which office he has held continuously until the present time.

Mr. Hirsch was united in marriage to Miss Edith E. Dittenhofer, daughter of the late Judge Dittenhofer of New York city. They have one daughter, a graduate of The Catlin School, who attended an eastern school and is at present attending the University of Washington.

Mr. Hirsch is a member of Harmony Lodge, No. 12, A. F. & A. M.; Portland Consistory, A. A. S. R.; Al Kader Temple, A. A. O. N. M. S.; Portland Lodge, No. 142, B. P. O. E.; charter member of the Tualatin Country Club; and a member of the Chamber of Commerce and the Lang Syne Society. He takes a justifiable pride in his long connection with the business which he has seen grow from a small, unpretentious store to the largest department store in the west, to the success of which he has contributed his share. He is a man of courteous and kindly manner and well merits the place which he holds in the esteem of those who know him.

CAPTAIN J. G. BABBDIGE

Captain J. G. Babbidge, who became widely known as a steamboat captain, disposed of his interests in river boats in 1922 and during the past six years has conducted Seaside's leading drug store, which he owns in association with William Gardner. He was born in Astoria, Oregon, September 16, 1880, his parents being Captain John W. and Julia (Kindred) Babbidge, the latter a native of old Fort Stevens, Clatsop county, this state, and a representative of an honored pioneer family here. Bartholomew C. Kindred, the maternal grandfather of Captain Babbidge of this review, was born in Indiana in 1818 and in 1836 removed to Iowa, where he resided until 1840. In the latter year he went to Missouri, in which state he was married to Rachel Myler and followed farming until 1844. He crossed the plains with a company commanded by Captain Gilliam that traveled in covered wagons drawn by ox teams and reached Milwaukie, Oregon, on Christmas eve of 1844. In the following spring he went down the Columbia river to Oak Point, Washington, and there he worked in Hunt's sawmill for a few years, while his wife prepared the meals for the mill men. In 1847 Mr. Kindred took up a donation claim of six hundred and forty acres at what is now Hammond, Clatsop county, the tract being almost entirely covered with timber. He made a clearing for his first log house and cultivated his land in later years. It is worthy of note that B. C. Kindred was one of the first bar pilots on the Columbia and Willamette rivers. He died March 13, 1904, having for six years survived his wife, who passed away January 2, 1898. They became the parents of twelve children, seven of whom are deceased, namely: Joel, Henry, James, Mrs. J. W. Babbidge, Mrs. Mary Mudd, Mrs. Amanda Matheson and David. The surviving members of the family are: Mrs. Nancy Fisher, a resident of Portland, Oregon; Mrs. Amelia Holt, living at Cathlamet, Washington; Mrs. Rosetta McGuire, who resides at Astoria, Oregon; Mrs. Sarah Mudd, of Hammond, Oregon; and William S. Kindred, who makes his home in Tokeland, Washington.

John W. Babbidge, the father of Captain J. G. Babbidge, was born in Maine in 1842, and like most young men in the Pine Tree state at that time, took to the sea. He sailed on the Atlantic until 1864, when he made his way to the Pacific coast via Cape Horn as second mate on the bark Cambridge. This he left at Portland, Oregon, and shipped on the Alfred Crosby, running between Portland and Victoria, British Columbia, in the coasting trade. After a year on the Alfred Crosby he became master of the government sloop Belle, plying between Astoria and Fort Stevens, and in 1867 accepted a job as deck hand on the John H. Couch, owned by the Oregon Steam Navi-

gation Company. He was quickly promoted and three years later was given the captaincy of the steamer Fannie Troup on the Cowlitz route. Subsequently he went to the Okanogan and the Julia and afterward commanded, successively, the Dixie Thompson, Emma Hayward, Annie Stewart, Josie McNear, Oneonta, Bonita, S. G. Reed, Mountain Queen, Willamette Chief, R. R. Thompson, Wide West, E. N. Cooke and other steamers of the Oregon Steam Navigation Company. In 1887 he began piloting deep-water vessels on the Columbia river but quit in 1889 to take charge of Devlin's cannery steamer City of Astoria, continuing on her until 1891. He then built the steamer R. Miller, which he operated on the Westport route from Astoria for several years. Later he built the Electra in partnership with his son, Captain J. G. Babbidge, and he was active on the river until almost the date of his death in 1919, being well known as an able river man to all the old-time captains on the Columbia river. John W. Babbidge was a charter member of the lodge of the Independent Order of Odd Fellows at Astoria. To him and his wife, who passed away in 1896, were born four sons, as follows: Wilbur W., a resident of Portland; Alfred, of Portland; Edward, who also makes his home in Portland; and J. G., whose name introduces this article. All four became steamboat captains.

J. G. Babbidge pursued his education in grade and high schools of Astoria and also attended a business college of Portland. Like his father and his brothers, he took to the river and followed steamboating on the Columbia. In company with his father he bought the Electra, which he ran in the United States government quarantine service at Astoria for several years. He was in the quartermaster's department on the government dredge Clatsop at Astoria and also served for some years as captain on the dredge tender Port of Astoria. He was only twenty-three years of age when in 1903 he received his license as captain and pilot. It was in 1922 that Captain Babbidge sold his interests in river boats and, in partnership with William Gardner, purchased the leading drugstore at Seaside, Oregon, which the two have conducted continuously and successfully to the present time. They carry a complete line of drugs and druggists' sundries, including stationery, and are accorded a well deserved and steadily growing patronage. An up-to-date soda fountain is one of the attractive features of their establishment.

In July, 1905, Captain Babbidge was united in marriage to Miss Bessie Staples, a native of Astoria, Oregon, and a daughter of Marshall and Emily Staples, both of whom are deceased. The father, a native of Maine, was a pioneer bar pilot on the Columbia river and became a charter member of the lodge of the Independent Order of Odd Fellows at Astoria, to which Captain Babbidge now belongs and of which he is past noble grand. Captain and Mrs. Babbidge are the parents of two daughters: Emily Julia, born at Astoria in 1909, who is a graduate of the high school there and is now attending the University of Oregon at Eugene; and Frances Elizabeth, who was born at Astoria in 1922.

ANTHONY NEPPACH

Anthony Neppach has for many years been actively and prominently identified with the industrial and business interests of Portland and his ability, sagacity and enterprise have gained for him a large measure of success, so that he stands today among the substantial and influential men of his community. Mr. Neppach was born in Fond du Lac, Wisconsin, on the 1st of March, 1856, and is a son of William Charles and Elizabeth Neppach, who came to Portland in 1871. For many years his father conducted a meat market in East Portland, while Mr. Neppach's brother owned a drug store at the corner of Oak and First streets, Portland.

Mr. Neppach received his education in the public schools of his native state and was about fifteen years of age when he accompanied his parents to Portland. In 1877 he went to work for the Nicolai Brothers Company as bookkeeper and in 1887 acquired an interest in the business, the name of which was, in 1890, changed to the Nicolai-Neppach Company. In 1887 he became manager of the business, holding that position continuously until 1919, a period of thirty-two years, and then sold his interest in the concern, the splendid growth of which had been largely due to his able management and sound business judgment. Mr. Neppach is now giving his attention largely to the management of the Colosseum Amusement Company, of

which he is president. The original backers of this enterprise, who had partially completed the building, failed and because Mr. Neppach's company had done the mill work for it, Mr. Neppach stepped in and, taking over the interests of the promoters, completed the construction of the building, for which he put up fifteen thousand dollars in cash. Later he spent sixty-four thousand dollars in equipment and improvements, and now has one of the most complete and valuable properties of its kind in the northwest. He is managing the Colosseum in an up-to-date and progressive manner, so that it has proven a profitable enterprise, besides filling a great public need. Mr. Neppach is also president of the Portland Hockey Association, one of the leading sport organizations of the city.

In 1888 Mr. Neppach was united in marriage to Miss Kate M. Sohms, who died in 1924. In Masonry Mr. Neppach has received the thirty-second degree of the Scottish Rite, and is a Noble of the Mystic Shrine. He gives his political support to the republican party and in local public affairs has shown himself interested in everything pertaining to the progress and development of Portland. He is a man of ripe experience in practical affairs, his opinions being highly regarded by his business associates, and throughout this city he commands uniform confidence and respect.

GEORGE G. GUILD

A successful record is that of George G. Guild, who by his inherent force of character, his developed capability, sound judgment and unfaltering enterprise has worked his way steadily upward. He has never hesitated to venture where others have feared to go and has been the pioneer in various features of the paper trade of the country. As president and general manager of the Columbia Paper Box Company of Portland he is now widely known and the trade of the house extends not only to various sections of America but into foreign lands as well. Back of this enterprise stands George G. Guild, whose initiative, ambition and enterprise have ever carried him forward toward the goal of success.

Mr. Guild is a native of Scotland, where his birth occurred in Edinburgh, March 13, 1873. As soon as he had completed his education in the schools of that country he began learning the paper business, which he thoroughly mastered in principle and detail. There is today practically nothing about paper that he does not know and his comprehensive knowledge enables him to speak with authority upon this subject. In 1896 he came to the United States and in New York city entered the employ of the Robert Gair Company, the slogan of which was "If its made of paper we make it." During the following decade Mr. Guild traveled for this company, covering the south, the Pacific coast and parts of Europe, and thus he added to his knowledge and experience. Later he became identified with the United States Paper Export Association of New York and did pioneer work in the Orient, selling paper in China, Japan and other countries, obtaining his largest order for book paper in Japan. He sold both the natives of the Orient and the English residents of that section of the globe, and such was his success in developing the trade that headquarters were established in Honolulu, with Mr. Guild in charge there for seven years.

The year 1915 witnessed his arrival in Portland and immediately afterward he purchased the business of the Grasle Paper Box Company, which had long been established. It was, however, a very small enterprise, employing only three people, while its largest monthly sales had amounted to only a thousand dollars. Mr. Guild reorganized the business under the name of the Columbia Paper Box Company and is today president and general manager of the notably large and successful enterprise with his son, Donald H. Guild, as vice president. This was the second folding box factory in the northwest and from a small beginning the business has grown to extensive proportions, its sales amounting to more than a half million dollars annually, while back of the trade is a splendidly equipped plant supplied with all modern machinery for the conduct of business of this character. In 1928 Mr. Guild purchased the business of the Tag Products Company, Inc., and is now carrying on the enterprise under the name of the Columbia Tag Company. Additions have been made to the factory, which is now two hundred feet in length by sixty-five feet in width, thoroughly modern in every way and employing on an average of sixty people. In



GEORGE G. GUILD

modern parlance Mr. Guild is a go-getter. His broad vision places before him an objective and he never stops short until he reaches it.

In 1904 Mr. Guild was married to Miss Hulda E. Holden and they have three children: Hulda M., now the wife of John McIntyre, of Chicago; Donald, who is associated in business with his father and whose training comprised a year at the Oregon State College, while at present he is continuing his studies in the University of Oregon at Eugene; and Helen, who is attending the Grant high school.

Mr. Guild is connected with the Portland Chamber of Commerce and with the Rotary Club and for three years was president of the Oregon Manufacturers Association. He has been and is still very active in promoting the sale of Oregon made products and for five years he served on the board of directors of the association. For seven years he has been a director of the Public Welfare Bureau. His interests and activities center in Portland, her development and her upbuilding, and in the management and conduct of public interests he displays the same qualities which have made him notably successful in business. What he plans he accomplishes. In his vocabulary there is no such word as fail and his vision constantly broadened as step by step he progressed. He certainly deserves great credit for what he has achieved and his life record should serve to inspire and encourage others, showing what may be accomplished through individual effort.

McENTEE, HENNESSEY & GOETSCH

The firm of McEntee, Hennessey & Goetsch, funeral directors, conducting one of the most successful establishments of the kind in Portland, had its inception in the organization of a partnership concern known as Dunning & McEntee, in 1905, the senior member being George Dunning. A new building was erected at the corner of Broadway and Ankeny streets, where the firm continued business until its dissolution in 1919. The same year Mr. McEntee organized the firm of McEntee & Eilers and located for business at 547 Everett street, the present address of McEntee, Hennessey & Goetsch, which concern was organized to succeed McEntee & Eilers on the 1st of November, 1923. Since the death of the senior partner, George C. Hennessey has served as president, with Leo Goetsch as vice president and manager. In their large and modern funeral home at Sixteenth and Everett streets in Portland, McEntee, Hennessey & Goetsch cater to a large following. Their work in the community, as they conceive it, as they endeavor to perform it, is removed far and above a cold business transaction; the personal, the humanitarian, the grief alleviating element is always their first consideration.

Leo Goetsch, vice president and manager of the firm of McEntee, Hennessey & Goetsch, was born in Milwaukee, Wisconsin, June 8, 1885, a son of Leo and Louise (Hahn) Goetsch. His paternal grandfather, Herman Goetsch, emigrated to the United States from Germany in 1850 and was followed by the other members of the family two years later. He was a wagon maker by trade and lost his life at the battle of Lookout Mountain in the Civil war. Leo Goetsch, Sr., the father of Mr. Goetsch of this review, also enlisted in the Civil war, becoming a member of Company F, Sixth Wisconsin Volunteer Infantry, with which he served without injury until the Army of the Potomac was entering Richmond, when he sustained a wound in the shin that incapacitated him for further duty. Like his father, he followed the trade of wagon making.

Leo Goetsch, Jr., remained a resident of his native city until twenty years of age and then made his way to St. Paul, Minnesota, where he was identified with the undertaking business for two years. It was in 1908 that he came to Oregon and during the first two years of his residence in this state he was associated with W. T. Rigdon in the undertaking business at Salem. In 1910 he took up his permanent abode in Portland, where he was connected with the undertaking establishment of Dunning & McEntee until 1918 and during the succeeding six years was in charge of the county coroner's office under Dr. Earl Smith. Since 1924 he has been a member of the firm of McEntee, Hennessey & Goetsch. He married Myrle Bondurant, of Portland, and they are the parents of a daughter, Maxine, now fourteen years of age. Mr. Goetsch is a worthy exemplar of the teachings and purposes of the Masonic fraternity, belonging to Lents Lodge, A. F. & A. M.

George C. Hennessey, president of McEntee, Hennessey & Goetsch, is a native of Prince Edward Island, Canada, born December 15, 1879. When a lad of twelve years he left home for Lapeer, Michigan, where he attended school. His cousin, Father Francis Kelley, now bishop of Oklahoma, was at that time pastor of a parish in Lapeer. After putting aside his textbooks Mr. Hennessey made his way to Detroit, where he was employed in an undertaking establishment for two years. On the expiration of that period he took charge of the chapel cars for the Catholic Church Extension Society, in the interests of which he traveled through many states for seventeen years, spending the greater part of the time, however, in Oregon, Washington and Idaho. It was the work of this society to visit rural sections and interest people in the establishment of churches. Mr. Hennessey severed his relations with the Catholic Church Extension Society to enter upon his present business association in Portland. At the time of his resignation Pope Pius XII conferred upon him the degree of Knight Commander of the Holy Sepulcher, the highest honor possible to be given a laymen. Fraternally Mr. Hennessey is affiliated with the Knights of Columbus, the Loyal Order of Moose and the Benevolent and Protective Order of Elks in Portland.

JAMES W. MOTT

One of the most distinguished members of the bar of Clatsop county is James W. Mott, of Astoria, who not only holds a high place among the able and successful lawyers of this section of the state, but has also a splendid record as a legislator, in which capacity his services were of a character that in a very direct way promoted the public interests. Mr. Mott was born in Clearfield county, Pennsylvania, on the 12th of November, 1884, and is a son of Dr. W. S. and Willetta (Bunn) Mott, also natives of that locality. His father received a good public school education and graduated from the Eclectic Medical Institute, of Cincinnati, Ohio, with the degree of Doctor of Medicine. He began practice in his native county, where he remained until 1889, when he came to Oregon, locating in Salem, where he opened an office and engaged in the practice of medicine until shortly before his death, which occurred in 1919. His widow is still living in that city. They became the parents of three children, namely: James Wheaton; Dr. Lloyd Howe, who is in the government medical service at Seattle, Washington; and Dr. William Boyd, who succeeded his father at Salem, where he is still practicing.

James W. Mott, who was about five years of age when his family came to Oregon, attended the public schools and a preparatory normal school in Salem, the University of Oregon and Leland Stanford University. He completed his studies at Columbia University, New York city, where he was graduated with the degree of Bachelor of Arts in 1909. Later he took up the study of law, graduating from Willamette University Law School, and in 1917 was admitted to the bar of Oregon. In that year he came to Astoria, opened a law office and has practiced his profession here to the present time, with the exception of the period of his military service. In July, 1918, he closed his office and enlisted in the United States Navy, in which he served until the close of the war, when he was honorably discharged. In 1919 he reopened his law office. A constant student of law, careful and painstaking in his attention to cases entrusted to him and adhering closely to the highest ethics and traditions of his profession, he is well established in public confidence and commands a large and remunerative practice. In 1920 Mr. Mott was elected city attorney of Astoria, in which capacity he served until January, 1923.

In 1919, Mr. Mott was united in marriage to Miss Ethel Lucile Walling, who was born in Polk county, Oregon, and is a daughter of Jesse and Cora (Loose) Walling, both of whom were natives of Oregon and members of old pioneer families of this state. Her paternal great-grandfather, Gabriel Walling, crossed the plains with ox-teams and covered wagons in 1847 and was numbered among the first permanent settlers of Oregon territory, taking up a donation land claim in Polk county. Members of the Walling family were identified with the early public affairs of the territory, serving as members of the first territorial legislature in the '40s. Mrs. Mott attended the public schools and completed her education at the Oregon Agri-

cultural College. Mr. and Mrs. Mott are the parents of two children, Frances Anne, born November 29, 1921, and Dorothy May, born August 6, 1923.

Politically Mr. Mott has always supported the republican party and from young manhood has taken a keen interest in public affairs. In November, 1922, he was elected to represent the nineteenth legislative district (Clatsop county) in the state legislature, and was reelected in 1924 and 1926, serving three terms. His service in that body was marked by a sincere and determined effort to promote such legislation as would best conserve the public interests and, in the face of powerful opposition, he succeeded in securing the enactment of several important bills. During the first session after his election Mr. Mott introduced a bill designed to aid the city of Astoria in rebuilding its public property destroyed by fire by appropriating annually for a period of seven years a sum of money equal to the amount of the state taxes on all real and personal property located in the city of Astoria. Though this bill was reported out of committee with a unanimous adverse report, it was eventually passed, through Mr. Mott's personal efforts and skillful parliamentary tactics. One of the chief objections to this bill was that the state had no money and could not assume the financial burden imposed by the bill unless an equivalent amount could be raised from other sources than the taxpayers. To meet this objection Mr. Mott introduced a bill increasing the fees and licenses required of foreign insurance companies doing business within the state. This bill, which was opposed by able members of the house and an active lobby maintained by the insurance companies, was passed, and provided more than enough money to meet the demands of the Astoria relief bill. Two other bills along the line of remedial legislation introduced and sponsored by Mr. Mott were those repealing the anti-trolling act and abolishing fish wheels. The first named bill was passed. The second bill, which was of vital importance to the industrial interests of the state, was introduced with the announced intention of holding it in committee as a counter measure in the event of the introduction of another bill to prohibit trolling. It was not believed that Mr. Mott's bill could be passed in the house, but it was thought that it could be passed if taken directly to the people. Therefore, at the close of the session Mr. Mott drafted the present law abolishing fish wheels, secured the official endorsement of the Oregon State Grange, the State Federation of Labor and the state fish commission, and at the ensuing election the bill was passed by a majority of more than thirty thousand. The foregoing bills are referred to specifically because they are examples of important and exceedingly difficult legislation which was passed in nearly every instance, not only over the adverse reports of the committees to which they were referred, but also in the face of organized opposition which at the time was considered impregnable. In the primary election of 1928 Mr. Mott was a candidate for the nomination for congress from the first congressional district, consisting of seventeen counties, comprising all of western Oregon excepting Multnomah county. His opponent was W. C. Hawley, who has represented this district for twenty-one years continuously. Mr. Mott made a splendid race, but was defeated. However, he has already announced that he will again be a candidate for congress two years hence. His friends believe that he has shown abundant qualifications for the office and that he would honor his district in the national legislative body.

Mr. Mott is a member of the Benevolent Protective Order of Elks, the Knights of Pythias, the Woodmen of the World, the Sigma Chi and Acacia fraternities and the Kiwanis Club, and he and his wife are members of the Presbyterian church. Steadfastness in adherence to principle, loyalty to the best interests of the people and unswerving integrity in every relation of life have marked Mr. Mott's career and today no citizen of this community stands higher in the confidence and respect of the people.

JOHN CYPRIAN STEVENS

John Cyprian Stevens is senior member of the firm of Stevens & Koon, consulting engineers of Portland, with offices in the Spalding building. He was born at Moline, Kansas, January 9, 1876, his parents being Charles F. and Esther M. (Kilgore) Stevens, the former born at Paris, Maine, in 1841, and the latter in Illinois in 1844. He was a young man of twenty-nine years when in 1905 the degree of B. S. C. E.

was conferred upon him by the University of Nebraska, from which institution he also received the degree of C. E. in 1928. Renown has come to him as the inventor of the hydrometric instruments known as Stevens' Continuous Water Stage Recorders, used to automatically record the stages of water in lakes, rivers, mountain streams, reservoirs, irrigating ditches, canals, sewers, mill-races and in drainage work. These have been manufactured for the past sixteen years by Leupold-Volpel & Company, makers of scientific instruments in Portland. Mr. Stevens was formerly district engineer of the United States Geological Survey and is now well known as a consulting engineer, with offices in Portland. His military record covers service in the Spanish-American war in the Philippines during 1898 and 1899 as a member of the Fifty-first Iowa Volunteer Infantry.

On the 15th of June, 1905, at Lincoln, Nebraska, Mr. Stevens was married to Nancy Camming and they are the parents of two daughters and a son, namely: Jane C., twenty-two years of age, who became the wife of R. E. Cowles in 1927; Martha E., who is twenty years of age; and Robert John, a youth of sixteen.

FRANK A. TAUSCHER

No history of Portland and its commercial and industrial activity would be complete without mention of the Doernbecher Manufacturing Company, and with the growth and success of this important enterprise Frank A. Tauscher has been associated from the age of fourteen years. While at all times giving full and due credit to the founder and proprietor of the business, it is well known that he did much to further this undertaking, cooperating most efficiently in all Mr. Doernbecher's plans and supplementing his processes by practical service that led to the successful accomplishment of his purposes. Mr. Tauscher was born in Austria, January 29, 1879, but was only five years of age when he came to the United States in company with his parents, Ambrose and Julia Tauscher, who settled in Chehalis, Washington. Before emigrating to America the father had been connected with lumber and flour mills of Europe and after becoming a resident of Chehalis secured employment in the Doernbecher factory.

The educational opportunities of Frank A. Tauscher were somewhat limited. He attended the public schools to the age of fourteen, when one day he carried his father's lunch to the factory, where he saw a piece of wood carving. It was always natural for him to draw and he picked up a piece of wood on which he began copying the carving. Thoroughly intent upon the task, he finally realized that someone was watching and saw that it was Mr. Doernbecher, who complimented the boy on his accuracy and ability and at once made arrangements for him to start in to learn wood carving and designing. A private teacher was secured for his instruction and he studied at nights while working in the factory in the day at a salary of fifty cents per day. From the first Mr. Doernbecher took a special interest in the lad and allowed him to use his tools in learning the trade. In the meantime he was also acquiring much other knowledge about the factory and its operations. The actual date of his beginning work there was September 6, 1893, and from that point forward through more than a third of a century he was closely associated with the business, making steady progress through his close application and the development of his powers. Mr. Doernbecher was an expert wood carver and designer and watched the boy's work, helping him at all times. His efforts were recognized and rewarded by promotion as his efficiency increased. In 1900, when Mr. Doernbecher removed his factory from Chehalis to Portland, Mr. Tauscher came with him and greatly assisted him in building the first unit of the present immense plant and in getting the factory started. In a word he was one of Mr. Doernbecher's right hand men, his knowledge enabling him to readily comprehend what his employer wanted and to make it a tangible element in the conduct of the plant. In the beginning only about seventy people were employed in Portland, but as the business grew the force increased to over seven hundred employes and unit after unit of the great factory was built. He always worked with Mr. Doernbecher, who would make many suggestions which were carried out by Mr. Tauscher. The latter also brought forth many original ideas that became factors in the operation of the plant and as the business grew he was placed in charge of the shipping room and finish department and continued to act in that capacity for a time but later concen-



FRANK A. TAUSCHER

trated his attention upon designing. On the 1st of July, 1928, he sold his interest in the plant but continues as designer.

On the 27th of October, 1915, Mr. Tauscher was married to Miss Florence Harpka, of St. Paul, Minnesota. He is a member of the Elks Lodge, No. 142, of Portland but has largely concentrated his time and attention upon business affairs, ever recognizing the ability of his employer and giving to the master mind great credit for the notable success of the enterprise. He says that in the factory Mr. Doernbecher was all business and very strict, expecting and demanding thorough loyalty, but outside of his factory was a most genial companion, never displaying any feeling of superiority over his men but giving to them his warm friendship. Mr. Tauscher says that there are three outstanding events in his life for which he needs to be thankful, the first being that his father early taught him frugality, the second that he had the benefit of instruction from a private teacher in Chehalis and the third that he had his training under Mr. Doernbecher. On the other hand there are many boys who would not have profited by these conditions, but Mr. Tauscher was industrious and was prompted by a laudable ambition to succeed. He therefore used his opportunities wisely and well and with the passing years advanced to a position of prominence in the manufacturing circles of the Columbia River valley.

PHILLIPS BECK

Phillips Beck, of Portland, who is conducting a large and successful insurance business for his company, has gained wide recognition because of his energetic and enterprising methods and is regarded as an unusually competent and capable business man. He was born in Dorchester, Massachusetts, in 1878, and is a son of F. Alleyne and Sarah Edwards (Piper) Beck. In 1879 the family came to Portland, Oregon, making the journey by way of the isthmus of Panama, and there the father became connected with Allen & Lewis, and later was a partner with Henry Hewett in the insurance business. Subsequently he moved to Seattle, Washington, where he had charge of the marine department of Alexander & Baldwin, Ltd., and his death occurred there in 1924. His wife died in Massachusetts in 1901.

Phillips Beck attended the public schools and graduated from Bishop Scott Academy in Portland, and in 1895 he entered the employ of Henry Hewett & Company, of which concern he became treasurer. On August 15, 1917, the California Insurance Company, sellers of fire and automobile insurance, made him special agent for Oregon and he is still holding that position. He has devoted his attention closely to his work and now has over one hundred agencies in Oregon and Idaho. For thirteen years Mr. Beck also served as agent for Margaret Burrell Biddle, managing her extensive property interests in Portland.

On June 1, 1914, Mr. Beck was united in marriage to Miss Wilhelmina K. Hoffmann, of Portland, and they are the parents of a son, Frederick, who is now twelve years old. Mr. Beck is a staunch supporter of the republican party and is a life member of the Multnomah Athletic Club. His well directed efforts have gained for him a merited prominence in the business circles of Portland and all who know him entertain for him the highest feeling of respect, for he has shown himself a man among men and well worthy of their esteem.

FRANK PATTON

Among the men who have in very large measure been responsible for the growth and development of Astoria stands Frank Patton, president of the Astoria Savings Bank and one of this city's most progressive and successful business men. The Astoria Savings Bank was organized on December 18, 1890, with the following officers: I. W. Case, president; J. Q. A. Bowlby and C. H. Page, vice presidents; and Frank Patton, cashier. Mr. Case served as president until his death, in 1894, and was also the owner of a private bank which he had established in 1865, being the pioneer banker of Astoria. He was succeeded in the presidency by Mr. Bowlby, who served until 1896, after which C. H. Page was president until 1900, when he sold out

and was succeeded by Mr. Bowlby, who served for four years. O. I. Peterson was president from 1904 to 1923, when he died and was succeeded by Asmus Brix, who died six months later. Frank Patton then became president and has served in that capacity to the present time, the other officers and directors being: P. J. Brix and Austin Osburn, vice presidents; M. E. Masterson, cashier; A. W. Stine and Harry Knokey, assistant cashiers; G. C. Fulton and T. S. Cornelius, directors. The original capital of the bank was one hundred thousand dollars, which was increased to one hundred and fifty thousand dollars in 1907 and to two hundred thousand dollars in 1923. Its surplus and undivided profits now amount to over two hundred and twelve thousand dollars and its total resources are over three and a half million dollars. The bank building was destroyed in the great fire of 1922, but the vault was unharmed and the present splendid structure was immediately erected, at a cost of two hundred and fifty thousand dollars. This bank has always been regarded as one of the strongest and most influential financial institutions of this section of the valley and has stood as one of the bulwarks of the commercial prosperity of the community which it serves.

Frank Patton was born in Marion county, Oregon, in 1861, and is a son of Thomas William and Julia A. (Dickens) Patton, who crossed the plains from Missouri to Oregon in 1848. The father took up a donation land claim, on which he successfully followed farming and stock raising, and which is still in possession of the family. Both parents are now deceased.

Frank Patton attended the public schools and was a student in Willamette University four years. In 1881 he came to Astoria and entered the employ of J. O. Hawthorne & Company as a bookkeeper, remaining with that concern during two summers. He then went to work for the government on the survey of eastern Oregon, being thus employed for two years, and on his return to Astoria went to work in the private bank of I. W. Case, with whom he remained for five years, when he became one of the organizers of the Astoria Savings Bank, with which he has been identified continuously since. In 1893 Mr. Patton engaged in the canning business, but seven years later he sold out to the Libby-McNeil interests for five hundred thousand dollars. He also became one of the officers of the Clatsop sawmill, which he later sold for two hundred and fifty thousand dollars. He is the president and a director of the Fellman Manufacturing Company, makers of furniture and employing fifty men, and is the owner of extensive timber interests. He was a member of the committee of ten who had in charge the rehabilitation of Astoria after the fire of 1922 and set a worthy example by having his bank ready for business in temporary quarters five days after the fire. For eight years he was a member of the port of Astoria and he helped to finance the construction of the fine system of docks at Astoria and in countless ways has shown foresightedness and clear-headed judgment which have enabled him not only to realize large personal prosperity, but also to contribute to the commercial and civic welfare of the community.

In 1891 Mr. Patton was united in marriage to Miss Maude Saffarrans, who was born and reared in Oregon City, and is a daughter of Dr. Henry Saffarrans, who located in that city in 1844. Mr. Patton is a member of Astoria Lodge, No. 180, B. P. O. E., the Chamber of Commerce and the Astoria Golf and Country Club. A man of strong character and marked individuality, he is at the same time cordial and unaffected in manner, and throughout the community which has been honored by his citizenship he commands uniform confidence and respect.

JOHN K. KOLLOCK

John K. Kollock, senior partner in the law firm of Kollock & White of Portland, was born in Milwaukee, Wisconsin, November 3, 1870, his parents being F. N. and Mary G. (Green) Kollock, who came with their family to Portland in 1895. The father was local representative of the Pennsylvania Railroad Company in this city for many years and passed away in 1917, but the mother still resides in Portland.

In the acquirement of his education, supplementing his early studies, John K. Kollock entered Amherst College in 1888 and was graduated in 1892 with the Bachelor of Arts degree. Soon afterward he became a student in the New York Law School and won his LL. B. degree in 1895. Since that time he has practiced continuously

in Portland and is a member of the Multnomah County and Oregon State Bar Associations.

Mr. Kollock was married in 1896 to Fredericka S. Massey, of Brooklyn, and they have a daughter, Mary, now fifteen years of age. Fraternally Mr. Kollock is a Mason, has attained the Knight Templar degree in the York Rite, the thirty-second degree in the Scottish Rite and is a Shriner. He also belongs to the University Club and his political allegiance is given to the republican party.

C. D. JOHNSON

Gifted with clear vision, a genius for organization and an aptitude for successful management, C. D. Johnson has become one of the foremost lumbermen of the Pacific northwest and a power in constructive development. He maintains his headquarters in Portland and controls the operations of the Pacific Spruce Corporation, which has three subsidiaries, C. D. Johnson Lumber Company, Manary Logging Company and Pacific Spruce Northern Railway Company.

In the paternal line Mr. Johnson is of English lineage and his maternal ancestors were natives of Scotland. C. D. Johnson was born at Cato, six miles from Corning, New York. At the age of twelve years he went to Kansas with his parents, who settled on a farm ten miles from Larned. When he was a young man of nineteen, the family moved to Kansas City, Kansas, and it was in that year that he went to Louisiana to seek his fortune.

While acting as collector for a local firm in New Orleans, he met John Newton and became an employe in the latter's sawmill at Chopin, Louisiana. Mr. Johnson worked for five months on the trimmer and afterward was transferred to other departments, filling various positions in the mill. On leaving Chopin, he joined three young men and journeyed to Shreveport, Louisiana, proceeding from that point by rail to Carmona, Texas. They went there for the definite purpose of sawing logs in the woods and worked for Sam Allen, cutting logs at fifty cents a thousand. Mr. Johnson reached his majority while along the line of that section of the Missouri, Kansas & Texas Railroad known as the "Trinity Tap." Later he went to Barnum, Texas, as shipping clerk for A. W. Morris and was also made foreman of the lumber yard. For about a year and a half he remained with Mr. Morris, a pioneer in the sawmilling industry of Texas, and derived much benefit from that association. As the years passed he continued to absorb knowledge of the business, which was all grist to the mill of his strong and adaptable personality and helped him to work out his destiny.

From the Trinity Tap country Mr. Johnson returned to Kansas City and next went to Chicago, becoming foreman for the South Branch Lumber Company in the days when Francis Beidler and B. F. Ferguson were dominant factors in the control of that corporation. After that experience he went to Clinton, Iowa, and trucked lumber for the W. J. Young Company. Then something better showed up. Going to New Lewisville, Arkansas, he was made foreman of the yard of the Sunny South Lumber Company and afterward became superintendent of the entire plant. While thus engaged he met Miss Dorothy Farrar, whom he married, and to them were born three sons: Dean, Ernest E., and Robert.

Mr. Johnson remained in New Lewisville until the business came into the hands of R. L. Trigg and then went to St. Louis. There he incorporated the R. L. Trigg Lumber Company. At the time of the incorporation of the Frost-Trigg Lumber Company, the successor of the R. L. Trigg Lumber Company, Mr. Johnson assumed the duties of vice president and general manager. While manipulating the affairs of the Frost-Trigg Lumber Company he started the movement which resulted in the creation of the Union Sawmill Company and the Little Rock & Monroe Railway Company. He then became interested in the Lufkin (Texas) Land & Lumber Company. At that time he was president of the Union Sawmill Company and the Little Rock & Monroe Railway Company; vice president and general manager of the Frost-Trigg Lumber Company; a stockholder in the Lufkin Land & Lumber Company and a director of the Noble (La.) Lumber Company. Following the Frost-Trigg Lumber Company organization, in which Mr. Johnson participated, and which included the Red River Lumber Company, the Noble Lumber Company, Inc., the Union Sawmill

Company, the DeSota Land & Lumber Company, the Black Lake Lumber Company and the Star & Crescent Lumber Company, the Frost and Johnson interests in these institutions effected a reorganization under the style of the Frost-Johnson Lumber Company.

In February, 1918, C. D. Johnson severed his connection with the Frost-Johnson Lumber Company and for two years thereafter divided his time between New York and San Francisco, searching for an opportunity for an investment in western timber commensurate with his ideas. His first investment on the Pacific coast was in a sugar and white pine proposition, known as the Davies-Johnson Lumber Company at Cal-pine, California, which he sold to his partners after the formation of the Pacific Spruce Corporation.

Mr. Johnson is president of the Pacific Spruce Corporation, the C. D. Johnson Lumber Company, the Pacific Spruce Northern Railway Company and the Manary Logging Company. Through intensive study and years of practical experience he has acquired an exhaustive knowledge of the lumber industry, which has constituted his life work. In his character the qualities of enterprise and conservatism are happily blended and at all times he is actuated by an accurate sense of business exigency. It is by men of such well balanced nature that the best work is accomplished and the most enduring results obtained. They take no backward step and their attainment of a goal is not a temporary triumph but a permanent conquest.

The Pacific Spruce Corporation may be said to date from November 17, 1920, the day on which, as a corporation, it made a contract with the United States Spruce Production Corporation for taking over the property of that company in Lincoln County, Oregon. The officers of the Pacific Spruce Corporation are C. D. Johnson, president; Dean Johnson, vice president and general manager; E. E. Johnson, secretary-treasurer; R. S. Trumbull, assistant secretary; and J. F. Markham, assistant secretary-treasurer. The board of directors is comprised of H. B. Hewes of Jean-erette, Louisiana; Nathan Paine and Edward W. Paine of Oshkosh, Wisconsin; Mrs. Anne S. Downman and J. W. McWilliams of New Orleans, Louisiana; Clyde R. Lyon of Decatur, Illinois; C. D. Johnson and E. E. Johnson of Portland, Oregon; and Dean Johnson, of Toledo, Oregon.

The corporation has in its possession today, inclusive of various tracts under option, approximately two billion feet of timber, its holdings being Sitka spruce and old growth yellow Douglas fir with a small percentage of western hemlock. It is not given to many lumber manufacturing firms to own and operate such an elaborately effective transportation system as does the Pacific Spruce Corporation. In this statement distinct reference is made to its facilities for getting its logs from the assembling point at South Beach to the mill; the handling of logs which come from Camp 12 through Depot slough to the mill; the towing of log rafts from Camp 1 on the Siletz river through the Pacific ocean to South Beach; the towing of all rafts of logs to the storage waters near the mill at Toledo, and the loading, towing and general handling of lighters from the mill at Toledo to shipside at the Newport dock. The crowning feature of the transportation service of the corporation is the operation of its steel steamers, "Robert Johnson" and "C. D. Johnson III". Rail shipments are made over the Southern Pacific line which extends from Yaquina through Toledo, via Corvallis, to the main line of the road at Albany, Oregon.

The sawmill is so designed and equipped as to enable it to produce the highest grades of lumber in maximum quantity at minimum expense. The planing mill has been electrified and is a model institution. The power house, completed in April, 1922, is of reinforced concrete construction and equipped to carry an immense load. From it emanates the power which drives the machinery in the sawmill, all of the manufacturing divisions, and the monorail system. In addition it furnishes lights throughout the plant and also to the towns of Toledo and Newport. Each building is equipped with an automatic sprinkling system and the corporation has also installed other appliances which reduce the fire hazard to a minimum.

In 1924 the corporation, through its president, donated a site for the Lincoln Hospital which was completed in 1925. The furnishings and equipment of the Lincoln Hospital are of the most modern character and highest quality obtainable. It is there that medical and surgical attention is given employees of the Pacific Spruce Corporation and its subsidiaries, although it is a general hospital and its service and accommodations are open to the public and any reputable licensed physi-

cian or surgeon is privileged to avail himself of the facilities provided for the prompt convenience and effective care of patients.

The C. D. Johnson Lumber Company, with offices in the American Bank Building, Portland, Oregon, was incorporated January 18, 1922. Its officers are C. D. Johnson, president; Dean Johnson, vice president; and E. E. Johnson, secretary, all of whom are members of the board of directors.

This is the exclusive selling agency for the Pacific Spruce Corporation. In the early period following the incorporation of the C. D. Johnson Lumber Company it proceeded slowly but surely, on specific lines laid out by C. D. Johnson, in its development of markets, and when the mill at Toledo began operating two shifts in 1923, it was in position to dispose of the entire output of the Pacific Spruce Corporation, a total of ten million feet of lumber monthly, with an ease which showed excellent groundwork in its organization. The C. D. Johnson Lumber Company is not alone looking to the immediate marketing of the output of the Pacific Spruce Corporation, but also looking far into the future when the nation will be more dependent on Pacific coast lumber products than it is today.

The product of the mills of the Pacific Spruce Corporation is being carried into far lands and into every market in the United States, and through its activities the Pacific Spruce Corporation has done for Oregon and its commerce what no group of citizens, Chambers of Commerce or other organizations might have done, and has also given more active commercial uplift to Lincoln county than has ever before occurred in its history.

ISADORE ST. MARTIN

Among the citizens of the Columbia River valley who, by their tireless and well directed individual labors, contributed in a very definite way to the improvement and development of their respective communities, the late Isadore St. Martin was one of the most highly respected, for his career was marked by earnest purpose, sound judgment and stanch integrity in every relation of life. He was a man of sagacity and vision, did well whatever he undertook, and well merited the success which crowned his efforts. Mr. St. Martin was born near what is now Chehalis, Lewis county, Washington, about 1836, and was a son of Andrew St. Martin. His father was a native of Montreal, Canada, and came to Oregon territory about 1830 as an employee of the Hudson Bay Company. He worked for Dr. John McLoughlin at the old fort at Vancouver as a millwright. He attended the historic meeting at Champoege in 1843, accompanied by his friend, F. X. Matthieu, and witnessed the saving of Oregon to the United States by the narrow margin of two votes. He took up a donation claim of six hundred and forty acres of land near the present city of Chehalis and lived there many years, his death occurring near Portland, Oregon, in 1886. He reared a large family of children and was highly respected by his fellow citizens.

Isadore St. Martin spent his boyhood at home, assisting his father in clearing and cultivating the land until the early '60s, when he went to The Dalles, Oregon, and engaged in packing supplies to the mines at Canyon City. In this work he used a large string of pack horses, and, being a great lover of horses, maintained a splendid outfit. He lived at The Dalles until the spring of 1873, when he came to Skamania county, Washington, and took up a homestead six miles east of Stevenson. The land was covered with heavy timber, and after building a log house, he began the task of clearing the place, for which purpose he used oxen, hauling his logs to the Grant & Stone sawmill at Sprague, Washington. In the course of time he got a goodly part of the land cleared and he carried on its cultivation with success. On this land are fine medicinal hot springs, which he realized were of great value if properly utilized. To this end, he began to advertise their location and value, erecting cabins, tents and other accommodations, and met with such encouraging success that in 1898 he erected a large hotel and a number of bath houses, cleared off and beautified the surrounding grounds, and developed the place into one of the most attractive resorts in the northwest. St. Martin Springs, as the place is now widely known, has been patronized by thousands who have here found an ideal place to recuperate under pleasant and inviting environment, and the springs are patronized by people from all parts of the northwest and California. Mr. St. Martin continued

to give the ranch and springs his personal attention until his death, which occurred March 10, 1910, and was deeply regretted not only by the people of his immediate community, who had found him to be a man of worthy life and dependable character, but also by many of his former guests with whom he had formed lasting friendships.

In 1864, at The Dalles, Oregon, Mr. St. Martin was united in marriage to Miss Margaret Arquette, who was born near St. Paul, Oregon, in 1843, and is a daughter of Amab and Margaret Arequette, the former born in Canada, of French descent, and the latter in Oregon, the daughter of a Chimewa Indian princess. Mrs. St. Martin is still living on the home place, at the age of eighty-five years and is greatly beloved by all who know her. To Mr. and Mrs. St. Martin were born ten children, namely: Mrs. Virginia Gray; Eli, deceased; Frank, who died in infancy; Isadore; Amos, deceased; Mrs. Aurelia Kelly; Mrs. Maggie Ragan, of Carson, Washington; Mrs. Kate Haines, of Portland, Oregon; Mrs. Olivia Davey, of Portland, Oregon; and Lochinvar, of Carson. Mrs. Aurelia Kelly, who is now managing the hot springs for the family, was educated in the district schools, and in 1900 married E. W. Waddington; and in July, 1918, became the wife of E. P. Kelly, who was born in Pennsylvania. He was there reared and educated and in 1914 came to Washington, where he married Mrs. Waddington. Mrs. Kelly has shown herself a capable business woman and is successfully carrying on the work established by her father. She is a member of the Skamania County Pioneer Association and is deservedly popular throughout the community, having many warm and loyal friends.

BRUNO P. JOHN

A notable record is that of Bruno P. John, who rose from a very humble position in the business world to the vice presidency of the Doernbecher Manufacturing Company of Portland and is now at the head of the B. P. John Furniture Corporation, manufacturers of popular priced dining-room, bedroom and living-room furniture. His life story constitutes a chapter in the romance of business, indicating what can be accomplished when there is a will to dare and to do. Mr. John was born in Germany but was brought to the United States during his youth, the family home being established in Manistique, Michigan, where his father engaged in business as a miller and carpenter. After five years in Michigan, Bruno P. John left home and made his way to the northwest with Tacoma as his destination. He had previously had some business experience, for at the age of thirteen years he had begun working in a box factory in Michigan and thus laid the foundation for his later progress in the thoroughness with which he mastered the tasks assigned him. With his removal to Tacoma he secured a position in a sash and door factory, in which he was employed for a year. He next went to Chehalis, Washington, where he obtained employment in the sash and door factory of Luddinghouse Brothers, with whom he continued until eighteen years of age. He next went to Ainsle, near Winlock, Washington, and there became associated with F. S. Doernbecher. This was a history-making event in his life, for he continued with Mr. Doernbecher from that time until the latter's death and afterward remained with the company. When Mr. Doernbecher established a small furniture factory in Chehalis, Mr. John went with him, being at the time only twenty years of age. Owing to his thorough knowledge of the business, to his understanding of machinery and its operation and his ability to handle men, he was made foreman of the plant before he had attained his majority. He continued with Mr. Doernbecher at Chehalis until 1899, when the factory was removed to Portland and the business there continued under the name of the Doernbecher Manufacturing Company. The years recorded a steady expansion in the growth of the business and Mr. John was made factory superintendent and general manager, thus assuming large responsibility in connection with the management of what became one of the foremost productive industries of the city. As the years passed his earnings were more and more largely invested in the stock of the company and following the death of Mr. Doernbecher he became vice president and bent his energies to administrative direction and executive control until July, 1927, when he retired. His contribution to the success of the business was a notable one. While Mr. Doernbecher looked after the financial control, Mr. John was the general manager of the business and plant and as such traveled extensively, investigating similar enterprises in other parts of the



BRUNO P. JOHN

country. He adopted the latest improved methods and machinery and as a result the factory became one of the most modern in the United States and the third largest in the extent of its output and trade relations. He was the first to introduce the use of cottonwood and alderwood. After his retirement from the Doernbecher Manufacturing Company Mr. John organized the Union Lime Company of Grants Pass, Oregon, but later sold out.

The following article, which appeared in the publication "The Pacific Northwest Furniture Dealer" of September, 1928, finds appropriate place here: "The two biggest deals in the furniture industry on the Pacific coast in the past year have centered about Bruno P. John, who is one of the best known men in western furniture circles. In July of 1927 Mr. John severed his connection after thirty-six years of service with the Doernbecher Manufacturing Company of Portland, Oregon. In August of 1928, twelve months later, he concluded a transaction by which he became the owner of the modern extensive furniture plant of the Carman Manufacturing Company of Portland. In the first named transaction it is reliably reported that his associates in the Doernbecher Manufacturing Company purchased Mr. John's interest for one million, two hundred and fifty thousand dollars. In the recent Carman deal the writer has it from equally indisputable sources that the consideration was six hundred and twenty-five thousand dollars.

"Mr. John began his business life as an ordinary worker, starting with the Doernbecher Company in 1891. As time passed the late Mr. Doernbecher came to the realization that he had in this young man the making of an executive of unusual ability, with the result that Mr. John was made foreman. How well he fitted this position and how well he prepared himself for the 'job ahead' came to light a little later when he was made plant superintendent. In this responsible position he remained until the death of Mr. Doernbecher in 1920. This event caused a reorganization with the election of Mr. John as vice president and general manager of the plant, he becoming one of the principal stockholders, controlling forty per cent of the stock. The transaction which was consummated with the purchase of the Carman Manufacturing Company Portland plant, last month, was the result of negotiations running over a period of several months. Involved are eight acres of valuable ground located on an ideal site, with the Willamette river on one side and trackage facilities of all northern railroads on the other, which makes it practical for bringing in logs from the forests as well as increasing the efficiency in all outgoing shipments. The plant consists of four large brick buildings, three and four stories in height, and completely equipped with modern machinery. In addition to this, there is a complete sawmill, veneer machinery and large modern dry kilns. All of this equipment being on one piece of property makes it most attractive for Mr. John's method of volume production.

"The dealers on the Pacific coast have been depending upon the east for certain high-grade popular priced merchandise, that is, merchandise of the 1928 and 1929 standard, which they can sell to the masses who have learned to appreciate good finish, dependable construction and style. 'This I intend to furnish at a price within the reach of all,' said Mr. John. Those knowing Mr. John's ability to manufacture furniture at unusually low prices are looking forward with keen interest in receiving his first product, as he intends not only producing dining-room and bedroom furniture, but something unusual in upholstered living-room furniture, as well as a complete line of popular priced occasional chairs. While the new organization is completing hundreds of pieces that will balance the present Carman stock, they already have in process three thousand pieces of the first bedroom number, it being their policy to produce fewer patterns and to make volume cuttings. The plant is now employing over two hundred workmen, and with shifts starting in some departments, will shortly increase the number employed to four hundred. Present plans call for expansion in all departments and an additional investment of approximately two hundred thousand dollars. W. L. Swearingen, who represented the Doernbecher Manufacturing Company in San Francisco from 1920 until his resignation last July, is Mr. John's sales manager. He reports that he already has a sales organization working in California and will immediately start his men in the north, as well as the entire territory west of Denver. At this writing the new firm remains unincorporated, with but two officers, Mr. John as general manager and Mr. Swearingen as sales manager. Incorporation will follow. The new concern will be known as the B. P. John Furniture Corporation, manufacturers of popular priced dining-room, bedroom and living-room furniture. Both men have innumerable friends in the entire west who wish them both continued success."

Mr. John married Miss Helen Kronenberg, of Portland, a daughter of Daniel and Mary Kronenberg, early settlers here. They have become parents of two children, Imelda and Lester.

Fraternally Mr. John is associated with the Benevolent and Protective Order of Elks and with the Modern Woodmen of America, having been a member of the latter organization for more than thirty years. He occupies a beautiful home at 881 East Broadway and at the time he took up his abode there purchased the entire block, since which time he has erected several residences on the property which he has sold. His life record should be of inspirational value to others, showing what may be achieved through personal effort intelligently directed. Without special advantages at the beginning of his career and starting out at a period when most boys are in school, he worked his way upward step by step through the shops to a position of administrative direction as well as financial control.

DR. HARRY R. MANNELL

Dr. Harry R. Mannell is accorded an extensive and gratifying practice as a physio-therapist of Portland, where he has been active in this field of professional service during the past five years. He was born in Butler, Missouri, in 1882, his parents being Charles Henry and Jennie (Schneider) Mannell, who were married in Missouri. The father is now living retired in Los Angeles, California, where in former years he was actively engaged in the contracting business, thus figuring in the early development of the city.

Harry R. Mannell, one of a family of two sons and two daughters, was a lad of seven years when he was taken to Seattle in 1889 and later went to Los Angeles, where he attended school. Having determined upon a professional career, he subsequently began preparation therefor as a student in the dental and medical departments of the University of Southern California. Later he served in the medical department of the United States Army, being stationed successively at Fort Douglas, Fort Logan and Vancouver Barracks. Dr. Mannell took up the study of physio-therapy under a private tutor in Portland and following his graduation in 1923 opened an office in the Broadway building in this city. With the passing years his practice has steadily grown as he has demonstrated his ability to cope with the intricate problems that continually confront the practitioner in his efforts to restore health and prolong life.

In early manhood Dr. Mannell was united in marriage to Miss Rosa Arnold, of Portland, and they are the parents of three children: Coe, who is eight years of age; Jean, five years; and Charles Henry, two years. The Doctor is a member of the Benevolent and Protective Order of Elks and has won many warm friends in both social and professional circles of his adopted city.

JOHN W. HUGHES

One of the best known citizens of Forest Grove, Oregon, is John W. Hughes, who has not only been successful as a farmer, but has also gained a wide reputation as a capable and dependable auctioneer, which line of business he has followed for over a quarter of a century throughout the Pacific northwest. He was born at Forest Grove and is a son of Hon. Samuel R. and Georgia (Reid) Hughes. His father was born in Cooper county, Missouri, July 5, 1835, and was a son of John W. and Susan (Williams) Hughes. The family was founded in this country by Mr. Hughes' great-great-grandfather, Satawhite Hughes, who came from Ireland to America prior to the Revolutionary war. His son, also named Satawhite Hughes, was the father of John W. Hughes, who was born in Tennessee. John W. and Susan Hughes were married in Missouri in 1833. Samuel R. Hughes attended the public schools of Missouri and when twenty-one years of age went to Texas, where he followed the trade of blacksmithing, which he had learned in St. Louis. Later he was employed as an engineer on Mississippi river boats and then moved to Galveston, Texas, where he

worked for a short time in a foundry. From 1852 to 1856 he was engaged in the construction and operation of sugar mills, and then went to California, by way of the Isthmus of Panama, lured to that state by the stories of fortunes made in the gold fields. He mined in several of the interior counties of that state, but, not meeting with satisfactory success, returned to San Francisco and worked in a foundry for a short time. Later he was employed on coast survey work under Colonel Fairfield and on its completion came to Oregon, arriving at Portland, November 14, 1857. He worked at his trade there until March of the following year, when he came to Forest Grove and established a blacksmith shop, which he ran until 1864. He then went to the gold fields of Idaho, where for two years he ran an engine in a quartz mill. On his return to Oregon Mr. Hughes bought one hundred and sixteen acres of land adjoining Forest Grove, where he established his permanent home, living there until his death, which occurred April 5, 1898. He prospered as a farmer and added to his holdings until at the time of his death he was the owner of two hundred and eighty-six acres. In 1872 Mr. Hughes opened a hardware store, the first in Forest Grove, and four years later erected a store building, in which he carried on the business until his death, at which time he was the oldest merchant in this city in point of years of continuous service. He was greatly interested in public affairs and assisted in the organization of the Forest Grove Electric Light Company and the Forest Grove Cannery Company. On February 17, 1859, Mr. Hughes was married to Miss Georgia A. Reid, who was born in Lincoln county, Missouri. Fred Lockley, after an interview with Mrs. Hughes, printed the following in the Oregon Daily Journal of September 6, 1913: "For the past fifty-eight years I have lived in Forest Grove," said Mrs. Georgia A. Hughes. "My maiden name was Georgia A. Reid. My father, J. H. Reid, came with his family from Missouri in 1850. I was eight years old when we crossed the plains, so I remember the trip very distinctly. Captain Wilmot was in command of our train and his wife was the only one of our party who died on the trip.

"We stayed at Milwaukie during the winter of 1850. Next spring father took up his square mile of land allowed under the donation land act, nine miles southeast of Portland.

"In 1855, when I was thirteen years old, my sister and myself were sent to the Tualatin Academy at Forest Grove, as the Pacific University was then called. We boarded with Tabitha Brown, who was seventy-five years old when we first came to school. Mrs. Brown was a little woman physically, but in no other way. She was a bundle of will-power and energy. She was severe looking, but she had a big heart and as long as we girls minded her she was easy to get along with. She didn't object to good natured fun, but she was hard as ice and firm as iron when it came to a matter of principle and if any of the girls did anything mean or small she could wither them with her eye and tongue. She fell on the ice when she was younger and broke her hip, so she was lame and walked with a cane.

"In 1856 there was an Indian scare in Forest Grove. It was reported the Indians were coming to attack us. A watch was posted in the belfry of the college to give warning of the Indians' approach. The men went to the William Catching farm, a mile from town, and began to fortify it. Grandma Brown's eyes snapped when she heard of it. She took down her cane and she soon had the men at work fortifying the college instead. They dug a trench on the west side of the college and put up a log breastwork, but before they had completed the work word came that the rumor that the Indians were headed this way was untrue, so they quit.

"I went to school here for four years. When I was seventeen I got married to Sam Hughes, a blacksmith. He was twenty-three years old and owned his own shop. We started housekeeping in a three room board shack. He drove to Portland and bought some kitchen chairs, a table, a bed and some dishes. In those days young people were content to start with less than they are nowadays."

Mrs. Hughes was a daughter of James H. and Sarah J. (Kelly) Reid, who brought their three children to Oregon in 1850. After farming his land here for many years, Mr. Reid sold out and moved to Portland, where his death occurred. To him and his wife were born ten children, six sons and four daughters. To Samuel R. and Georgia A. Hughes were born nine children, as follows: Ada B., the deceased wife of A. B. Todd; Eugene, deceased; Samuel G., of Long Beach, California; George R., deceased; John Wilbur; Elva S., deceased wife of W. W. Gordon; Grace, who is the wife of E. E. Larimore, of Portland; Georgia May, who is the wife

of R. D. Cheney, of Portland; and Alice, who died in infancy. Mr. Hughes was a staunch republican in his political views and served as a member of the school board in early days. In 1896 he was elected to the state senate, in which body he performed valuable service. For a number of years he was a member of the city council and served three terms as mayor of Forest Grove. In 1895 he was made a regent of the Oregon Agricultural College, at Corvallis, and served in that capacity until his death. He was long a Mason and was buried with full Masonic honors. His wife was a member and a past worthy matron of the Order of the Eastern Star, had been a member of the Woman's Christian Temperance Union and was a devout member of the Congregational church. She died July 15, 1914, respected and beloved by all who knew her.

John W. Hughes received his early education in the public schools of Forest Grove and attended Pacific University two years. During his early life he devoted his attention to farming, in which he is still interested to some extent, owning a good farm. For many years he has followed the auctioneering business, in which he has specialized in pure bred livestock sales, though he also sells farm outfits occasionally. He has been employed as an auctioneer all over the western states and western Canada and has won high standing in his profession, due to his ability and square dealing.

In 1891, in Forest Grove, Mr. Hughes was united in marriage to Miss Clara Challacombe, who was born in Kansas. To them have been born four children, as follows: E. C., who married Miss Beth Potwin, and resides in Forest Grove; L. S., engaged in the confectionery business in Forest Grove, and married Miss Pearl Hall, of this place; Lynne, who graduated from Pacific University in 1928; and Grace, who is in high school. Mr. Hughes is a member of the Masonic order, in which he has held official position, as he has also in the Knights of Pythias. He has been a member of the Forest Grove Chamber of Commerce from the time of its organization. A capable and reliable business man, loyal and true in all of life's relations, he has shown himself well worthy of the respect which is accorded him by all who know him.

DAVID L. HOGGAN

David L. Hoggan, whose record is one of outstanding success and who deserves especial mention by reason of what he has accomplished, his life history illustrating the force of enterprise and determination as factors in the world's work, was born in Salt Lake City, Utah, January 6, 1890, a son of David and Martha (Swanier) Hoggan. The father died during the son's first decade. His maternal grandfather was one of the first general contractors in Utah and became one of the largest operators in that line in the state. The grandfather in the paternal line was Walter Hoggan, a native of Scotland, who became a contractor in stone in Utah.

It was in the public schools of his native city that David L. Hoggan acquired his education and after his textbooks were put aside he was employed at various places but always in connection with building operations, for he followed in the footsteps of his two grandfathers and has achieved notable distinction along this line. He has at different periods been located in Canada, New York and Idaho, and for a time was in Denver with Smith McCallin, the largest plaster contractor west of Chicago. In 1915 Mr. Hoggan arrived in Portland, where he at once embarked in the contracting business, his first job being the Couch school building. Today his books show that he has done a business amounting to over five million dollars, his pay roll amounting to between twelve and thirteen thousand dollars monthly, the number of his employes averaging from two hundred and fifty to three hundred and seventy-five. Some of the leading contracts which he has secured include the Multnomah County Hospital, the Shriners Hospital for Crippled Children, the new annex to the University of Oregon, the addition to the Good Samaritan Hospital, the Elks Temple, the Masonic Temple, the Knights of Columbus building, the Telegram building, the new Utilities building, the new Pacific building, the Weatherly building, the Oriental theater, the Portland theater and the new Heathman Hotel, while recently he has executed a two hundred and fifty thousand dollar contract on the new Veterans Hospital. This included thirteen buildings there and scores of others



DAVID L. HOGGAN

elsewhere. At American Lake he erected twenty-eight buildings for the government and he also built the court house at Kelso, Washington, the first National Bank Building, the Elks building, the Parrish high school, two theater buildings at Salem and the Elsinore theater, which is one of the finest in all the northwest. Mr. Hoggan carried on the business independently until 1919, when he was joined by Frank Lanning, this association being maintained until 1924. In the following year the present company was organized under the name of David L. Hoggan, ornamental plaster and stone industries. The business includes both plain and ornamental plastering, ornamental plaster and stone works and also brick and stone construction, and now associated with Mr. Hoggan are his two brothers, A. C. and L. G. Hoggan, and James L. Dorney and Adrian Voisin. In 1925 his present building was erected. It is a unique structure of modified Italian style, recognized as one of the finest in the city, while its odd character attracts wide attention. Mr. Hoggan believes in sharing his profits with his employes and therefore pays high wages, ranging from five dollars and a half per day to eighteen dollars. He has become a recognized authority in his line of work and thus it is that his business has reached extensive proportions, ranking him among the leading contractors of the northwest.

Mr. Hoggan married Miss Iris Danforth, of Portland, and they have two children, Patricia and David, Jr., aged respectively ten and six years. Fraternally Mr. Hoggan is a Mason, belonging to Harmony Lodge, the Scottish Rite bodies and the Mystic Shrine. He is also identified with the Benevolent and Protective Order of Elks and the Woodmen of the World and his public spirit is manifest in his connection with the Lions Club, the Portland Chamber of Commerce and the Oregon Manufacturers Association. He is interested in all that has to do with municipal progress and public improvement and supports all projects for the general good, while at the same time his business has been a contributing element to the improvement of the city.

MRS. TELITHA J. SHAW

One of the honored residents of Klickitat county, Washington, is Mrs. T. J. Shaw, of White Salmon, who has lived in this locality for nearly fifty years, during which period she has taken an active part in affairs relating to the welfare of her community. Mrs. Shaw was born in Missouri on the 15th of January, 1843, and is a daughter of Andrew and Permelia Teague. Her father, whose family originally came from Virginia, was born in Independence, Missouri, and her mother, who came from a Kentucky family, was born at Boonville, Missouri. Mr. Teague crossed the plains to California, with ox teams and covered wagon in 1849, and for two years was engaged in mining on Feather river. He then returned to Missouri and in 1852 conducted his family across the plains to the Golden state, being four months and ten days on the way. They located at Redwood City, San Mateo county, where they established his permanent home at Glenwood, Klickitat county, Washington, where Francisco and engaged in the active practice of his profession in Redwood City. He was a capable lawyer and served several years as superior judge of San Mateo county. His death occurred in 1861, and he was survived for many years by his widow, who passed away in 1910.

Their daughter, Telitha J., was given the advantage of a good public school education and remained at home until 1859, when she became the wife of James O. Shaw, who was born in Maine in 1827 and went to California in 1849, making the voyage around Cape Horn on the maiden trip of the steamship "Argonaut," from Boston. For five years he was engaged in mining in California, and then turned his attention to the logging and lumber business in the redwood district. He owned a large sawmill and, meeting with success, carried the business on until 1879. During that period he also owned and operated a large farm in San Mateo county. In 1879 he sold his California interests and came overland, with horse teams, to Oregon. He established his permanent home at Glenwood, Klickitat county, Washington, where he homesteaded and preempted three hundred and twenty acres of land. On this land he built the first sawmill in western Klickitat county, which he operated successfully for many years, and in 1886 he built the first hotel in Glenwood, which he conducted for twelve years. In 1898 he sold all of his holdings and retired from

active business, his death occurring March 24, 1913. He was a member of the Independent Order of Odd Fellows, was a man of excellent judgment in practical affairs, possessed sterling qualities and commanded the respect of all who knew him.

Mrs. Shaw now lives in a comfortable home in White Salmon, which they built and occupied at the time of their retirement. She served as postmistress at Glenwood for twenty-seven years, the mail being brought in weekly on horseback by Teunis Wyers from White Salmon. To Mr. and Mrs. Shaw were born six children, namely: Eufralia, deceased; Orlando C., deceased, who was the father of four children, Albert, George, Harriet and James, the last named being deceased; Chauncey C., deceased, who had a son, Raymond, who also is deceased; Lila M., who is the wife of E. E. Bartholomew, who owns a fine farm near Bingen, Washington, and they have four children, Everett, Alva, Zelah and Margaret; and Mrs. Betsy Wyers, who has a son, Teunis, a lawyer in Hood River, Oregon. On January 1, 1901, Mr. and Mrs. Shaw organized the Western Klickitat County Pioneer Association, of which Mr. Shaw was the first president and Mrs. Shaw the first secretary, and Mrs. Shaw is now the treasurer. She is a lady of kindly and gracious manner, genial and hospitable in her social relations, and during all the years of her residence in this county she has received the sincere respect and admiration of all who have known her.

A. J. DAVIS

The career of A. J. Davis, one of Portland's leading business men, exemplifies in a striking manner the possibilities open to any young man of right principles, ambition, determination and industry, for, though orphaned in young childhood and thrown on his own resources at a tender age, he has pressed steadily forward and has attained a worthy success. Mr. Davis was born in West Union, Iowa, in 1878, and is a son of John P. and Elvira (Wells) Davis. The mother died before their son was four years old. He received a limited public school education and at six years of age was working as an errand boy in a hardware store. At that early age he showed himself faithful to his duties, was gradually advanced in responsibility and at the age of fourteen years was the boss of a crew of men in the pump and windmill business. Later he was connected with the implement business for a time, and then became a plumber's helper. During these years he worked in various parts of Iowa and Illinois and in 1895, when seventeen years of age, went to Seattle, Washington, where he worked as a plumber's helper. Returning to the east, he was again connected with the implement business and eventually became a traveling salesman for farm implements and machinery. In 1901 he again located in Seattle, where he worked about one year, and then went into the plumbing business for himself, at which time his assets were sixty dollars in money and some tools. His venture proved successful and he saved three thousand dollars the first year. In 1903 (on Friday, the 13th) he came to Portland and entered into a partnership with T. M. Stark, under the firm name of the Stark-Davis Company, and engaged in the plumbing business, in which he has continued to the present time. In 1908 he bought out his partner, who had been in the plumbing business since 1888, paying him nine hundred dollars for his interest, and has since been the sole owner of the business, though retaining the old firm name. He was first located at 247 Salmon street, later moving to 249 Salmon street, where he remained until his increasing business demanded more space and he moved to an L-shaped building at Salmon and Third streets. In 1920 Mr. Davis leased the four-story building at 188 Fourth street which he now occupies and where he is in every way well equipped for the proper handling of his business. He carries on a general plumbing and heating business as a contractor and jobber, carries fixtures of all kinds, and is a wholesale and retail dealer in electrical supplies. He employs from forty to one hundred people and has installed the heating plants and the plumbing systems in many of the leading residences and apartment houses in Portland and vicinity. He employs only skilled workmen and takes a justifiable pride in the high quality of his work, on which his business success has been based. He is also vice president of the Continental Security Company.

In 1907 Mr. Davis was united in marriage to Miss Pearl Van Hook, of Two Harbors, Minnesota, and to them have been born six children, namely: Edmond C., now second mate on a steamship running to Manila; Louise, who is employed by

the Portland Trust Company; A. J., Jr.; Harlow, Leona and Stanley. Mr. Davis gives his support to the republican party and, though a busy man, pays due attention to the obligations of citizenship, supporting all measures for the advancement of his community's interests. He is a Mason, belonging to Oregon Consistory, No. 1, A. A. S. R., and Al Kader Temple, A. A. O. N. M. S. He has membership with the Loyal Order of Moose and the Portland Chamber of Commerce. In the business circles of this city he is regarded as a man of clear headed judgment and dependable qualities, commanding the confidence and respect of all who have come in contact with him.

E. J. HOOVER

E. J. Hoover, president of the Hoover Guernsey Dairy Company of Portland, was born in southern Michigan, a son of J. P. and Martha (Conkling) Hoover. The father followed the occupation of farming in Michigan. He passed away in the year 1926, having survived his wife since 1917.

E. J. Hoover received his educational training in the schools of his native state and his youthful experiences were those of the farm-bred boy who early becomes familiar with the best methods of tilling the soil and caring for the crops. Later he began farming on his own account and was thus engaged in Michigan until 1911, in which year he made his way westward to the Pacific coast and entered the employ of the Sanitary Milk & Cream Company, Portland, with which he was associated for thirteen months and thirteen days. Later, in association with C. E. Eckelman, he established the Riverview Dairy and was identified with the business for two years. He next purchased the Vine Lodge Dairy at Fourteenth and Jefferson streets and there carried on the business for three years, after which he traded it for a farm at Beaverton, devoting his attention to the cultivation of the land for a year and maintaining thereon a herd of forty Guernsey cows. On the expiration of that period he established the Hoover Guernsey Dairy Company in 1919, of which he is the president and owner. The business was located at 328 Holliday avenue and there he handled milk and cream, carrying on a retail business. He next removed to Front street and later to his present location at 498 East Morrison street, covering a quarter of a block. The building is fifty by fifty feet in dimensions, one story in height with basement. He still continues in the retail trade, although he does some wholesale business. He collects the milk which he handles, pasteurizes it and sells to many patrons, handling about twelve hundred gallons per day. He also manufactures Bulgarian buttermilk and in the conduct of the business operates seven Dodge delivery wagons. Every feature of the dairy trade is thoroughly familiar to him and the utmost sanitary conditions are maintained, so that the milk is placed upon the market in a perfectly pure state.

Mr. Hoover was married in Portland to Miss Esther Bartholomew, a native of Indiana, and they have become the parents of two children, May Esther and Jean Marie. He belongs to the East Side Commercial Club, while his fraternal relations are with the Benevolent and Protective Order of Elks, the Independent Order of Odd Fellows and the Woodmen of the World. He is ever loyal to his professions as a member of these organizations and he is equally faithful to his duties and obligations of citizenship, while in business circles his record has been characterized by reliability as well as by enterprising methods. He has achieved success through perseverance and undaunted energy and the qualities which he has manifested have commended him to the confidence and good will of the general public.

MRS. VIRGINIA GRAY

A worthy representative of one of the Columbia River Valley's most highly respected pioneer families is Mrs. Virginia Gray, who lives in an attractive home near Carson, Skamania county, Washington. She was born at The Dalles, Oregon, and is the eldest of the ten children born to Isadore and Margaret (Arquette) St. Martin. Her father was born near what is now Chehalis, Washington, about 1836, and was a

son of Andrew St. Martin, who was a native of Montreal, Canada, whence he came to Oregon territory as an employe of the Hudson Bay Company in 1830. He was employed as a millwright by Dr. John McLoughlin at old Fort Vancouver and subsequently took a donation claim of six hundred and forty acres in Lewis county, Washington, where he lived for many years. He reared a large family of children, and he died in Olympia, Washington, about forty-nine years ago. Isadore St. Martin remained on his father's farm until the early '60s, when he went to The Dalles, and for a number of years was engaged in packing supplies to the mines at Canyon City. In the spring of 1873 he took up a homestead on the Wind river, six miles east of Stevenson, Skamania county, Washington, where he spent his remaining years, his death occurring March 10, 1910. His land was heavily timbered, but he succeeded in clearing part of it and there carried on agricultural pursuits for many years. He had the good business judgment to take advantage of the presence of valuable medicinal hot springs on his land and established a resort, which from a small beginning he gradually developed into one of the finest places of the kind in the Northwest, and which through the years has been visited by thousands in need of rest and recuperation. He won success in all his undertakings and throughout the community was regarded as one of its best citizens and a man well worthy of the respect which was accorded him by all who knew him. In 1864, at The Dalles, Oregon, Mr. St. Martin was married to Miss Margaret Arquette, who was born near St. Paul, Oregon, in 1843, and is a daughter of Amab and Margaret Arquette, the former was born in Canada, of French descent, and the latter in Oregon, the daughter of a Chimewa Indian princess. Mrs. St. Martin still lives on the home place, at the age of eighty-five years. To Mr. and Mrs. St. Martin were born ten children, as follows: Mrs. Virginia Gray; Eli and Frank, deceased; Isadore; Amos, deceased; Mrs. Aurelia Kelly, who lives at home and is managing St. Martin Springs; Mrs. Maggie Ragan, of Carson, Washington; Mrs. Kate Haines, of Portland, Oregon; Mrs. Olivia Davey, of Portland; and Lochinvar, of Carson.

Virginia St. Martin was educated in a district school that was held in a log schoolhouse which stood near her father's homestead in Skamania county, one mile east of Carson, and lived at home until she married Richard Birnie, when she went with her husband to Goble, Oregon, where he was engaged in the sawmill business. To them were born three children, namely: Grace, the wife of Sam Sauls, of Yakima, Washington; Irene, who was the wife of W. L. Mitchell and died leaving two children, Orville and Essie, now living in Portland, Oregon; and Jessie, deceased. On June 18, 1900, Mrs. Birnie became the wife of Harry Gray, who was born at New Salem, Indiana, November 30, 1860, and whose death occurred May 25, 1926. At time of death he was employed by United States forest service. He was accidentally killed by a blast at Darrington, Washington. He was formerly an engineer and worked on the Cascade Locks Canal during its construction. He was also a licensed steamboat engineer. To Mr. and Mrs. Gray was born a daughter, Maude, who is the wife of Fred Roberts. Mr. Gray was a member of the Independent Order of Odd Fellows. Mrs. Gray resides in a comfortable and nicely situated home on the highway near Carson, and here her esthetic taste is shown in the profusion of beautiful flowers, ornamental shrubbery and stately trees which surround her home. She is a woman of gracious manner and splendid personal qualities which have endeared her to her many friends throughout the community and she is held in sincere regard by all who know her.

HENRY CLINE FIXOTT, D. M. D., F. A. C. D.

Dr. Henry Cline Fixott holds a foremost place in the dental profession in Portland, being not only a skillful practitioner but also an able diagnostician and an expert X-ray operator. He was born in Arichat, Nova Scotia, in 1879, and is a son of John St. George and Maretta (Treen) Fixott. His father crossed the border into the United States in 1880 and was successful in his affairs. In 1898 he joined the gold rush to the Klondike. He was a railroad contractor, with which exception six generations of the family were physicians. Both parents are deceased, the mother dying in 1921 and the father in 1924. Two of their sons are living, Henry Cline and John Henry Gruchy.

Henry C. Fixott received his early education in the public schools of St. Paul, Minnesota, where the family lived first after arriving in this country. From there he made his way westward to the coast, locating in Seattle, Washington, and subsequently taking up his permanent abode in Portland. Here he entered the North Pacific Dental College, from which he was graduated with the degree of Doctor of Dental Medicine in 1906. He devoted his attention to the active practice of his profession until 1917, when he took up dental diagnosis and X-ray work, which now demands his entire time. He has attractively furnished and well equipped offices in the Medical-Dental building and is meeting with notable success. Along strictly professional lines he has membership in the Portland District Dental Society, which he served as president in 1925; the Oregon State Dental Association, of which he was president in 1914-15; the American Dental Association; and Psi Omega Dental Fraternity and Omicron Kappa Upsilon Honorary Dental Fraternity. In 1927 he was made a Fellow of the American College of Dentists. Dr. Fixott takes an active interest in these organizations and is one of the prominent and influential representatives of his profession in Oregon. He was the founder of the Northwest Journal of Dentistry and is its present editor.

In 1909, at Milwaukie, Oregon, Dr. Fixott was united in marriage to Miss Eva Jane Scott, who was born in Milwaukie, of which locality her father was a pioneer. Dr. and Mrs. Fixott are the parents of three sons, namely: Richard Scott, aged eighteen years, who is a student in Leland Stanford University; Henry Cline, Jr., aged fourteen years; and Rupert Edward, a lad of seven.

In fraternal circles Dr. Fixott is known as a Knight Templar Mason and has also crossed the sands of the desert with the Nobles of the Mystic Shrine. He is past grand senior master and the present grand secretary of the Trowel fraternity and is likewise affiliated with the Independent Order of Odd Fellows. His name is also on the membership rolls of the Portland Golf Club and the Portland Chamber of Commerce. Personally he is courteous and gracious in manner, makes friends of those who come in contact with him and commands the respect of the community in which he lives.

ROBERT R. BUTLER

Robert R. Butler, a member of one of the leading law firms of The Dalles, has become well known through his service as circuit judge, as state senator, and as one of the political leaders of Oregon. He was born September 24, 1881, in Johnson county, Tennessee, and is a son of Dr. William R. and Rebecca Caroline (Grayson) Butler, representatives of old and distinguished families of that state, in which they have always resided. One of Mr. Butler's ancestors figured prominently in events which shaped the early history of Johnson county and the town of Butler was named in his honor. Colonel Roderick Randon Butler, the father of Dr. William R. Butler, was in command of a regiment during the Civil war, defending the cause of the north, and for a period of twenty years was a member of congress. J. W. Grayson, the maternal grandfather of Robert R. Butler, was also a gallant officer in the Union army and rose to the rank of colonel. Dr. William R. Butler received the M. D. degree from the University of Tennessee and since that time has practiced almost continuously in Butler, his native town. He is a physician of high standing and draws his patients from a wide area. To Dr. and Mrs. Butler were born ten children: Mrs. M. M. Baker, who lives in the state of Washington; Robert R.; J. D., whose home is in Tennessee; Mrs. J. A. Sproles, who resides in North Carolina; C. D., of The Dalles; Mark, who is living in Kansas; Paul and Roy, who are located in Colorado; Herbert, who maintains his home in Kansas; and Mrs. James Rivers, of North Carolina.

Robert R. Butler was reared in the town of Butler, which has been the home of the family for generations, and supplemented his public school training by attendance at the Holly Spring College. He received the degree of LL. B. from Cumberland University at Lebanon, Tennessee, in 1903, and in the same year was admitted to the bar. For three years he followed his profession at Mountain City, Tennessee, and in 1906 came to Oregon, locating in Condon, Gilliam county, where he practiced for five years. His legal acumen led to his election to the bench and during 1909 and

1910 he was circuit judge of Sherman, Wheeler and Gilliam counties. To each case brought before his tribunal he gave deep thought and study and the justice of his rulings proved his moral worth. As mayor of Condon he also made an excellent record and since 1911 has been a resident of The Dalles. He has a comprehensive knowledge of law and displays marked skill in its exposition. In 1922 he formed a partnership with Samuel E. Van Vactor, who is the senior member of the firm, and a large and important clientele denotes the confidence reposed in their ability as advocates and counselors.

Mr. Butler was married in 1911 and has a daughter, Elizabeth Annabel. She was born at The Dalles, June 30, 1912, and is attending St. Helen's Hall in Portland, Oregon.

A power in the ranks of the republican party, Mr. Butler was chosen presidential elector-at-large and in 1908 was made messenger to Washington, D. C., for the state of Oregon. In 1912 he was elected state senator without opposition and from 1913 until 1915 was a member of that law-making body. In 1916 he again became presidential elector for Oregon and in 1924 was recalled to the office of state senator. He served from 1925 until 1927 and exerted his influence in behalf of all constructive legislation. Mr. Butler is a Kiwanian and a past chancellor of the Knights of Pythias. In Masonry he has attained the thirty-second degree and is also affiliated with the Independent Order of Odd Fellows and the Benevolent Protective Order of Elks. His well developed powers have brought him to the front in his profession and the firmness, frankness and strength of his character have established him high in public regard.

FRANK E. WATKINS

Frank E. Watkins, who is a worthy representative of one of Portland's oldest and most highly respected families, is extensively engaged in the real estate and insurance business under the name of Parrish, Watkins & Company. He has been active and successful in business, has shown a commendable and effective interest in civic affairs and has been prominent in athletic affairs from young manhood, so that he has well merited the reputation which he bears as one of this city's representative men. Frank Edmond Watkins was born on his father's farm in Wasco county, Oregon, on the 20th of September, 1877, and is a son of George Edmond and Olive (Clay) Watkins. The Watkins family is of Welsh and Irish origin and was established in the United States early in the eighteenth century, the American progenitor settling in New York state. The paternal grandfather was George C. Watkins, who married Miss Helen Caldwell, a native of Dublin, Ireland, and the town of Watkinsville, New York, was named in his honor. They joined the historic ox-team migration across the plains to Oregon in 1852, and Mr. Watkins established one of the early sawmills on Coos bay, while later he engaged in building contracting and the lumber business in Portland. He and one of his sons, James Watkins, were killed in the blockhouse massacre of 1856. George Edmond Watkins was born in Keokuk, Iowa, on March 4, 1845, and was about seven years of age when the family came to Oregon. On September 1, 1874, in Portland, he married Miss Olive Clay, who was born in Massillon, Ohio, August 7, 1855, and who died in Portland, Oregon, April 2, 1887, as the result of an illness which was brought on primarily by an accident which preceded her death several months. In the maternal line the ancestry is traced back directly to Christopher Pennock, who settled in Pennsylvania in 1682. The maternal grandfather, Oliver Clay, became a resident of Massillon, Ohio, and was married to Miss Jane Elliott, of Randolph, Ohio. In 1859 he left Massillon with his family and embarked on a sailing vessel for Oregon, and, after a long but safe voyage around Cape Horn, arrived at Portland, where they made permanent settlement. Clay street, in Portland, was named in honor of Oliver Clay. To George E. and Olive Watkins were born three children, of whom the first born, a son, died in infancy. The others are Frank Edmond, of this review, and Mrs. Grace W. Story, who was born in Portland, May 29, 1880. Her son, George Watkins Story, was born in Portland, August 20, 1908, and was educated in Leland Stanford University. One of George E. Watkins' sisters, Sarah Jane, became the wife of Lewis Marion Parrish, who was born in 1830, and who crossed the plains to Oregon in 1852. In association



FRANK E. WATKINS

with M. F. Mulkey, he established the first real estate concern in Portland in 1863, under the firm name of Parrish & Mulkey. In 1872 this concern became known as Parrish, Watkins & Cornell, and in 1900 became Parrish, Watkins & Company, under which name the business is still carried on by Frank E. Watkins, at 252 Stark street. George E. Watkins died April 6, 1916.

Frank E. Watkins attended the public schools of Portland, graduating from the old high school at Fourteenth and Morrison streets in 1894. He prepared to enter Leland Stanford University, but finally decided instead to turn his attention to business, becoming identified with the firm of Watkins & Parrish as bookkeeper and collector, in which dual capacity he continued to serve until 1900, when he was admitted to an equal partnership in the firm. Lewis M. Parrish died in Portland in February, 1908, and since the death of his father, in 1916, Mr. Watkins has carried on the business alone under the old firm name. The company handles real estate, rentals, loans and investments and does a large insurance business, being agent for the New York Underwriters Company, the Southern Surety Company, the General Accident Assurance Corporation and the Lloyds Plate Glass Insurance Company. Mr. Watkins specializes in inside sales and leases and was a leading factor in the erection of the Smith, Russell and Benson buildings, as well as other prominent buildings, for which he acted as financial agent. He is a man of farsighted judgment and sagacity in business affairs and is regarded as one of Portland's most dependable real estate men. He is a member of the Portland Realty Board and is president of the Lincoln Realty Company, which owns the St. Francis hotel, at Eleventh and Main street, the Terrace Court apartments, at East Eighth and Washington streets, and other valuable properties in Portland.

Mr. Watkins was married on September 20, 1898, to Miss Helen Chambreau. On July 9, 1920, at Everett, Washington, he married Miss Mabel Claire Hockman, a native of Marion, Ohio, and of Irish and English lineage. They are the parents of three children, namely: Frank Edmond, Jr., born May 18, 1921; George Erin, born July 2, 1923, and Marjorie Claire, born June 6, 1927.

In his political views Mr. Watkins has always been a republican and has shown a deep interest in local public affairs, having served as councilman for the fifth ward from July 1, 1909, to June 30, 1913. He has been active in fraternal affairs and is a member of Harmony Lodge, No. 12, A. F. & A. M., of which he is a past master; Portland Chapter, No. 3, R. A. M.; Washington Council, No. 3, R. & S. M.; Oregon Commandery, No. 1, K. T., of which he is a life member; Oregon Consistory, No. 1, A. A. S. R.; a life member of Al Kader Temple, A. A. O. N. M. S.; Portland Lodge, No. 142, B. P. O. E.; Myrtle Chapter, No. 15, O. E. S.; Gul-Reazee Grotto, No. 65, M. O. V. P. E. R.; the Knights of the Maccabees, the Royal Arcanum and the Woodmen of the World. He served on the board of trustees and was a past president of the old Portland Automobile Club, and helped to merge it into the Oregon State Motor Association, of which he served as president in 1917 and 1918. In 1917 he also designed the official emblem of the last named organization, which is still in use.

For many years Mr. Watkins has been a prominent figure in amateur athletic circles and is an active member of the famous Multnomah Amateur Athletic Club, which he joined as a junior member in 1892, one year after the club was organized. He is president of the club this year and is one of the thirteen members who have been awarded an honorary membership in it, a distinction which is conferred in recognition of distinguished services rendered the club as an athlete and in other lines. He was a member of the club's track, baseball, basketball and bowling teams, being twice captain of the track and baseball teams, and won many medals and trophies while engaged in active competition for the club. For several years he was handball champion of the Pacific northwest and twice defeated the Pacific coast champion in matches at the Olympic Club, San Francisco. He also won medals for swimming, for a number of years was chairman of the club's swimming committee and was largely responsible for the development of the club's splendid team of men and women swimmers and divers. Mr. Watkins served several years as a member of the club's board of trustees before being elected its president in February, 1928. His two sons are now the youngest members of the club.

Mr. Watkins is known all over the United States as an amateur sportsman and dog breeder and fancier. A few years ago he bred the winning strain of English bull terriers and won many prizes in the east and south, as well as locally. On one occasion his champion, "Edgecote Peer," won the American championship cup at

Philadelphia, defeating all the best bull terriers of the United States and Canada and two of the best that could be imported from England especially for that show. For several years Mr. Watkins was a trustee of the old Portland Kennel Club, and is now a member of the Multnomah Golf Club. Under Mayor Baker, he acted as boxing commissioner from 1917 to 1921 inclusive, being chairman of the boxing commission. During the late war the boxing commission turned over a considerable sum of money to the Oregon Boys' Emergency Fund for disabled and dependent Oregon soldiers and their families. Owing to the press of other activities, Mr. Watkins resigned as boxing commissioner in 1921. During the World war, he enlisted in the United States Tank Corps, but was not ordered into active service, being rejected at Fort Lawton because of an old fracture of the elbow, received years before in an athletic contest. True and loyal in every relation of life, doing well whatever he has undertaken, he enjoys a wide reputation as one of Portland's solid and substantial citizens, dependable under all circumstances, and to a marked degree he commands the respect and confidence of his fellowmen, while among his associates he is extremely popular.

FRANCIS V. GALLOWAY

The prestige of the legal fraternity of The Dalles is ably maintained by Francis V. Galloway, who for twelve years has filled the office of district attorney, making an enviable record as a public prosecutor. A native of Oregon, he represents one of its old and honored families and traces his ancestry to the colonial epoch in American history. His birth occurred in Yamhill county in November, 1885, and his parents, William and Emma (Baker) Galloway, were natives of Wisconsin. The father was of Scotch lineage, while the mother's forebears were among the earliest settlers of New England and of English stock. Edward Fennel, his great-great-grandfather in the maternal line, left England about the year 1750 and established his home at Granville, Massachusetts. He demonstrated his loyalty to the country of his adoption by gallant service in the Revolutionary war and his diary, written in 1777, describes the tactics pursued by his company throughout the campaign with the British army at that time. The paper is in a good state of preservation and the writing is clear and distinct, showing that the ink made in those days was of good quality. Some of the letters differed in form from those of modern times and the writer conformed to the old English spelling then in vogue. This valuable parchment has been treasured by succeeding generations of the family and Mr. Galloway intends to give the diary to some historical society for safe keeping and preservation.

The Galloways were pioneer settlers of Virginia and Charles Galloway, the great-grandfather of Francis V. Galloway, owned a large plantation in the Old Dominion, keeping many slaves. He was a fine type of the southern gentleman and in politics was a staunch democrat. In 1852 he brought his family to the Pacific northwest, crossing the plains in a covered wagon drawn by oxen, and established his home in Yamhill county, Oregon, where he spent the remainder of his life.

His son, William Galloway, attended the old Bethel Academy in Polk county, Oregon, and in 1867, was graduated from the legal department of Willamette University at Salem. He returned to the farm and followed agricultural pursuits for a number of years. During that time he was elected to the state legislature on the democratic ticket and occupied a seat in the house for two terms. In 1886 he was elected judge of the old third district, which comprised five counties in western Oregon, and served until 1894, when he became a candidate for governor, but was defeated by Judge Lord, of Marion county. Judge Galloway opened an office in McMinnville, Oregon, and there followed his profession for two years. He was then appointed receiver of the land office at Oregon City and acted in that capacity until 1902. For two years thereafter he was engaged in the practice of law in Oregon City and was then appointed circuit judge. He held the scales of justice with an even hand and his decisions were sustained by the higher courts upon appeal. After twelve years of service he retired from the bench on December 31, 1916, and moved to The Dalles, where he spent the remainder of his life. Judge Galloway was a high-minded man of superior intellectual attainments and sustained the dignity and honor of his profession. His demise occurred March 14, 1921, at the home of his son, Francis V., and Mrs. Galloway passed away January 10, 1920. They had three children. The eldest, Dr. Zilpha V. Galloway, is a successful physician and resides at Clarks Summit, Penn-

sylvania. His brother, Charles V. Galloway, devotes his attention to financial affairs and is connected with the Hibernian Bank of Portland, Oregon. When the tax commission board was created in Oregon he was selected as one of its first members and served for ten years. He was also chosen to represent Yamhill county in the state legislature and took his seat in the house in 1900.

Francis V. Galloway, the youngest son, received his higher education at Eugene in the University of Oregon, from which he won the Bachelor of Arts degree in 1907. After his graduation he read law at home and for two and a half years was a teacher in the Washington high school at Portland. On June 8, 1911, he was admitted to the bar and began his professional career in McMinnville, where he spent one and a half years. In February, 1913, he located at The Dalles and formed a partnership with Judge Bennett, with whom he was associated until the latter's death on November 28, 1925. Mr. Galloway is now continuing the business alone and enjoys a large and lucrative practice. In addition he discharges the duties of district attorney, to which office he was elected in 1916 on the democratic ticket, and is now serving for the third term. He never enters the courtroom without thorough preparation and presents his evidence with clearness, logic and force, winning a large percentage of his cases. Soon after his election to this office Mr. Galloway volunteered for service in the World war, joining a company of field artillery, and was sent to the officers training school at Camp Taylor near Louisville, Kentucky. There he was stationed until the cessation of hostilities and on December 10, 1919, was honorably discharged.

In 1920 Mr. Galloway married Miss Mildred Cooper, a native of The Dalles and a member of one of the pioneer families of Wasco county. Her father, Daniel Jackson Cooper, was born on the Cherokee reservation in 1836 and was a child of four when his parents went to Missouri. He was educated in Mount Vernon, that state, and in 1854 started for California, traveling in a prairie schooner drawn by oxen. Mr. Cooper secured work on a stock ranch, on which he spent two years, and then went to the Fraser river district of British Columbia, Canada, in search of gold but was not successful. Soon afterward he resumed his former occupation in California and in 1860 returned to Missouri. In Mount Vernon, Lawrence county, in 1861 he was married to Miss Arvazena Spillman, a native of Kentucky and a daughter of Nathan C. and Emily (Pruett) Spillman, both of whom were born in the Blue Grass state. Following their marriage Mr. and Mrs. Cooper went to Kansas, where they spent the winter, and returned to Missouri in 1862. Mr. Cooper joined the state militia and was engaged in guerilla warfare, serving under Captain Stutz, a Union officer. In the spring of 1863 Mr. Cooper was transferred to the western division of the army and made the journey to Oregon with ox teams and wagons. Locating in Polk county, he purchased a ranch, on which he resided for several years, and then moved to Marion county. At Silvertown he bought a grist mill, which he operated for two years, and in 1878 sold the plant. He then came to Wasco county, purchasing a ranch ten miles southeast of The Dalles, and there engaged in stock raising until about 1880. In order to educate his children he bought a home at The Dalles but retained his stock ranch of several thousand acres and was an extensive breeder of sheep and horses. In this city he joined J. W. Nesmith Post of the Grand Army of the Republic and in association with his old army comrades he relived the scenes of the past. He passed away at Portland, Oregon, in 1922, and his widow is eighty-two years of age. She is active and alert and in the summer of 1927 enjoyed an airplane ride with her great-grandson, James Rhinehart. To Mr. and Mrs. Cooper were born fifteen children: Dr. Belle C. Ferguson, of Seaside, Oregon; Charles C. Cooper, a resident of Dufur, Wasco county; Mary E., the wife of James Thompson, of Lewiston, Idaho; Nathan Cooper, who lives in Billings, Montana; Mrs. Nancy P. Thomas, of Troutdale, Oregon; Mrs. Prudence Bailey, of The Dalles; Cyrus Cooper, also of this city; Mrs. Ruth Fish, of Los Angeles, California; Daniel Cooper, who lives in Montana; Mrs. Virgilia Northrup, who resides in Portland, Oregon; John; James, whose home is in Los Angeles, California; Kenneth, who is in the service of the government and resides in Portland; Lynn David, deceased; and Mildred. John Cooper, the eleventh in order of birth, fought in the Spanish-American war when a youth of eighteen and then returned to The Dalles. After the completion of his high school course he enlisted in the United States Army and was stationed on the border during the Mexican uprising. He was with the first contingent of United States troops that went to France and served until the close of the World war. Mr. Cooper rose to the rank of lieutenant colonel, which title he still bears, and is stationed near Manila in the Philippines.

His mother has fifty grandchildren and nineteen great-grandchildren, in whose society she renews her youth.

Mr. and Mrs. Galloway are the parents of two sons, born at The Dalles: Bill, who was born October 27, 1922; and Sam, born June 1, 1924. Mr. Galloway is a past exalted ruler of the Benevolent Protective Order of Elks and has passed through all of the chairs in the local lodge of the Independent Order of Odd Fellows. He is also identified with the Masonic order, the American Legion, the Chamber of Commerce, The Dalles Golf & Country Club and the Lions Club. Throughout his career Mr. Galloway has been dominated by a strong sense of duty and honor and his reward is the respect and confidence of his fellowmen.

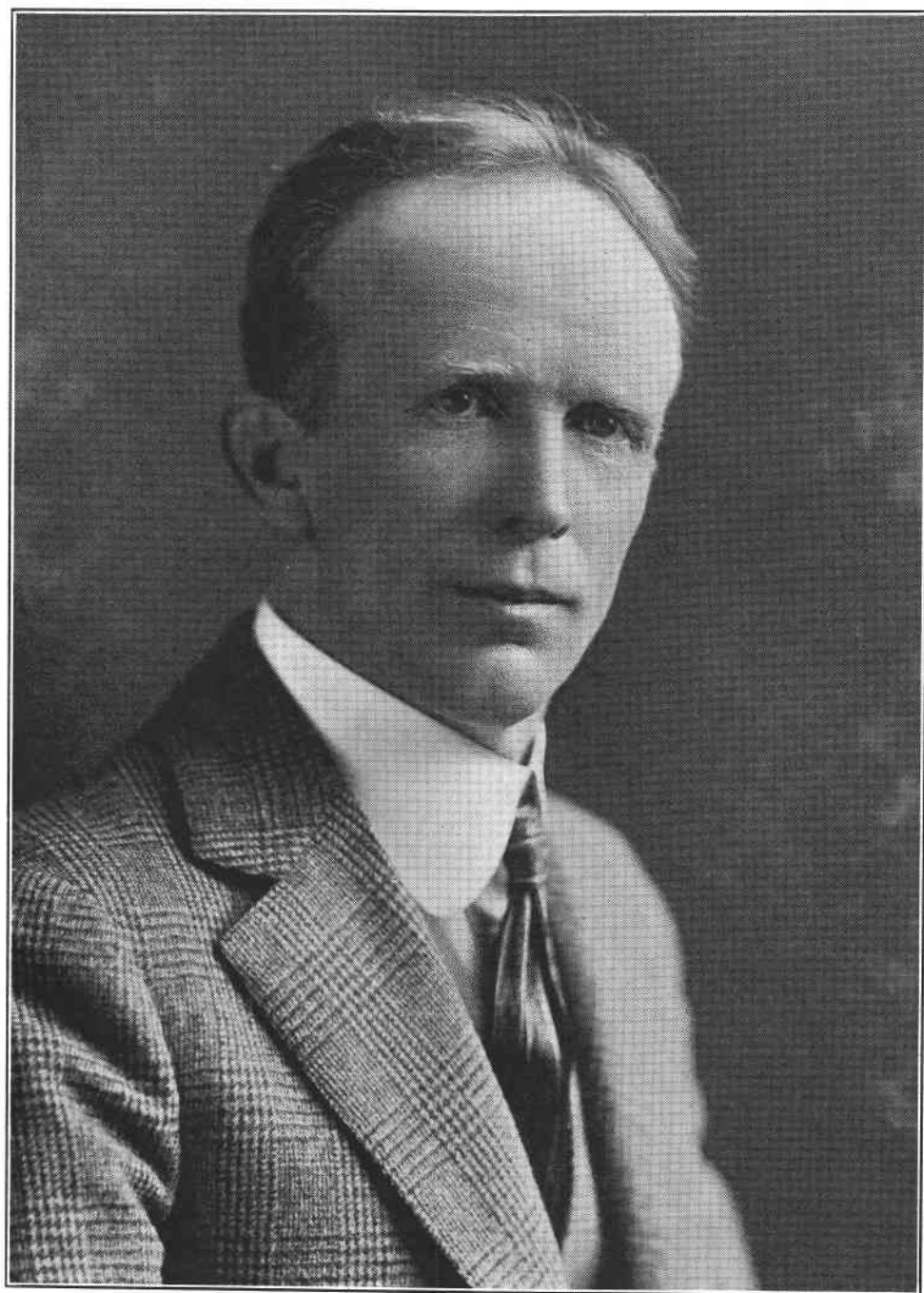
ELBERT VAUGHAN

The progress of a community depends largely upon the enterprise, initiative, and ability of its citizens. Through his operations as a manufacturer Elbert Vaughan has stimulated the pulse of trade in Portland and influenced its industrial development, at the same time achieving that individual success which is the outcome of a life of rightly directed endeavor. A native of Oregon, he was born near what is now called Middleton, in Washington county, March 18, 1877, and represents one of the pioneer families of the state, being a son of Cyrus and Martha J. (Wood) Vaughan. His father, born in Knox county, Illinois, January 22, 1844, was a son of Liberty and Nancy Vaughan, of English and Scotch-Irish descent. Liberty Vaughan, the paternal grandfather of Elbert Vaughan, was born in Cincinnati, Ohio, July 4, 1804, a son of Mr. and Mrs. George W. Vaughan. In early manhood Liberty Vaughan married Miss Nancy Briceland, of Washington county, Pennsylvania, born in 1806. George W. Vaughan, great-grandfather of Mr. Vaughan of this review, was born in Vermont in or about 1775. His father, who was of English descent, came from Scotland and settled in Vermont in or about the year 1760. In 1796, George W. Vaughan, with his wife, who in her maidenhood was a Miss Keeler, moved from the home state to Ohio, where their son Liberty was born.

Mrs. Martha J. (Wood) Vaughan, the mother of Elbert Vaughan, was born in Sullivan county, Missouri, December 19, 1858, her parents being James and Susan Ann (McDonald) Wood, the former born in Kentucky, June 2, 1822, and the latter in Missouri, May 5, 1832. James Wood was a son of Fielding Wood, also a native of Kentucky, who removed to Missouri in 1829. The parents of Fielding Wood were Malcom and Angelico Wood, of Bourbon county, Kentucky. Malcom Wood emigrated from England to Virginia some time prior to the Revolutionary war, in which he is reported to have served as a dispatch bearer, later removing to Kentucky, where he died on 1824.

Cyrus Vaughan, father of Elbert Vaughan, was but a boy when he made the overland journey from Illinois to the Pacific coast in company with his parents, Liberty and Nancy Vaughan. They located in the vicinity of Butteville, Oregon, about the 1st of November, 1852, but subsequently took up a homestead in Washington county and settled thereon in 1854. After attaining man's estate Cyrus Vaughan wedded Martha J. Wood, who in 1864 had come from Missouri to Oregon in company with her parents, James and Susan Ann Wood, the family home being established near Newberg, Yamhill county.

Elbert Vaughan, whose name introduces this review, was in 1878 taken by his parents to Newberg, Yamhill county, where he acquired his education. Subsequently he made his way to Hood River, Oregon, where for a number of years he engaged in farming and fruit growing. During the period from 1901 until about 1908 he experimented with drag saw equipment, gradually working out a number of improvements and developing the present drag saw machine. When the opportunity presented itself he came to Portland and engaged in business, his first machines being built in job shops. In the fall of 1913 he opened his own shop at East Seventh and Main streets, where under the name of the Vaughan Motor Works he began the manufacture of drag saws, employing only three or four men and at this time designing all of the articles of manufacture. Later the firm transferred its activities to the east end of Hawthorne bridge, securing larger quarters and increasing the shop equipment. In 1917, additional space being necessary, the plant was moved to East Ninth and



ELBERT VAUGHAN

Main streets, where a shop and foundry were erected which, with the additions which have been built from time to time, now cover the entire block. In 1922 the business was incorporated as the Vaughan Motor Works, Inc., with the following officers: Elbert Vaughan, president, treasurer and general manager; Samuel Weiss, vice president; and E. S. Anderson, secretary. At this time extra equipment was installed, including an electric steel furnace for the making of cast steel. The company at that time was manufacturing drag saws and ice machines, and doing a regular line of jobbing, employing from sixty to eighty men. In 1923 and 1924 Mr. Vaughan designed a small garden tractor which, with the assistance of his associates, he perfected into the present garden tractor that is known under the trade-mark as the FLEX-TRED and is being exported as well as used locally. The company is still engaged in the manufacture of draw saws and ice machines and doing general jobbing, including gear and sprocket cutting, in addition to the building of the garden tractors, employing from sixty to one hundred workmen as the season warrants. The Vaughan Motor Works, Inc., is the largest manufacturer of light weight drag saws in the world. The development of this industry to its present extensive proportions has been due to the business acumen and executive force of Mr. Vaughan. Strong and purposeful, he has directed his efforts along steadily broadening lines of greater usefulness, and what he has accomplished represents the fit utilization of his innate powers and talents.

It was at Hood River, Oregon, that Mr. Vaughan was married to Augusta C. Jochimsen, who was born at Marne, Iowa, April 28, 1880, and whose parents, Mr. and Mrs. P. H. Jochimsen, located at Hood River in 1882. Mr. and Mrs. Jochimsen emigrated to the United States from Germany in 1873 and resided at Marne, Iowa, prior to coming to Oregon. Mr. and Mrs. Vaughan have a family of five children: Mildred G., Wilbur C., Chester R., Elma Anita and Victor E. Vaughan.

HUBERT H. MARTIN

Hubert H. Martin, manager for Oregon of the Martin General Insurance Agency, with offices in the Pittock block, Portland, is one of the city's able and successful business men and, under his capable supervision, the well known concern which he represents has built up an extensive business in this state. Mr. Martin was born at McMinnville, Oregon, on the 17th of June, 1890, and is a son of F. J. and Frances Isabel (Johnson) Martin, the former a native of Indiana and the latter of Yamhill county, Oregon. His father received a good public school education and in 1875 came to Oregon, locating at McMinnville, where he engaged in the hardware business until 1893, when he conceived the idea of mutual fire insurance, carried at cost, and organized the Oregon Fire Relief Association. He served as secretary of that organization for a number of years, but finally withdrew from it. During the subsequent years he has become one of the leading insurance men of the west and is actively and officially identified with some of the most prominent insurance organizations of this country. In 1901 he moved to Seattle, Washington, and organized the Northwest Mutual Fire Association, which has become the largest company in the United States doing a general fire insurance business. He served a number of years as secretary of the company and was then made president, which relation he still sustains. He also organized the Martin General Agency, of which he is president and which has also become a very successful concern. He is president of the Northwest Casualty Company, which he organized in 1928; is president of the Mutual Union Insurance Company, which he organized in 1917, and is president of the United States Inter-Insurance Association, of which he was the organizer. He is nationally known in insurance circles, is chairman of the board of the Improved Risk Mutual Association of New York city and is president of the Federation of Mutual Insurance Companies, a national organization. He introduced from England into this country the aero automatic fire alarm, and is president of the Rockwood Sprinkler Company, of Seattle. He has been active and prominent in various moves to improve fire risks and is regarded as an authority on that subject. He is an active member of the Baptist church and his favorite form of recreation is golf. His wife is a daughter of Dr. Horatio V. Johnson, a physician, who came across the plains to Oregon in 1852. He acquired extensive mining interests, and took up a donation land

claim near where now stands the city of Newburg, Oregon. He served on the board of education and was the founder of the Masonic lodge at Tillamook.

Hubert H. Martin received his early education in the public schools and entered Denison College, at Granville, Ohio, from which he was graduated in 1913. He then entered the insurance business with his father in Seattle, serving as secretary and treasurer of the Aero Alarm Company until 1922, when he came to Portland as manager for Oregon of the Martin General Agency, of which he is also a director. In addition to the office at Portland, there are branch offices at Eugene, Salem, and Klamath Falls. Mr. Martin is devoting his attention closely to the company's interests in this state and has proven a man of ripe judgment, energetic methods and high ideals, so that he is well established in public confidence.

In 1913 Mr. Martin was united in marriage to Miss Esther Carney, of New York, and they are the parents of two children, Hubert Frank, now fourteen years of age, who is a student in the Lakeside School for Boys, at Seattle, and Lorinda Lee, aged eight years. The republican party receives Mr. Martin's support, as does every movement or measure for the advancement of the public welfare. He is a Royal Arch Mason and a member of the Benevolent Protective Order of Elks, the American Legion, the Sigma Chi fraternity, of which he has been praetor since 1925, the Alderwood Country Club and the Portland Chamber of Commerce. He is a veteran of the World war, for which he enlisted in the United States Marine Corps, but was not ordered overseas. He is regarded as a man of sound and dependable qualities, commanding the genuine esteem of all who have come in contact with him, while in social circles he enjoys marked popularity, due to his genial and friendly manner.

M. D. L. Rhodes, who is secretary of the Northwest Mutual Fire Association and of the Martin General Agency, is a native of Yamhill county and was associated with F. J. Martin in the organization of these companies.

P. C. PATTERSON

P. C. Patterson, manager at Portland for W. P. Fuller & Company, of San Francisco, has been with this widely known concern for nearly thirty years and has been manager of the Portland branch for eight years, a record which testifies strongly to his ability and his loyal service. The W. P. Fuller company was established at Sacramento, California, by W. P. Fuller in 1849, originally as a small paint store. During the subsequent years, because of the high quality of its products and its policy of fair dealings, the business has grown steadily until today there are three factories and twenty-one distributing branches, covering the western states and the island possessions. The branch at Portland was established in the '80s and in 1913 removed to its present location at 160 Front street, where it occupies a four-story and basement building, one hundred by eighty-five feet in size. In addition to this general office, the company also has a factory at Twenty-second and Nicolai streets, where it occupies four acres of ground and employs about two hundred and twenty people. At this plant is manufactured a general line of paints, as well as other small items, and a number of other branches are served from the Portland establishment.

P. C. Patterson, who is rendering excellent service as manager of the business at Portland, was born in Polk county, Oregon, in 1870, and is a son of Francis E. and Caroline (Tatom) Patterson, the former a native of Illinois and the latter of Missouri. The mother came to this state with her parents when eleven years of age. Francis E. Patterson went to California in 1849 and subsequently came to Oregon, locating first in Benton county but later settling in Polk county, where he engaged in farming, residing there until his death, at the age of ninety-one years. The mother died at the age of eighty-five years. The paternal grandfather, Herbert Patterson, was a member of the Illinois legislature in 1851, and became active in public affairs in Oregon also, serving in the state legislature in 1880-82. To Francis E. and Caroline Patterson were born eleven children, namely: Isaac, who is now governor of the state of Oregon; Henry, who is in the United States customs service in Portland; George, who is engaged in farming; Frank, deceased; William, who lives in Portland; P. C., of this review; D. P., who is engaged in the drug business in Portland; Narcisse, who resides in Tappanish, Washington; Allen, of Prosser, Washington; Maude, who is the wife of E. B. Arthur, of Portland; and one who died in infancy.

P. C. Patterson received his elementary education in the public schools and attended the State Normal School at Monmouth, after which he spent some time on his father's farm. Going to Independence, Oregon, he engaged in the confectionery and cigar business, which he carried on for three years, after which he was engaged in the insurance business in Salem for a short time. He clerked in various stores in Salem until July, 1899, when he came to Portland and entered the employ of W. P. Fuller & Company, with which concern he has been identified to the present time. He was promoted through various positions, in all of which he showed himself capable and efficient, and in March, 1920, was made manager of the Portland branch. He has shown marked executive ability and has handled the affairs of the company at this point in a very satisfactory manner. He prospered in business and is a director and vice president of the Willamette Building and Loan Association, a director and vice president of the Willamette Securities Association and president of the Manufacturers and Merchants Association of Oregon for the past five years.

In 1907, Mr. Patterson was united in marriage to Miss Georgie Giltner, who was born at St. Helens, Oregon. Mr. Patterson is a member of the Masonic order, in which he has taken the chapter degrees, and belongs to the Waverly Golf Club and the Chamber of Commerce. He is aligned with the republican party on political questions and in local public affairs has supported all measures for the betterment of the community. Because of his ability and his estimable personal qualities he has won and retains the uniform respect and confidence of all who know him.

SAM SAMSON

Sam Samson, who owns and conducts the Hot Springs hotel, at Stevenson, Washington, has lived in the Pacific northwest for nearly forty years and through his persistent industry and good management has prospered, so that he is now very comfortably situated. He was born in Sweden and is a son of Sven and Carrie Swanson, also natives of that country. His father, who owned a farm and devoted his life to its cultivation, is deceased, and the mother, who afterwards brought her children to the United States, died in Connecticut. They were the parents of seven children: Martin, deceased; Olaf, who lives in Connecticut; Sam; Nels, who runs a large dairy in Connecticut; Peter, who lives in Stevenson, Washington; John, who lives in Connecticut; and Mrs. Sigrid Anderson, who lives in Sweden.

Sam Samson received a good education in the excellent schools of his native land, accompanied his mother to this country in 1888, and was employed at farm work in Connecticut until the fall of 1889, when he came to Washington, locating in Tacoma. There he was employed in sawmills and also worked for a few years on a large hop ranch owned by Mr. Oliver at Alderton, near Puyallup. He was then in the logging camps for awhile and in 1892 he went to White Salmon, Washington, where he took up one hundred and sixty acres of timber land on Little White Salmon river, built a log house and entered upon the task of improving the tract, living there until 1900, when he went to Nome, Alaska, where for seven years he was engaged in gold mining on a large scale. He met with very gratifying success and in 1907 returned to the States, living in Portland, Oregon, about a year. In 1908 he came to Stevenson and bought the Hot Springs Hotel from Dr. Avery and has since devoted his attention entirely to its management, in which he is meeting with success. This is one of the prettiest of the smaller hotels on the north bank of the Columbia river and is well situated on the hill above the town, though only one block distant from the post office and business center. The building is of modern construction, having a large, glass-enclosed lannai, affording a magnificent view of the majestic Columbia. The building is steam heated, has a spacious and well serviced dining room, and every possible attention is given to the welfare and comfort of the guests, because of which the place has become very popular with the traveling public. The hotel is surrounded by a beautiful lawn and ornamental shrubbery and presents a very inviting appearance.

In 1907, at Nome, Alaska, Mr. Samson was united in marriage to Mrs. Flora (Peoples) Arnot, who was born in Kalamazoo, Michigan, and who by a previous marriage has a daughter, Mrs. Walter Hufford, who is the mother of a son, Samson G., now twelve years of age. Mr. Samson is a member of Stevenson Lodge, A. F. & A. M., of which he is a past master; Oakland Consistory, A. A. S. R.; and Mountain Lodge, No. 172, I. O. O. F., at Stevenson, and he and his wife are members of the Order of

the Eastern Star. Mr. Samson is one of Stevenson's best known citizens and has shown a fine public spirit in his attitude towards all measures for the promotion of the city's best interests. He is cordial and affable in manner and commands uniform confidence and respect.

JACK H. PETIT

One of the oldest pioneer families of the Columbia River valley is that of which Jack H. Petit, of Ilwaco, is a representative. From the time his great-grandfather settled here, nearly one hundred years ago, to the present the family has been prominently identified with the development of this section of the Pacific northwest and its members have always stood high in public regard, Jack H. Petit being today recognized as one of the leading business men and most influential citizens of his community. He was born at Old Chinook, Washington, on the 26th of May, 1892, and is a son of Herbert and Mary (Greenleaf) Petit, both of whom were born in Marion county, Oregon. Mr. Petit's great-grandfather, Alex Obishau, who was of French descent, was born in Quebec, Canada, and came to Oregon territory about 1830 with the Hudson's Bay Company. Soon after his arrival here he took a donation land claim of six hundred and forty acres at Butteville, Marion county, which at that time was one of the leading trading points in the territory. He was one of the first French settlers in Oregon and proceeded to develop the land which he had acquired. He made his first plow, fashioning tin over the mouldboard and share, and also made his own harness. He prospered and acquired more land, so that at one time he owned four square miles of the finest land in the Willamette valley. Having decided to erect a new residence, he gave six hundred and forty acres of land in payment for the building of his house, which was at that time considered the finest home in Oregon territory. The district became known as "French Prairie," in honor of the first settlers here, and today comprises some of the most fertile and productive land in the valley.

Mr. Petit's grandfather, Amable Petit, who also was born in Quebec, Canada, crossed the plains with ox teams and covered wagons in 1839 and located at St. Paul, Marion county, Oregon. He was a millwright by trade and was employed in the grist-mill at St. Paul which had been built by the missionaries, and which was the first grist-mill in Oregon. After working there a few years, he bought the mill, and later also bought a sawmill, both of which he operated. He also bought a farm near by. In about 1844 he sold the mills to a Mr. McKay and went to California, where he took a contract to build the first grist-mill in that state for Captain Sutter, at Sutter's Fort, the mill being operated by horse power. On the completion of that contract he returned to Oregon and lived on his farm until 1847, when he again went to California and contracted with Captain Sutter for the erection of another grist-mill, in payment for which service he was to receive fifteen thousand acres of land in Green valley and one hundred head of cattle. Before the completion of the mill gold was discovered, followed by a general stampede to the gold fields, and work was suspended on the mill, which was never completed. Mr. Petit engaged in gold mining, but malaria and other diseases broke out in camp, many miners dying, and he went back to Oregon, where for about ten years he devoted his attention to his ranch. He then sold out and went to Walla Walla, Washington, where he ran a pack train, transporting supplies to the mines in Idaho. After following that business for two years, he went to Portland, Oregon, which was then growing rapidly, and buying a barge, engaged in contract work, transporting sand, gravel and wood to Portland for about two years. About 1866 he moved to Old Chinook, Washington, at the mouth of the Columbia river, and engaged in salmon fishing, salting the fish, which he shipped by boat to Portland. In this enterprise he was successful and in 1881 he retired from active business pursuits and resided at Ilwaco until his death, which occurred in 1889. To him and his wife were born eleven children, of whom six are living, namely: Herbert, father of Jack H. Petit; Mrs. Catherine Colbert, of Ilwaco; Mrs. Esther Brumser, of Portland, Oregon; J. A., of Seattle; Joseph, of Chinook, Washington; and Henry, of Raymond, Washington.

Herbert Petit was born near St. Paul, Marion county, Oregon, on the 26th of December, 1849, and was educated in the district school at Butteville, Oregon. He worked on his father's farm for several years, and then learned the machinist trade

which he followed for several years. He was also for a number of years associated with his father in salmon fishing and packing, and for the past twenty years has been employed as head machinist at the McGowan Brothers' salmon cannery at Ilwaco. He is one of the most active men of his age in the state, being as keen and alert as most men twenty years his junior. Mr. Petit has been married three times, first, in 1879, to Miss Annie Sweeny, who was born in Pacific county, Washington, and they became the parents of three children, Georgie, who lives in Portland, Oregon, and Frankie and Hattie, both deceased. The mother died about 1885, and in 1887 Mr. Petit was married to Miss Frances Sweeny, a sister of his first wife. She died in 1889, and in 1890 he married Miss Mary Greenleaf. To them have been born five children, namely: Jack H., of this review; Mrs. Frances Wikel, who lives in San Francisco, California, and is the mother of two children, Bert and Marian; Mrs. Evelyn Lynehan, who also lives in San Francisco and has two children, Byron and Mary Adele; Thomas, who is married and has a son, Thomas, Jr.; and Ernest, who remains at home and is employed at the plumbing business with his brother.

Jack H. Petit received his educational training in the public schools of Ilwaco, and also took a correspondence business course. He learned the plumbing trade at Fort Canby, where he was employed by the United States government for three years after which he went to Bremerton, Washington, where he did clerical work in the navy yard for four and a half years. He then joined the C. C. Moore Company, of San Francisco, for which concern he erected machinery all over the northwest, and in 1921 he returned to Ilwaco and established a plumbing shop. He has been successful in this venture, building up an extensive and prosperous business, and now owns two business houses in this place, occupying one of them himself and leasing the other, and also owns an attractive home. He is painstaking and thorough in the execution of every contract into which he enters and has earned an enviable reputation for reliability in every regard.

In 1914 Mr. Petit was united in marriage to Miss Pauline Harris, who was born and reared in Ilwaco and is a daughter of Captain Alfred and Clara (Gaither) Harris, both of whom are deceased. Captain Harris was the first chief of the first life saving station at Cape Disappointment, at the mouth of the Columbia river. Mr. and Mrs. Petit have a son, Jack A., Jr., who was born December 10, 1915, at Ilwaco. Mr. Petit is a member of Ilwaco Lodge, No. 118, I. O. O. F.; the Odd Fellows Encampment at South Bend, Washington; Port Angeles (Wash.) Lodge, No. 353, B. P. O. E.; the Woodmen of the World and the Daughters of Rebekah, and also belongs to the Kiwanis Club and the Chamber of Commerce. A man of candid and straightforward manner, honorable in all of his affairs, maintaining a good citizen's interest in everything pertaining to the welfare and progress of his community, and cordial and friendly in his social relations, he has shown himself well worthy of the respect and confidence which are accorded him throughout the locality where he lives.

DANIEL O. WEBSTER, M. D.

Dr. Daniel O. Webster has been an active representative of the medical profession in Portland during the past quarter of a century and is the oldest physician in point of residence on the "Peninsula." He was born at Lakeport, New Hampshire, May 20, 1876, his parents being Daniel E. and Abbie A. (Buzzell) Webster, the former born at Lake Village, New Hampshire, April 10, 1850, and the latter at Cape Elizabeth, Maine, April 1, 1850. He comes of Scotch and Welsh descent on the paternal side and of English lineage in the maternal line.

Daniel O. Webster acquired his early education in the public schools of Lakeport and pursued a preparatory college course in the Tilton School at Tilton, New Hampshire. In 1900 he was graduated from Brown University with the A. B. degree, while three years later, in 1903, he received the degree of M. D. from Boston University on the completion of a course in medicine. Portland has remained the scene of his professional labors during the past twenty-five years and throughout the entire period he has devoted his time to the general practice of medicine and surgery, with particular attention to obstetrics. He has built up an enviable patronage and his high standing in professional ranks is indicated in the fact that he is the president of the Oregon State Homeopathic Medical Society. As above stated, Dr. Webster is the oldest physician on the "Peninsula" in point of years of residence, for he

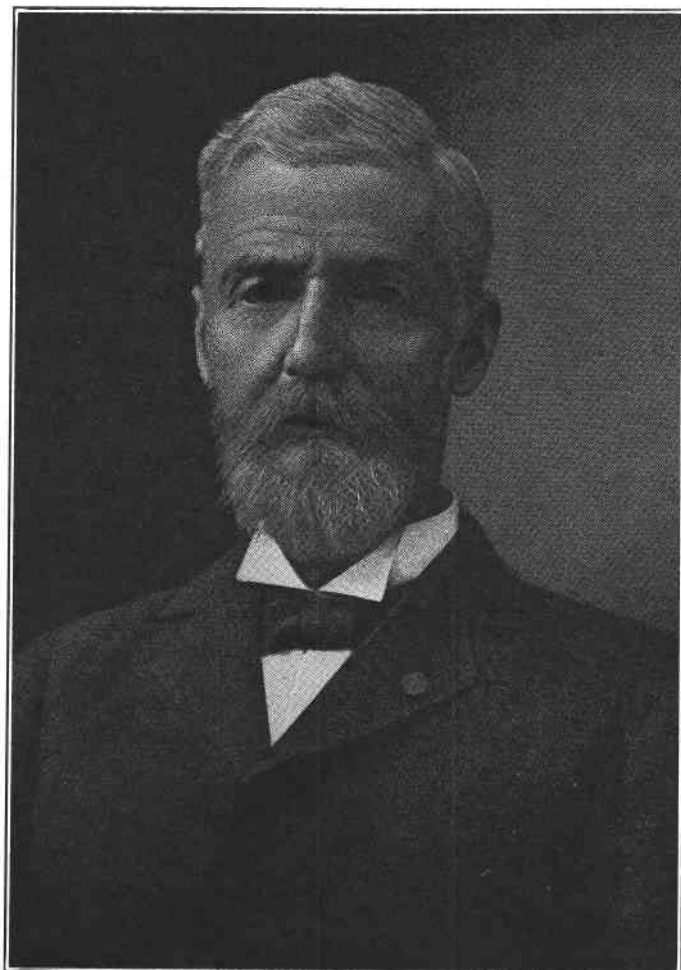
opened his office in the University Park district of Portland when there were no streets, the city gradually growing out to this locality. Travel at first was on foot and an occasional suburban car, then by bicycle and on horseback and with horse and buggy until eventually the automobile came into general use. The Doctor has witnessed the growth of the district until the bulk of the residence population of Portland is now on the east side, where he came as a pioneer twenty-five years ago.

On the 2d of October, 1912, Dr. Webster was married to Amy Keen, of Aberdeen, Washington, a native of Oregon and a lady of English descent. She is past grand marshal of the grand chapter of the Order of the Eastern Star of Oregon and is a member of Nydia Temple, Daughters of the Nile, and of the Women's Club. Dr. Webster belongs to Peninsula Lodge, No. 128, of the Independent Order of Odd Fellows and is also a worthy exemplar of the teachings and purposes of the Masonic fraternity, being a member of Doric Lodge, No. 132, A. F. & A. M., and of the chapter, commandery and Mystic Shrine. He is past grand patron and present grand lecturer of the grand chapter of the Order of the Eastern Star in Oregon. Dr. Webster also has membership in the Columbia Country Club and is highly esteemed in both social and professional circles of his adopted city.

DAVID P. THOMPSON

The estimate of the individual is based on his improvement of opportunity, his utilization of natural talents and his fulfillment of his obligations. In every phase of his life measuring up to the highest standards in these particulars, David P. Thompson leaves to the state of Oregon as a priceless heritage the memory of a purposeful, resultant and honorable life that through years to come should serve as a source of example, encouragement and inspiration to the citizens of Oregon. He came to the state in 1853, when a youth of nineteen years.

He was born in Cadiz, Ohio, November 8, 1834, and in the paternal line was of Irish extraction, while in the maternal line he was of Scotch descent. The family home stood directly below the Harrison county infirmary, beyond which to the west he could see the apex of a hill. He frequently said in later years that when he reached the summit of that hill he almost thought he had reached the confines of the world. But to him as to all others the horizon broadened as he advanced and he came to know that there was a great universe beyond Cadiz. His father owned and operated a mill, around which he played in his boyhood. He was reared in a Christian home and with his parents attended the Associate Reform church of Cadiz. The lessons which were impressed upon his mind in his youth concerning those things which are honorable and of good repute were never forgotten. His knowledge of blacksmithing was obtained at the forge of Elijah Lizure, under whom he served an apprenticeship. He was afterward engaged for some time in railroad surveying with General Blickensdorffer and in the knowledge and practical experience that he was acquiring he laid the foundation for his success and usefulness in later life. Mr. Thompson came to Oregon in 1853, employed by Colonel R. R. Thompson, who removed to this state in 1849, to drive sheep and thus following the flock, David P. Thompson walked all the way over the arid plains and unsettled prairies and across the mountains to the northwest. He worked at whatever he could find to do. His knowledge of blacksmithing proved of priceless value to him after reaching Oregon. He was prominent in building the first railroad in the state—a line constructed around the falls of the Willamette. He was studious and ambitious, however, and his ability and willingness to work soon won recognition. He was appointed United States deputy surveyor to survey the public lands of the territories of Oregon and Washington and thus served until 1863. This brought him a knowledge of lands and of opportunities, indicating to him the needs of public improvement and all he could save was placed in investments, the value of which increased with the growth and settlement of the state until his property holdings made him a wealthy man. During the period of the Civil war he enlisted becoming first lieutenant and afterward captain in the First Oregon Cavalry, with which he was connected for four years. He offered his services, under the call of President Lincoln to the governors of Ohio and Pennsylvania respectively but his offer was declined on account of the expense of sending troops by the way of the Isthmus of Panama. He was a loyal



DAVID P. THOMPSON

and devoted member of the Grand Army of the Republic and could be seen on every Decoration Day marching in the ranks of the veterans.

One of the notable features in the life of Mr. Thompson was the adaptability with which he took up a new work, recognizing the opportunities and bending his energies toward the accomplishment of the result. In 1866 he became manager of the Oregon City Woolen Manufacturing Company, controlling what was at that time the largest enterprise of the kind in the northwest. In time he became largely interested in the construction of railway and the establishment of navigation lines in Oregon and California and his efforts in promoting transportation facilities constituted a valuable factor in the development and upbuilding of the coast country. He was vice president and a director of the Oregon Railway & Navigation Company and was closely associated with those who, through the building of railway lines, opened up the northwest. In the late '70s Mr. Thompson, being part owner of the Sterling mine in southern Oregon brought in water for its development, a distance of twenty-three miles over a mountainous and heavily timbered country. This was one of the first pieces of difficult engineering in that section and was looked upon as a remarkable feat. He had unusual ability for managing large bodies of men and the loyalty of his employes was ever a pride and pleasure to him. Extending his operations to the field of banking he at one time was president or director in seventeen national banks in this section of the country but in 1891 retired from the banking business. While his business interests mainly centered in Oregon, he had also large interests in the state of Washington.

Business interests, however, never precluded his active participation in public affairs nor his substantial aid in any project which he deemed valuable to the city or state. His worth as a citizen and his marked ability led to his selection for many public offices. In 1866 he was chosen to represent the twelfth district in the state senate and occupied a seat in the upper house until 1872. In 1878 he served in the lower house of the Oregon legislature and again in 1882 and 1889, and in 1878 was the republican candidate for speaker. President Grant appointed him governor of the territory of Idaho and he served as its chief executive until 1876, when he removed to Portland. He was twice mayor of this city and his administration was characterized by needed reforms and improvements and by the substantial upbuilding of municipal interests. In 1884 he was made a presidential elector on the republican ticket and was a delegate to the republican national convention which nominated President Hayes and a member of the committee that officially notified him of his nomination. In 1890 he was made the republican nominee for governor of Oregon but was defeated by a coalition of the democratic, populist and prohibition parties. In 1892 President Harrison appointed him minister plenipotentiary and envoy extraordinary to Turkey, which position he resigned in 1893. Throughout the period in which he was recognized as one of the republican leaders of Oregon, he stood for high ideals, desiring ever that the republican party should be essentially a party of principle, that it should not exist primarily to make particular individuals presidents or governors or senators but that it should exist to make vital certain principles essential to national salvation. He believed that it should fulfill the highest definition of a political organization—that is, a large group of men working unselfishly for a great common cause. His position was never an equivocal one and he never hesitated to sacrifice personal interests and ambitions for the public good. He was long an influential and leading director of the Portland schools and in connection with the furtherance of the cause of education in Oregon has been greatly missed since death claimed him. He made generous donations and made prizes to help the schools, filled the position of Regent of the University of Oregon and took a deep interest in its prosperity. His capacity to control and manage successfully a vast number of widely differing enterprises and attend to the details personally was wonderful. One of his chief characteristics was his love for animals. This was not only evidenced by constant financial aid and moral support of the Oregon Humane Society, of which he was president, but in a gift to this city of a handsome drinking fountain situated between two of the most prominent public squares.

In 1861 Mr. Thompson was united in marriage to Miss Mary R. Meldrum, a daughter of John and Susan D. Meldrum, Oregon pioneers of 1845. Mr. and Mrs. Thompson became the parents of a son, Ralph, now living in the state of Washington, and two daughters: Bessie M., who is the wife of Joseph N. Teal, a distinguished and

successful lawyer of Portland; and Genevieve, whose home is with her mother in Portland.

Mr. Thompson was a member of the Masonic fraternity, being the first man initiated into Harrison Lodge, No. 218, F. & A. M., at Cadiz, Ohio. He was then but nineteen years of age. He remained loyal to the beneficent principles and fraternal spirit of the order throughout his entire life and was equally faithful to his membership in the Unitarian church.

In May, 1901, Mr. Thompson left home for a trip around the world, but had proceeded eastward only as far as Iowa when he became ill and was obliged to return home. He never fully recovered and passed away on the 14th of December, 1901. The press of the entire country commented on his death in terms of commendation and of respect. Said one of the journals of Walla Walla, Washington: "The Walla Walla friends of the late D. P. Thompson of Portland are profoundly grieved to learn of his death. Mr. Thompson was for years during his lifetime connected with the financial institutions of Walla Walla and had always taken a lively interest in the progress of the Garden city. He was a man highly respected by every one who knew him. He acquired wealth and influence in both public and private life by his constant effort to progress in all walks of life. He came to the Pacific coast a pioneer in the face of obstacles, and made his mark among his fellowmen."

Mr. Thompson was a most generous man. His benevolence fostered many good works and his helpful aid tided many an institution and individual over a critical period. The Oregonian said of him: "Occasionally a man carves out a fortune by dint of toil and the exercise of foresight and then proceeds to make his fellowmen the better for his having lived and grown rich. David P. Thompson was of this class. His life is to be cited as an example of the possibilities of human nature untarnished by the corrupting influence of gold. His was a career that spurs on young men to strive for the better part. D. P. Thompson stood for higher education. His influence went for the upbuilding of all institutions that make for mind improvement. He was distinctively a friend of the younger generation who aspire to climb the ladder of intellectual achievement. Oregon owes him a debt of gracious memory for what he did for the schools of the state. And in what other sphere does not the same apply? He stood for the interests of the common man as against the too often oppression of the more powerful. His political career was illustrative of the truth now too frequently scouted, that a man may engage in the performance of civic duties without tarnishing a good name. No breath of suspicion ever attached to him through a long and eventful life. D. P. Thompson stood for industrial development, and he possessed in a remarkable degree the foresight that enables men to see into the future and plan permanently for what will be the coming needs. He was human. The humanity of his nature impressed anyone meeting him casually, shining out of benevolent eyes and manifesting itself in acts of charity and evidences of good will for all."

A fitting tribute to his memory was expressed in an editorial of the Oregonian, giving a just estimate of the character of one who had been a resident of Portland and whose life was an open book that all might read. The editorial said: "David P. Thompson was a faithful type of the men whose rugged virtues and indomitable force of character are indispensable in the molding of wildernesses into states. They take no accounts of hardships, stop at no obstacles, so that the goal which measureless useful ambition has set before them may be achieved. The dauntless purpose that sends them out into the front line of civilization's advancing wave, becomes in the new environment a transmuter of energy into every needed form of expression. The iron will adapts itself to every circumstance and conquers every difficulty. Out of its inexhaustible reservoir of determination it passes at will into versatility in whatever direction need is found. In the tamer days of more settled community life every man must stick to his last. No one thinks of leaving the beaten path of his chosen calling, for thus he would enter upon an unknown sea, dark with vague terrors. But no such timidity or circumspection hedges in the man of Mr. Thompson's character and times. He threw himself into every opening industry offered or civic duty required. It was not for him to take counsel of capacity or temperament but to apprehend what needed doing and force his powers to its accomplishment. Thus he became successively, as occasion required, woodchopper, blacksmith, surveyor, railroad builder, volunteer soldier, manufacturer, educator, statesman, banker and philanthropist. Most distinctive and necessary in all this was the work of his earlier years in assisting at the establishment and formation of the Oregon country. Any man can make money and most

men can save some of it. Any man of generous impulses and broad views can give money away to worthy objects. So, while Mr. Thompson's contributions to charity and diplomacy were real and creditable, his signal service was in the vigor he lent to the pioneer era, in making this region habitable, in bringing its resources to light and in stamping his intensely practical ideas upon the educational system of the state. Such careers are too near us now for their significance to be appraised at its true value, but the future will be able to trace the tremendous effect of their labors upon the society and the institutions of their time. The possibilities of high position afforded in the United States to industry and fidelity were never better illustrated than in Mr. Thompson's case. He crossed the plains as a boy of nineteen, working for his living and dependent on his own hands for whatever the world was to bring him of enjoyments or honors. He died possessed not only of great wealth and political honors but of exalted social position, a man enriched by years of foreign travel and residence, by books and art, by constant mingling with men and women of the highest breeding, education and accomplishments. He started with nothing, he ended with almost everything that man covets as of value. And he won it all by his own unaided exertions. It is well that so successful a life should also have found time for the finer things our self-made men are prone to overlook—aid in money and personal attention to schools and churches, collection of rare objects of beauty from all over the world, and the artistic adornment of his city and his home. It seemed almost akin to mockery to commiserate those immediately bereaved upon the completion and end of such a career of usefulness and strength. His work was done and rest comes fittingly at close of day. When a man has done all that has been required of him and seventy years of care and toil lies behind him in satisfying memory, a peaceful taking off as he sits patiently on the western piazza waiting for his sun to set is far preferable to the lot of those who linger on in bitterness and gloom to outlive not only their capacity for enjoyment but also their power to add to the happiness of others. Mr. Thompson filled a large place where his manhood years were passed and it, though he is gone, is secure. In the history of his adopted state and in the institutions he helped to form, his true monument stands, more beneficent than all his gifts to charity, more lasting even than the bronze or granite tokens he left in Portland's streets to perpetuate his name."

As was befitting his sturdy character and life a plain granite slab marks his last resting place in Riverview cemetery. His family has erected in his memory in the City Park, on a high hill overlooking the city he served so well, a magnificent group called "The Coming of the White Man" by the American sculptor Herman A. MacNeil. His group typifies, as the title indicates, the approach of the first white men in the Oregon country. Two Indians, of heroic size, standing on a great unhewn stone, are gazing with intense interest up to the gorge of the Columbia river, down which the pale faced strangers are coming. The younger Indian bears an expression of interest and welcome and in his hand a branch from a tree as a symbol of peace; the older Indian wears a somewhat resentful expression as if his mind were dwelling on the future history of his race and the sculptor has depicted with great skill the old warrior's doubt and possible dread as to the outcome. It is a masterful work of art and is said to be one of the most artistic and beautiful bronze groups in America.

JOHN C. BRUCHNER

John C. Bruchner is a representative of the oldest monument firm in Portland, being associated with the Otto Schumann Granite & Marble Works. This business was established in 1884 by Otto Schumann, under the name now in use, the plant being located on First street, on the west side, whence a removal was made to Third street, near the corner of Taylor street. The business was there carried on for a number of years and was then taken to 39 East Third street, the removal being made about 1900. In 1910 the entire plant was moved to the east side, where the efforts of the firm are concentrated on monumental work, which is produced in accordance with the highest standards of service in this field. That the firm has remained in continuous existence for forty-four years is incontrovertible proof of efficiency, capability and reliability. This is today the oldest firm in the city and its trade covers a wide territory. Stone for the monuments is obtained from all parts of the world

and the output is all of original design. The plant employs on an average of twelve people and the finished product is sent throughout Oregon and southwestern Washington. The firm sets up its own work and has had contracts for monuments of various kinds, ranging from one to ten thousand dollars.

John C. Bruchner, who is now proprietor of the business, was born in Bavaria in 1878 and pursued his education in the schools of Germany, after which he began learning the stone-cutting and the monument building trade. Believing that he might have better opportunities in the new world, he came to the United States in 1896, settling first in New York, whence he removed to Maine, afterward to Pennsylvania and then to Illinois and Montana, working at his trade in these various states. In 1904 he arrived in Portland and entered the employ of Otto Schumann as foreman of the business. For seven years he continued with Mr. Schumann and then purchased the business of his employer, retaining, however, the old firm name, which had become a synonym of progressiveness and reliability in the minds of the public.

In 1919, in Portland, Mr. Bruchner was united in marriage to Mrs. Theresia Wind, a widow, who was born in Austria and by her former marriage had five children: Clara, who is Mrs. A. T. Manning, and Jack, who are with the Otto Schumann Granite & Marble Works; Joseph; Woodrow; and Albert. Mr. Bruchner is identified with the Portland Chamber of Commerce, the East Side Commercial Club, the Lions Club and the Woodmen of the World. His association with these organizations indicates the progressive spirit which underlies his words and his activities. He has steadily advanced since starting out on his own account and he has built up his business on the sure foundation of excellent workmanship and thorough dependability.

GEORGE WASHINGTON SHAVER

No history of Portland and the development of Oregon and the northwest would be complete without extended reference to George Washington Shaver, who became one of the early pioneers of the state and was prominently connected with various business interests that contributed to the development of this section of the country. He was born in Campbell county, Kentucky, March 2, 1832, and obtained a fair education for that period. In young manhood he went to Missouri, where he resided until he became deeply interested in the west and its possibilities. When gold was discovered in California he determined to try his fortune in the mines and in 1849 started across the plains with ox-team and wagon as a member of a large party. Slowly they proceeded across the stretches of hot sand and through the mountain passes, and after reaching his destination Mr. Shaver began work in the mines, but his labors did not bring him the expected returns and he made his way northward to Oregon, where he again tried mining for a brief period. On coming to this state he settled at Waldo Hills, Marion county, and it was from there that he went to southern Oregon, where he once more took up mining, but without great success.

Mr. Shaver arrived in Portland on the 2d of February, 1854, and it was in this city that he wedded Miss Sarah Dixon, who made the long trip across the plains to Oregon in 1852 in company with her parents, Mr. and Mrs. James Dixon, who settled at Roseburg. With his bride Mr. Shaver first located on a farm in Marion county, and four children were born to them while they still occupied the farm, while six other children were added to the family subsequent to the time when their home was established in Portland. They took up their abode here in 1860, upon land that is now included within the Elizabeth Irving addition to the city. Mr. Shaver turned his attention to dealing in wood and for many years had large contracts for furnishing fuel to the steamboats plying between Portland and San Francisco. He also supplied wood to various river boats and barges and thus one by one aided in clearing the timber tracts of this region, Mr. Shaver probably cutting more acres of timber than any man of his time.

In those early days there was no rail transportation and Mr. Shaver became greatly interested in navigation, and on the organization of the Shaver Transportation Company was made its first president, his son, James W. Shaver, filling the office of secretary and treasurer. This business developed into one of the important



GEORGE W. SHAVER

navigation interests of the northwest, and the father continued in active connection therewith until the time of his demise, October 26, 1900. The Shaver Transportation Company still exists as one of the potent forces in navigation circles of the northwest, and is today represented by Delmer Shaver, president; Leonard Shaver, vice president; H. T. Shaver, secretary; and George M. Shaver, treasurer. Captain Shaver of this review remained the president of the Transportation Company and head of all the different interests of his family until the time of his death. He was a man of large business capacity, forceful and resourceful, and belonged to that old school who believed that strength lay in the family union, and therefore, he always wished his interests and prosperity to be shared by the members of his own household. One of the fleet of ships belonging to the transportation company was named "G. W. Shaver" in honor of the father, while another was called "Sarah Dixon," so named in honor of the mother. And while four of Captain Shaver's sons followed in the father's footsteps in the navigation line, one son, John R. Shaver, now deceased, followed independent interests during his life. He was born December 14, 1854, at Waldo Hills, Marion county, and was educated in the public schools of Portland, while performing the various home duties as did the other boys of the family. He soon entered into the livery business in East Portland, later operated a mail route for some time, and then took over the management, and operated one of his father's farms, located at Molalla, Clackamas county. While engaged in farming here, he was elected to the office of sheriff of this county, serving two terms, and during the latter term was shot and killed by an outlaw (Smith) on April 30, 1906, while in the performance of his duties. He married Miss Martha King, and to them five children were born: Earl (deceased), Lloyd, Zelma, Ellen (deceased) and Genevieve.

Throughout his life George W. Shaver was keenly interested in all that pertained to Oregon's progress and improvement. Coming to the state in 1850, he remained a resident here for a half century, and he left the impress of his individuality and ability upon many interests which were of general public worth. He departed this life on the 26th of October, 1900, at which time it was said of him: "He was not only a man of sound business judgment and capacity for observation and action but also in the character embodied all that is excellent and of good report. No worthy cause of Portland but profited by his generosity and large-heartedness; no friend but was benefited by his council and assistance. To the end he retained in increasing measure the confidence of all with whom he was ever associated and to his family and friends he left the heritage of a good name."

CAPTAIN JAMES W. SHAVER

No student of history can carry his investigation far into the records of the northwest without learning of the close connection of the Shaver family with all that has had to do with the development of navigation interests in this section of the country. Captain James W. Shaver, now deceased, was prominently and widely known as the organizer, secretary and manager of the Shaver Transportation Company, which has long owned and operated its own boats, and the development of its business has also been a source of gratification in connection with the upbuilding of this section of the country. In pioneer times the Shaver family was founded in Oregon, and Captain Shaver of this review was born at Waldo Hills, within five miles of Silverton, Oregon, September 2, 1859, a son of George Washington Shaver and Sarah (Dixon) Shaver.

Captain James W. Shaver was but six months old when his parents took up their abode in Portland, where he was reared and educated in the public schools, and in young manhood he became actively interested in his father's business, which then included the conduct of a livery stable in East Portland and the management of a large cord-wood business—wood yards being maintained at East Portland and also at the Shaver dock on the river. It was but natural that he should become interested in shipping, therefore turning his attention to navigation in 1880 in partnership with Henry Corbett and A. S. Foster. They purchased the business of Captain Charles Bureau and organized their interests under the name of "The Peoples Freighting Company," of which Mr. Shaver became the manager and was also

captain of the "Manzanillo," a river boat plying between Portland and Clatskanie. After a brief period Captain Shaver acquired the interest of Mr. Foster, and Mr. Corbett also withdrew from the business, while George W. Shaver became a member of the firm, which was reorganized June 10, 1893, under the name of the Shaver Transportation Company with George Washington Shaver as president, and his son, James W. Shaver, as secretary and treasurer. In 1899 they built a boat which was named "G. W. Shaver," and in 1892 they began sailing the "Sarah Dixon," which was named in honor of Captain Shaver's mother. Some time afterward the "Manzanillo" was sold and the "Shaver" and the "Dixon" were utilized by the company in its transportation business until 1900, when the former was sold. In the same year the company purchased a towboat called "No Wonder," used in towing logs, and in 1901 the company built the "M. F. Henderson," also used for towing purposes. In 1906 they built the new "Dixon" and the "Wanna," while in 1908 they added the new "Shaver" to their fleet. In 1909 they bought the "Cascades," and they also built a hundred-horsepower launch, the "Echo," in 1910. The "G. W. Shaver" was the finest steamer on the Willamette in 1889, and was launched in Portland for the Shaver Transportation Company. It was in 1893 that the Shaver Transportation Company was organized and through the intervening period of more than a quarter of a century has been one of the most important factors in the transportation interests of the northwest.

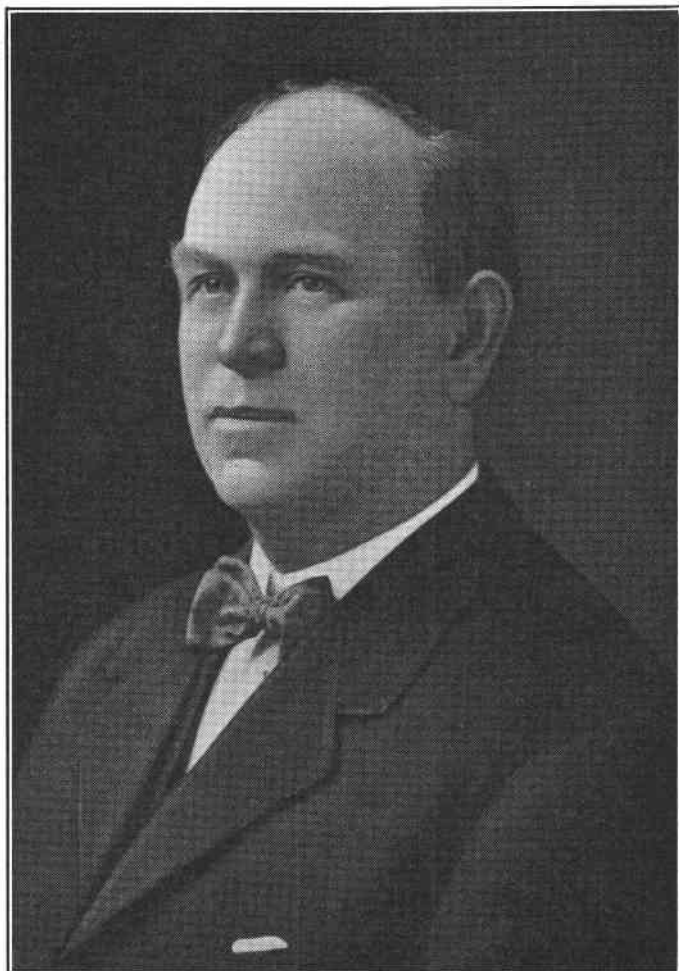
In 1887, in Portland, Captain James W. Shaver was married to Miss Annie M. Schloth, a native of Portland, Oregon, and a daughter of Christian and Dora (Yench) Schloth, who were natives of Saxony, Germany, who came to the United States at an early day, and located at Dubuque, Iowa, where they were married and where Mr. Schloth engaged in the meat business. In 1864 they removed to Portland, Oregon, and the father engaged in the meat business on Washington street, until his retirement. He later passed away in Portland, Oregon, December 10, 1901, at the age of seventy-five years, ten months and nine days. He was born in 1826, while the mother was born in 1844, and passed away in Portland at the age of seventy-two years, seven days, on November 29, 1916.

Fraternally Captain James W. Shaver was connected with the Woodmen of the World and was also a member of the Auld Lang Syne Society. Politically Captain Shaver was identified with the democratic party where national issues and questions were involved, but cast an independent local ballot. For about ten years he was one of the commissioners of the Port of Portland. During the war he served on the state advisory board and took a most active and helpful interest in promoting various branches of war service, particularly those which led to financing the government. The connection of the family with the northwest has been one of long duration and the worth of the work of its various members is widely acknowledged. They have contributed much to the upbuilding and development of this section of the country and their records well deserve a place upon the pages of Oregon's history.

Captain Shaver, on November 29, 1922, met an accidental death, on returning from the inspection of a ship's hull at the ship yards, while in company with his brother, Lincoln Shaver. In crossing the railroad tracks in this vicinity, they failed to see a fast oncoming Corvallis passenger train, which hit their car squarely, killing both men, and completely demolishing the automobile. Captain Shaver was one of Portland's most highly respected citizens, and his untimely death was a blow not only to his family and friends, but the Port of Portland lost one of its most valuable men in marine circles. He was widely known throughout the northwest as the organizer of the Shaver Transportation Company of Portland.

CAPTAIN DELMER SHAVER

The marine history of the state of Oregon would not be complete without some mention of one of its best known and honorable representatives, Captain Delmer Shaver, who has spent practically his entire life in the development of the Shaver Transportation Company, and a great deal of credit is due him for the wonderful strides of progress and success that this company has made under his careful super-



CAPTAIN JAMES W. SHAVER

vision as its president—he having served continuously with the company since its organization in every capacity of any importance and is considered by good authorities as one of the best posted men on marine Diesel engines and equipment on the Pacific coast.

Captain Shaver was born in Portland, on the old Shaver ranch which borders on the Willamette river, December 31, 1866, and is the son of George Washington and Sarah (Dixon) Shaver. His boyhood days were spent on the old ranch, and being ambitious he sold apples from the family orchard, also sold milk, working up a little route for himself, during which time he also attended school and obtained a good education for this early period. Later he assisted his father in raising thoroughbred Herford cattle, which they sold to the various dairymen in this section, and he also looked after the loading of ships with wood to be used for fuel, his father operating large wood docks on the Columbia and Willamette rivers. The first office of the company was located at the foot of Washington street, where the company did a large passenger business, and later the offices were moved to the foot of Davis street, and in June, 1927, the offices were again moved, this time to their present location at the foot of Fessenden street. Captain Shaver graduated from the Columbia Commercial College in the class of 1886. In 1889 he married Miss Nellie McDuffee, daughter of John and Mary (Wells) McDuffee, when he moved onto a farm of his father's which covered an area of from what is now 14th street to 24th street, East Portland, which was known as the "old Allard farm." In 1890 Captain Shaver became associated with his father and brothers—James W. (who is now deceased) and George M., and later another brother, Lincoln M. (who is also now deceased) in the steamboat business on the Columbia and Willamette rivers. His first position was on the steamer "Manzanillo," of which his brother George M. was captain, and one year later he received his mate's papers. From then on, his advancement was very rapid, until he became the master of the steamer "G. W. Shaver." For many years the company has operated steamboats in the passenger and freight service on the Columbia and Willamette rivers, but are now exclusively engaged in the towing business, operating about a dozen boats, many of them being high-powered steamers, while others are gasoline tugs. For more than a quarter of a century Delmer Shaver has been a member of the Shaver Transportation Company, and has served in every position of importance, having been captain of the steamer "George W. Shaver," the "Sarah Dixon" and the "Henderson" for sixteen years, and at the death of his father, which occurred October 26, 1900, he was made president of the company, which office he still holds. Their business has become one of the largest and most important on the river, placing them in a position of leadership among the representatives of marine interests in the northwest. Captain Delmer Shaver was obliged to leave the operating end of the business in 1896, and entered the office where he has assumed the duties of president and handles the traffic end for the company.

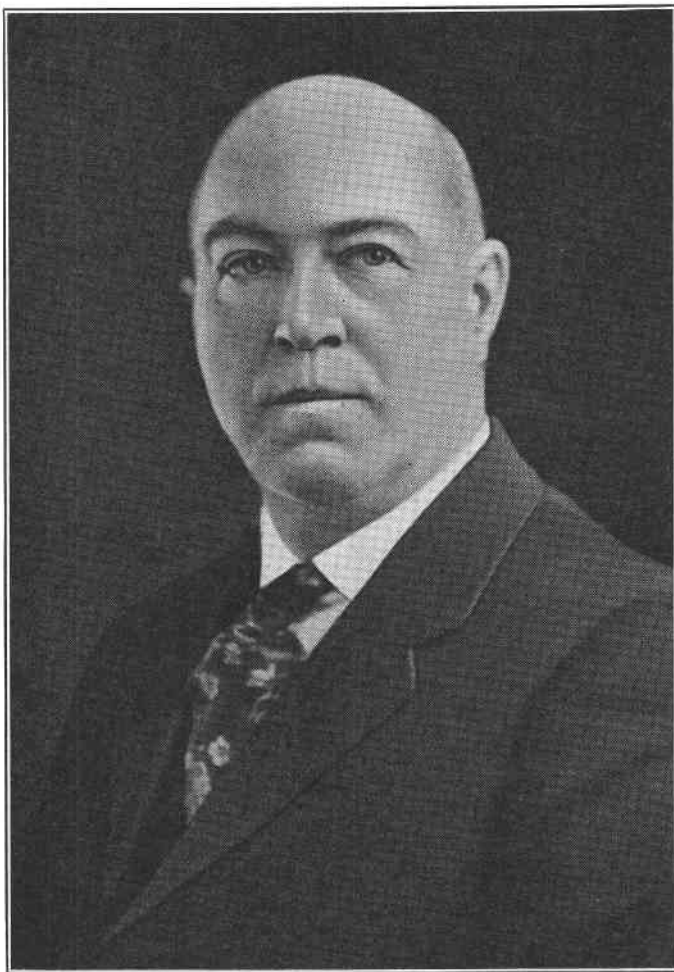
Captain and Mrs. Shaver had three children, namely: James Delmer, who was born December 25, 1903, and who met his death while swimming, when attending school at Corvallis, Oregon; Ellen Louise, who is attending the Girls Polytechnic school; and Doris, who attends the Grant high school. Fraternally Captain Shaver is a member of Portland Lodge, No. 55, A. F. & A. M.; Mount Hood Chapter, No. 50, R. A. M.; Oregon Commandery, No. 1, K. T.; and Al Kader Temple, A. A. O. N. M. S. He also is a member of the Auld Lang Syne Society and is a republican in politics. He and his wife are members of the Westminster Presbyterian church. In 1900 he erected a fine home at Vancouver avenue and Broadway, and in 1914 he built his present residence at 939 The Alameda (Drive) which is one of the finest residences in Portland.

Captain Shaver is interested in a number of other enterprises in Portland, and has always been interested in any movement for the betterment of mankind. He is public-spirited and possesses the spirit which is found in the real western-man, and his faithful wife is deserving for her share of her husband's success. He has been a hard worker all his life, and now enjoys the fruits of his efforts of early life. During the attendance of his son James Delmer at the State College at Corvallis, Oregon, Captain Shaver financed the building of the Omega Upsilon Fraternity House for boys at a consideration of twenty-six thousand dollars, and was himself initiated into the fraternity.

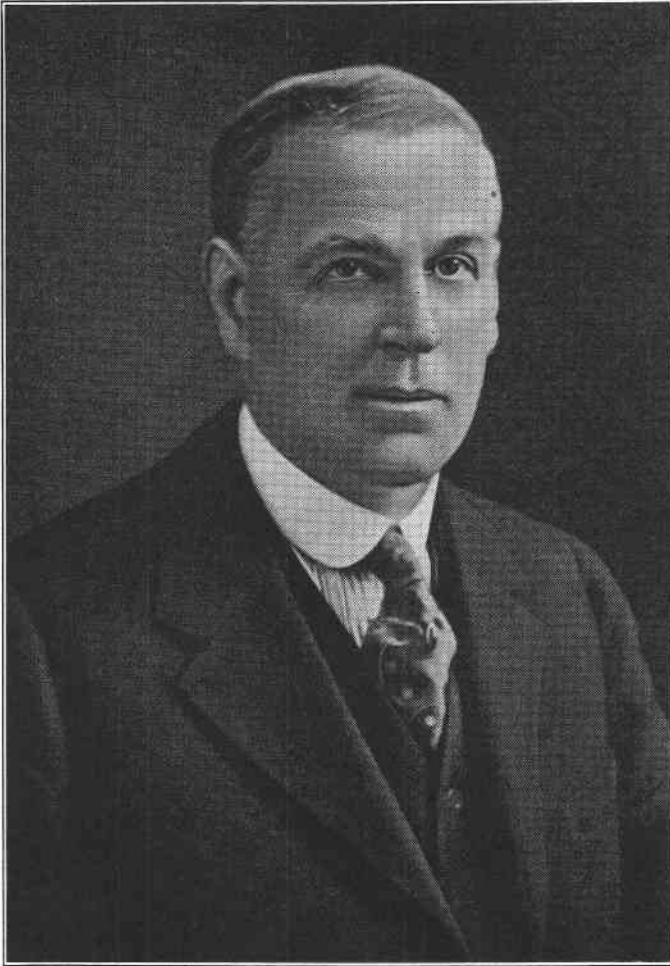
CAPTAIN GEORGE M. SHAVER

In the shipping and transportation circles of the Columbia River valley no name is better known than that of Shaver, for members of the family have long been actively identified with this branch of public service. The Shaver Transportation Company, of which Captain George M. Shaver is treasurer and manager, has owned and operated many of the largest and best boats on the river and has contributed immeasurably to the development of this section of the country during the past four decades. The company was founded in the early '80s by George W. Shaver, Captain James Shaver and Charles Bureau, the last named later selling his interest to the Shavers. Their first boat was the "Manzanillo," a stern-wheel steamer of about one hundred tons, which plied between Portland and Clatskanie. In 1889 they built the "George W. Shaver," a stern-wheeler of about three hundred and fifty tons net, which they operated on the lower Columbia. Later it was sold to The Dalles Navigation Company and renamed the "Glenola," and still later became the property of the Clatskanie Transportation Company, by whom it was named the "Beaver," and is now owned by the Harkness Transportation Company and rendering good service. The Shavers purchased the "No Wonder," a stern-wheeler of two hundred and thirty-five tons net, which they still operate. In 1891 they built "The Sarah Dixon," stern-wheeler, three hundred and thirty-four tons net. The Shaver Transportation Company was incorporated in 1893 and from that time on has expanded its operations. The "Sarah Dixon" blew up in 1912, after which it was rebuilt, but was burned in 1925, after which it was again rebuilt. In 1902 the company built the "Henderson," a stern-wheeler, three hundred and seventy-two tons net, which was wrecked in 1912 in a collision with the tug "Sampson." It was rebuilt and is still in use. In 1908 they bought "The Cascades," three hundred and fifty-nine tons net, which had been built by the United States government in 1886 and was used in the building of the Cascade locks. The Shavers still operate it. In 1908 they built "The Shaver," stern-wheeler, three hundred and five tons net, which in 1926 was converted into a twin-screw, Diesel-Tunnel type boat, with two engines, each of four hundred horse power. The steamer "Wanna," of one hundred and forty-nine tons, built in 1906, was sold to the Diamond O. Navigation Company, November 23, 1922. In 1910 they built the "Echo," an eleven-ton, gasoline, screw propeller tug, which in 1922 was converted into a ninety-horse-power Diesel. In 1920 the company bought the "Hercules," two hundred and ninety-three tons net, which had been rebuilt in 1899 from the old "Staghound." The "No Wonder" was built by Weidler, of the Weidler Mills, who had cut and seasoned the timber for two years before using. He named it "The Wonder," and it proved an extraordinarily good tow boat. So frequent was the expression, "No wonder," in referring to it, that he changed its name. In 1923 the company built "The James W.," of seventy-six tons net, three hundred horse power Diesel screw propeller. In 1920 they bought the "Jessie Harkins," which they renamed "The Pearl," and in 1925 it was converted into a two hundred horse power Diesel screw propeller. In 1926 they bought "The Charm" at Bangdon, Oregon, a ninety horse power Diesel propeller. The company also has a small gas boat, "The Dorris," a thirty-horse-power screw propeller, built in 1914. The Shaver Transportation Company is the oldest and largest towing concern on the Columbia river, and each year it averages over five hundred million feet of logs, besides many freighters and passenger boats. In 1927 the company moved to St. Johns, leasing the Grant-Smith-Porter shipyard, which affords then excellent facilities for repairs, as well as docks. The company employs about seventy-five people. Promptness and efficiency have characterized all of its operations and during all the years of its existence the company has been regarded as one of the most important business enterprises of the Columbia River valley.

George M. Shaver was born in Portland, March 26, 1865, and is a son of George W. and Sarah (Dixon) Shaver. His father was born in Campbell county, Kentucky, March 2, 1832, and in young manhood went to Missouri, where he resided until 1849, when he joined a large company and started across the plains, with the ox team and covered wagon outfit of that period. On his arrival in California he went to work in the mines, but was not satisfied with the returns, so went to southern Oregon, where also he mined for awhile, but with indifferent success. On February 2, 1854, he came to Portland, and here married Miss Sarah Dixon, who had come across the plains in 1852 with her parents, Mr. and Mrs. James Dixon, who settled at Roseburg. With his bride, Mr. Shaver located in Marion county, settling on a farm which he



CAPTAIN GEORGE M. SHAVER



CAPTAIN DELMER SHAVER

operated until 1860, when he returned to Portland, locating on a tract of land that is now included within the Elizabeth Irving addition to the city. He began dealing in wood and for many years had large contracts for furnishing fuel to steamboats plying between Portland and San Francisco, as well as to many river boats and barges. In the course of this business he cleared much timber land and is credited with having cut more acres of timber in this section of the country than any other man. In an early day Mr. Shaver became interested in navigation, that being the only means of heavy freight transportation. He organized the Shaver Transportation Company, of which he became president, and which was developed into one of the most important navigation interests of the northwest. He gave close attention to the business and, being a man of great energy and keen sagacity, achieved a large measure of success. He died October 26, 1900, at which time it was said of him, "He was not only a man of sound business judgment and capacity for observation and action, but also in his character embodied all that is excellent and of good report. No worthy cause of Portland but profited by his generosity and large-heartedness; no friend but was benefited by his counsel and assistance. To the end he retained in increasing measure the confidence of all with whom he was ever associated and to his family and friends he left the heritage of a good name."

George M. Shaver attended the public schools of Portland and from boyhood has always been interested in river navigation, beginning his steamboating experience in 1884 as a deckhand on the "Manzanillo." Later he became mate and in 1886 took command of that boat. On the building of the "George W. Shaver" he became its purser, and was later its master for several years. In fact, he served as captain of nearly all of the early boats owned by the company, and since ceasing active service on the river he has been equally efficient in the management of the business, being now treasurer of the company. In 1898 Captain Shaver went to Alaska, convoying three stern-wheelers for the Canadian Development Company, the "Columbian," the "Canadian" and the "Victorian." He was pilot on the "Columbian" and plied between Dawson and White Horse, and spent altogether about fourteen years in that country. However, in 1912 his business interests at home demanded his attention and he returned to Portland, where he has since resided.

On January 20, 1890, Captain Shaver was united in marriage to Miss Maud Keenan, who was born in Minthorne, Oregon, and is a daughter of Samuel Keenan, a pioneer of Portland and long engaged in street contracting. He is deceased, and his widow is now living in Phoenix, Arizona. To Captain and Mrs. Shaver was born a son, Homer T., and a daughter, Sarah Susan, who died at the age of two years. Homer T. is now secretary and assistant manager of the Shaver Transportation Company. He married Miss Florence C. Jacobson, of Portland, and they are the parents of two children, Catherine Susan and George Homer. Captain Shaver is a Mason, belonging to the Knight Templar Commandery and the Mystic Shrine, and is also a member of the Auld Lang Syne Society. He is a man of strong character and attractive personality, is highly respected in business circles and commands the esteem of all who know him. Homer T. Shaver also is a Knight Templar Mason and a Shriner, belongs to the Multnomah Golf Club and is a life member of the Multnomah Athletic Club. He was well educated, graduating in 1913 from Pacific University, of which he is now a trustee, and from the law school of George Washington University in 1916. He practiced his profession two years, since which time he has devoted his attention to his official duties with the Shaver Transportation Company. He has held a master's license since 1921 and has been captain of several of the company's vessels. The present officers of the Shaver Transportation Company are, Captain Delmer Shaver, president; L. R. Shaver, vice president; George M. Shaver, treasurer and manager; and Homer T. Shaver, secretary and assistant manager.

LINCOLN SHAVER

Lincoln Shaver was vice president and chief engineer of the Shaver Transportation Company of Portland at the time of his death, which occurred November 29, 1922, being killed together with his brother Captain James W. Shaver in an automobile accident, on that date. He was born in East Portland, October 1, 1861, and

was the fifth child of George Washington Shaver, who bore the name of the first president of the United States and the founder of the country, while Lincoln Shaver was named in honor of the preserver of the country, his birth having occurred in the year of Lincoln's inauguration as president of the United States. His mother's name was Sarah Dixon. Lincoln Shaver had passed through all the experiences of pioneer life in the northwest. At the age of eleven years he attended school at the Shaver and McMillan school, at what is now Cherry and Williams avenue in Portland. He attended altogether for about twelve months during winter terms, but while his educational training was somewhat limited, he was a thorough student in the school of experience and learned many valuable lessons in that way. He was one of a large family and his three brothers—James W., George and Delmer—all hold captains' commissions, having devoted their lives to navigation interests.

When a lad of twelve years Lincoln Shaver began working part time with his uncle, about two and a half miles from the town of Molalla in Clackamas county. At other periods he was engaged in the wood business and in looking after a donation land claim that is now known as the "Dixon Place" and which corners on the irrigation land claim. In 1878, his uncle, John Dixon, wished him to go to Roseburg and help another uncle, Tom Dixon, to take a band of cattle to Lake county, where John Dixon had a ranch. They proceeded to Klamath county, at which time the Plute and Bannock Indians were causing considerable trouble, so that Mr. Shaver and his uncle were compelled to leave their cattle at the foot of Steen mountain. His uncle, John Dixon, had sent out a man to tell them that they had better drop the cattle and not try to fetch them in; however, they proceeded to one of the ranches of Pet French. Another band of cattle was four miles ahead of them, and was being driven to the Diamond ranch, which also belonged to Pet French, who had altogether ten ranches. The Indians saw the drivers who were on ahead, and the latter came riding back to the Shaver-Dixon camp as fast as their horses could run, shouting "Indians!" Accordingly Mr. Shaver and Mr. Dixon left their camp wagons and took their horses and proceeded back along the road to the ranch of Dave Sherk, where there were sixty men with three Gatling guns and a breastwork built of fourteen inch sod. This occurred on the 24th of July, 1878. Mr. Dixon and a man by the name of Nickelson went back some days later after the grub wagons. Dave Sherk and two other men declared that they were going to Fort McDonald if they saw no signs of Indians. There were a number of pony tracks across the wagon road, but the men thought it was a band of wild Indian ponies. They had gone some distance when they saw Indians. It had been their purpose to return if they saw Indians, but the wily savages made their way toward the rear, thus cutting Sherk off from the men. The Indians shot at Sherk and severed a lock of hair just above his ear. He was a fine rider however and able to shoot from his horse, which he kept going at a running pace, until he outdistanced his pursuers. Such were some of the experiences which the early settlers had to endure. On the 10th of September, 1878, Mr. Shaver went to Winnemucca with a band of cattle, proceeded southward to San Francisco and afterward returned to Portland, making the trip on the steamer "City of Chester," which broke her shaft off Nehalem river. The steamship "Little California" towed the "Chester" up to the mouth of the Columbia river. It was after this that Mr. Shaver began dealing in wood, in which business he continued until 1880, and he then began working and studying in order to gain a pilot's license, working on the Frazer river under a number of the well known captains of those days. He obtained his first engineer's license on the 4th of March, 1889, and his last license as chief engineer was issued on the 2d of March, 1917. Mr. Shaver was at the time of his death the vice president and chief engineer of the Shaver Transportation Company. Gradually he advanced in his business career, and success came to him as the years passed. In 1881 he went to British Columbia to help pilot between Westminster and Yale in order that he might learn the business. He ran on the chain lakes in British Columbia, on the Peerless and Kamloops, two lake boats. While on the Frazer river he was on the Reliance, William Irving, Royal City, Enterprise, William G. Hunt, Yosemite, Gertrude and the Teaser. For six years he maintained his headquarters in Westminster. After his return to Portland in 1887, he ran on the Willamette river between Portland, Astoria and The Dalles. At the time of his death he had complete charge of the machinery of the company, acting as chief engineer, the company owning a fine fleet of boats at this time,



LINCOLN SHAVER

including the Shaver, Sarah Dixon, Henderson, Cascades, No Wonder, Wanna and Pearl, all steamboats, and the following gasoline boats: Doris, Echo, Marion and Alice.

In 1892 Mr. Shaver was united in marriage to Miss Bertha Kettler, who was a native of Milwaukee, Wisconsin, having come west with her parents, when she was but nine years of age. The family first located in the state of Washington, and later came to Oregon, where she was married to Mr. Shaver, and to them were born one son, Leonard Raymond Shaver, on August 12, 1893, in Portland, where he attended the public schools, after which he spent three terms in study at Corvallis, Washington, and one term in Philadelphia, Pennsylvania, at the State University, where he completed his education as a mechanical draftsman, and expert accountant. After his return he received a mate's license and on the "Sarah Dixon" he started to learn the practical side of navigation with the end in view of becoming a master navigator. He is now serving in the capacity of vice president of the Shaver Transportation Company.

Lincoln Shaver, one of four brothers who having been associated with marine transportation, and having built up a most extensive business, under the name of the Shaver Transportation Company, is greatly missed in navigation circles, as well as among his many friends and members of the family. The activities of one brother have ably supplemented and rounded out the labors of the other and the four brothers for a long period maintained a place among the leading and representative business men of this section of the country.

ALFRED C. KINNEY, M. D.

One of the oldest physicians in the Columbia River valley, as well as one of its most highly honored citizens, is Dr. Alfred C. Kinney, of Seaview, Washington. A native of the valley and a member of one of its real pioneer families, he has been an interested witness of and an active participant in the wonderful development which has characterized this favored section of the country, and is recognized as an authority on many phases of its pioneer history. Fred Lockley, after an interview with Dr. Kinney, printed the following in the Portland Daily Journal of August 2, 3 and 4, 1921:

"Dr. Alfred C. Kinney is one of the landmarks of Astoria. Recently, while sojourning in the foothills of the Cascades, I met Dr. Kinney. We met each other three times a day at the table. Occasionally we would steal away from the jolly bunch around the fireplace and, tipping our chairs back against the wall on the wide front porch, we would talk of the early days in Oregon. Dr. Kinney's father, Robert Crouch Kinney, was born in St. Clair county, Illinois, on the Fourth of July, 1813. Before he was of age he married Eliza Lee Bigelow. They moved to Muscatine, Iowa. Dr. Kinney's mother, Eliza Lee Bigelow, was born in Pictou, Nova Scotia, where her family had migrated from Connecticut in 1767. She came to the United States when she was twelve years old.

"My people came across the plains in 1847," said Dr. Kinney. "I was born on their donation land claim in the Chehalem valley, about five miles from Newberg, January 30, 1850. My father was a farmer and stockman. He was elected to the Territorial Legislature and later was a member of the state constitutional convention. His portrait now hangs in the state capitol at Salem. There were eight children in our family. My oldest sister, Mary Jane, married J. H. Smith, of Harrisburg. She was born December 16, 1839, in Iowa, and is now deceased. Our folks made the long journey by ox team to the Willamette valley. The second child in the family was Albert W. Kinney. Albert was born in Iowa, October 30, 1843. He married Virginia Newby, daughter of W. T. Newby.

"In 1852 W. T. Newby put in a water ditch from Baker creek to Cozine creek and put up a flouring mill. In 1854 S. C. Adams, who had a farm near by, suggested to Mr. Newby that he start a townsite on his farm, near the mill. Mr. Newby told Mr. Adams that if he would start the town he would give him a block of lots. Mr. Adams started the town in 1855 and built the first house near the Newby mill. Mr. Adams, who was a college man, decided to start a school at this point. Dr. James McBride, Mr. Newby and Mr. Adams went in together and started a school, Mr. Newby

donating six acres for the campus. Mr. Newby had come from McMinnville, Tennessee, and so they named the school the McMinnville school, the settlement taking the same name. This school, of which S. C. Adams was the first teacher, became McMinnville College. It is remarkable, in looking back at the history of those early days, to see how many of the students of this early-day school became famous. George L. Woods, one of the first pupils, became governor of Oregon. John R. McBride became a congressman and later was chief justice of Idaho. L. L. Rowland was later a college president, superintendent of education and superintendent of the Oregon Insane Asylum.

"My next brother, Augustus C. Kinney, was born July 26, 1845, in Iowa, became a doctor, moved to Astoria and married Jane Welch. On January 31, 1847, my brother Marshall J. was born at Muscatine. He has an office in Portland and is an authority on the salmon question. I was the first of our family born in Oregon. Two years after I was born, my sister Josephine Elarena was born on our farm in Yamhill county. She married James G. Walker, of San Francisco and has three children: James G., Jr., of Portland; Mrs. Josephine Mitchell, of Los Angeles; and Mrs. Alice Leslie Kosmonopolis, of Athens, Greece, an archaeologist of some note. My brother William Sylvester, who died in 1898, was born on our home place in 1854. He married Mary Strong of Salem, who was elected senator from Clatsop county in 1920. My sister Eliza Lee was born in 1858. She married Dr. John E. Peyton and now lives at Placentia, California.

"In the late '50s, my father bought an interest in the McMinnville flouring mill, which was built by Newby & Edson. Shortly after securing his interest he bought out Mr. Edson, and a year later bought out Mr. Newby. In 1869 our family moved to McMinnville, but we retained the farm, which the older boys continued to run until 1868, when my father sold the mills at McMinnville, as well as the farm, and secured an interest in the Willamette Woolen Mills Company, of Salem, of which he became manager. Later my father and my two oldest brothers became owners of the mill.

"The first woolen mill erected in Oregon was put up in Albany in 1854. E. L. Perham & Company installed a carding machine there. In the spring of the following year Thorpe's mill was built on the La Creole, in Polk county, for the carding, spinning and weaving of flannel. In the next year, 1856, Joseph Watt, with several associates, organized a company at Salem to erect a woolen mill. William H. Rector put up the mill and secured the machinery in the east. The next woolen mill in Oregon was built at Oregon City in 1864. This same year a woolen mill was erected at Ellendale, in Polk county, on a farm owned by Judge R. P. Boise. It was not ready, however, to turn out cloth until 1866.

"My father died March 2, 1875. Five years later our family sold their interest in the Willamette woolen mills. I started to school in McMinnville in 1859. At that time my father was operating a flour and grist-mill at McMinnville. In those days we didn't have the frills in school they now have—athletics and all the rest of it. We couldn't sell the bran and screenings from our mill, so each winter my father would buy several hundred hogs and feed them the screenings. Helping take care of these hogs and working about the mill gave me scant leisure. When I was fourteen years old I used to drive a four-mule team to the steamboat landing at Dayton each morning before school. Returning in time for school, I would put in the rest of the day at school, and after school would take another load of flour to Dayton. That meant an eight-mile trip before school and the same trip after school each day, so you see I had mighty little time for play. As a matter of fact, I never played a game of ball in my life. During the winter the steamboat could come up the river as far as McMinnville to get the flour, but all the rest of the time we had to haul the flour to Dayton. If I happened to have any spare time my father would say, "Better go out and fill up the gopher holes in the ditch." The gophers were everlastingly boring holes in our ditch, through which the water would leak out, decreasing our power supply, so it was my job on Saturdays to go up one side of the five-mile ditch and down the other to plug up gopher holes. I went to McMinnville College from 1859 to 1867." * * *

"McMinnville College was started by a group of men belonging to the Christian church," said Dr. Alfred C. Kinney, of Astoria. "The Rev. Ezra Fisher had inspired the Baptists to build a Baptist college, the Oregon City College, at Oregon City, in

1849, but the gold rush put that college out of business. In 1856 the Baptists started Corvallis Institute. The following year the legislature issued a charter to the West Union Institute, in Washington county. This West Union Institute was so near to the school at McMinnville that S. C. Adams and those associated with him proposed to turn the college at McMinnville over to the Baptists if they would not start their school at West Union. The Baptists agreed to this and accepted the six acres of land that had been given by W. T. Newby, and the school building. Ephraim Ford, Ruben Hill, J. S. Holman, James M. Folkerson, Henry Warren, A. N. Miller, Willis Gaines and Richard Miller took over the school and became directors. In January, 1858, the school was incorporated as McMinnville College and they became the board of trustees. The Rev. George C. Chandler was principal. Prof. J. W. Johnson was my teacher five of the eight years I attended the college. The first teaching he did after his graduation from Yale was his work at McMinnville. Later, when the people of Eugene started what is now the State University, Prof. Johnson was appointed president. This was in the fall of 1878. At that time there were only three or four teachers in the college. Prof. Johnson was president. Dr. Thomas Condon taught science, particularly geology. Prof. Bailey had charge of mathematics and Mrs. Mary Spiller and Miss Elizabeth Boise taught the lower grades.

"I doubt if the boys of today could do what we youngsters used to do sixty years ago. When I was nine years old, with my oldest brother and a hired man, I helped drive four hundred head of cattle over the Cascade mountains to feed on the unfenced bunch grass range around Birch creek, in Umatilla county. I rode a buckskin pony and was barefooted. I not only did my share of the driving, but I rustled the wood for a campfire, washed the dishes and did my share of camp work.

"My father was a very progressive stockman. He bought a Durham bull to improve the breed of the longhorn Spanish cattle from California. He also bought a good stallion, as well as some blooded sheep.

"My whole thought when a boy—in fact, up to the time I was eighteen—was to be a stockman. I loved the open range and I was at home on horseback. When I lived at McMinnville I liked to drop in to visit Dr. Watson. He told me if I was going to be a stockman and live in eastern Oregon I should know something about medicine and surgery, for I would find no doctors in the country east of the mountains and a knowledge of medicine would come in very handy. He talked to me so much about it that I decided to learn something about medicine. When I told him this, he said, "Don't try to 'pick up' something about medicine, but go to New York city, where you can secure the best instruction possible. After you have been graduated, spend a year in a hospital, so that when you come back and start in the stock business in eastern Oregon you will be well equipped to help out your friends and neighbors when they need medical aid." I took his advice and went back to New York city. I put in three years at Bellevue Medical College. After my graduation I put in two years in the hospital on Blackwell's island. There were twelve hundred beds there, so I had a good opportunity to treat all sorts of cases.

"I came back to Oregon in 1872. My health was very much impaired. That spring I went to Clear lake, with George Beatty and my brother. We stayed there until the snow drove us out. We brought back a big load of jerked venison and elk meat. I had put in the whole summer hunting and fishing and sleeping in the open and I came back with restored health.'" * * *

"In the fall of 1872, I started my practice as a physician in Portland. I decided to get a few thousand dollars ahead so I could go up to eastern Oregon and follow out my original intention of owning a stock ranch. Dr. Ralph Wilcox, who has the honor of being Portland's first teacher, was also the first physician to come to Portland. He came here in 1847. He was a graduate of the Geneva Medical College of New York. He later became county judge in Tualatin county and a member of the Provisional Legislature, of which he was elected speaker. He was also speaker of the Territorial Legislature.

"One of the leading physicians of Portland when I started to practice was Dr. Robert Bruce Wilson, who came from Virginia and was a graduate of the University of Virginia. Before coming to Portland he practiced medicine in San Francisco for a short time and then became surgeon on the steamship "Goldhunter." In December, 1850, he resigned his position with the steamship company and began the practice of medicine in Portland. Within a few years after coming to Portland he married

the daughter of Captain John H. Couch. Two of his sons, Dr. Holt Wilson and Dr. George F. Wilson, followed in their father's footsteps.

"Dr. R. B. Glisan was another prominent physician when I came to Portland. He was a most charming man. He had been in the army some years as a surgeon. You can get an excellent idea of army life in the early days by reading his book, "The Journal of Army Life."

"Dr. William H. Watkins, a native of New York and a graduate of Buffalo Medical College, came to Oregon in the early days, practicing in Josephine county in the early '50s. He was a member of the state constitutional convention. In the late '50s he settled in Portland. He was an ardent Methodist and was also one of the founders of Oregon Medical College.

"Dr. J. A. Chapman, another man who was practicing in Portland when I started my practice fifty years ago, had served through the Civil war as a surgeon in the Union army. He and Dr. Watkins later became partners and, by the by, he was mayor of Portland for several terms.

"Dr. I. A. Davenport was a brilliant Englishman, a graduate of London Medical College. He founded the Skidmore drug store. Dr. John Wells, Dr. Cardwell and Dr. James Giesland, who was an old-time army surgeon, were also practicing in Portland when I was here. Dr. Mary Thompson was the first woman to practice medicine in Portland. On the east side of the river the two best known doctors were Drs. Dav and Charles Rafferty.

"I stayed in Portland until the fall of 1876, when I went to Astoria with the intention of going in with my brother Marshall in the salmon business. He was operating the Astoria Packing Company. My father having died not long before, it was up to me to go up near Heppner, which at that time was in Umatilla county, to sell the land and sheep owned by my father there, to settle the estate. I went up in 1877. I had married Miss Louise P. Dickenson, of Virginia, on January 24, 1874. While we were in eastern Oregon the Bannock war broke out. The Indians killed several neighbors of ours on Butter creek, just a few miles from our place. My wife insisted that we sell out at once and move to some more peaceful neighborhood; so I closed my practice, disposed of my holdings and moved to Salem.

"I opened an office at the corner of Liberty and Chemeketa streets in Salem. At that time there were more physicians in Salem than in Portland. Among those I remember best were Dr. W. A. Cusick, Dr. C. H. Hall, Dr. John Reynolds, Dr. Reace Holmes, brother of Billy Holmes, of Polk county, one of Salem's ablest and most distinguished attorneys; Dr. J. W. McAfee, Dr. J. C. Shelton, Dr. A. A. Jessup, and Drs. Wade, Carpenter, Chance and one or two others. I practiced at Salem till 1885, when I returned to Astoria. Strangely enough, up to this time my practice had consisted very largely of surgery.

"Right here is a good place to tell a bit of history in connection with the State Medical Association. In 1875 I decided there should be less jealousy in the medical profession, and that the way to bring this about was to organize a state medical association. I wrote to the doctors all over the state and also issued a call in the newspapers, inviting the doctors to meet at Salem to form such an association. I was much younger than many of the other physicians. My choice for president of the association was Dr. Carpenter. However, on account of minor jealousies from some of the other physicians, it was thought he could not be elected. Dr. L. L. Rowland, of Yamhill county, Dr. Ruben Hill, of Albany, and Dr. J. A. Richardson came to me and said, "If this association is to be a success there must be no friction in the election of a president. We have canvassed the situation and find there is no opposition to you, so you will have to become the first president of the association. So I was elected the first president of the Oregon State Medical Association. We held the second meeting of the association in July, 1876, in Portland.

"Since 1898 I have drifted away from surgery and have taken up the treatment of pulmonary tuberculosis. In 1894 I was elected mayor of Astoria and served two years. A year prior to that time I was elected a member of the state board of health and served twelve years.

"I have two children. My elder son, Albert W., who was born in Salem in 1880, was graduated at the North Pacific Dental College in Portland and has an office in Seaview. He has two children, Harold Black and Margaret Virginia. My younger son, August, was born at Salem in 1882. He was graduated from the medical department of the University of Oregon, after which he was an interne at the Good Samar-

itan hospital. From there he went to St. Mary's hospital, London, after which he spent a year in Berlin and six months in Switzerland. He and I have an office together in Astoria. (Dr. August Kinney died in Astoria on October 30, 1927. He married Maude Buxton and is survived by a son Maurice, who is at present a student in the University of Oregon Medical School.)

"If you will look over the list of doctors of the state during the past twenty years you will find that most of them have been willing to devote time to the advancement of their communities and of the state. I believe the doctors of the state realize as much as those of any other profession their civic responsibilities, and respond accordingly."

As supplementary to the foregoing interesting and valuable reminiscences, it should be stated that Dr. Kinney was not only the first president of the Oregon State Medical Association, but was also the association's fiftieth president, having been again elected to that office in 1924, a very graceful and well deserved expression of the high regard in which the Doctor is held by his professional brethren throughout the state and a recognition of his distinguished and unselfish services in behalf of suffering humanity over a long period of years. This holding of the presidency again after an interval of a half century is probably the only instance of its kind in the history of the medical associations of this country. In 1928 the Doctor was made an honorary member of the American Medical Association, and is also an honorary member of the Oregon State Medical Association. A man of broad general culture, an able physician and skilled surgeon, who has always kept in close touch with the latest advances in the healing art and has been remarkably accurate in diagnosis, he has honored his profession by his loyal and faithful service, and has long been regarded as one of the representative men of the Columbia River valley, commanding the unqualified confidence and respect of his fellowmen.

CHARLES CAMPBELL HALL

Charles Campbell Hall, attorney at law of Portland, widely known as the legal representative of many important corporations and other interests and also associated with business enterprises of a varied character, was born near La Fayette, in Benton county, Indiana, in 1883, a son of Jonathan C. and Elizabeth (Glascok) Hall, the latter of Scotch lineage. The father was also born in Indiana but his people came originally from Massachusetts.

In the acquirement of his education Charles C. Hall attended the schools of his native county and later entered the University of Michigan, in which he pursued a law course, being graduated with the LL. D. degree in 1907. He was admitted to practice before the state and supreme courts of Michigan and also before the federal courts. Something of his determined purpose and laudable ambition is indicated in the fact that he worked his way through college by running a laundry, thus supplying the funds necessary to meet his expenses. He became a member of the debating society during his college days, but he applied himself so closely to his work and to his school duties that his health became impaired and he went to Texas. Notwithstanding the hard times that then existed, he finally secured a job with a wholesale notion firm, saying that he would work for nothing if necessary, but he proved his capability and was paid a salary. About a month later he obtained a position in the law office of Coke & Coke, attorneys of San Antonio, Texas, with whom he continued for a year. He was then offered a partnership in the firm but had an opportunity to go to Grants Pass, Oregon, through a college connection and accordingly made his way to the northwest. He was associated with Elmer S. Shank, an attorney of Grants Pass, now deceased, and there engaged in the practice of law. A little later, however, he turned his attention to the real estate business and in 1910 he came to Portland, where he began the practice of his profession as the office associate of L. M. Lepper, although no partnership was formed between them. Since coming to this city Mr. Hall has figured prominently in public affairs. The East Side Business Club had been in existence about two years at the time of his arrival here and Mr. Hall was chosen assistant secretary of the club, spending his first year here largely in club work. However, as time passed his law practice grew in volume and extent, and

while he continues in the general work of the profession, he nevertheless has concentrated his efforts largely upon corporation law and has expert knowledge and ability in this field. In business circles, too, he is widely and favorably known. In 1914 he organized the Citizens Investment Company, of which he is secretary and general manager and as such has become widely known in financial circles in Portland. In 1919 he organized the Motor Investment Company to handle automobile paper and is also its secretary and general manager. In 1922 he organized a road business for the purpose of road building, and thus his activities have covered a wide and varied scope. As a corporation lawyer he is now serving as attorney for the Citizens Bank and the Oregon State Bank and is financially interested in the Citizens Bank and in the West Coast Bancorporation. He is also secretary of the Paul Schatz Furniture Company, owning and conducting two stores.

Mr. Hall was united in marriage during his junior year at college to Miss Ethel Freeman, a native of Indiana, who had been a classmate in high school. In their family are three children: Margaret Elizabeth, who was born in Grants Pass, Oregon, and is now attending the state university; and John Robert and Charles Campbell, who were born in Portland.

Mr. Hall is a charter member of the Progressive Business Men's Club. Externally he is a Mason, having taken the York Rite degrees, and he is also a member of the Shrine, in which he is serving as the first ceremonial master. He is also a past council commander of Multnomah Camp No. 77 of the Woodmen of the World and he has served twice as a delegate to the sessions of the head camp of that organization. Politically he is a republican, deeply interested in the vital questions and issues of the day, but has never been an office seeker. Along professional lines he is also active, being a past vice president of the Multnomah County Bar Association and now a member of its grievance committee. He was formerly chairman of the legislative and judicial division of the city charter revision of 1927 and his opinions upon legal matters are largely accepted as authority because of his comprehensive knowledge and the marked ability he has displayed in conducting legal matters. He is familiar with principle and precedent, has always prepared his cases with great thoroughness and care, and his presentation of a cause is ever clear and logical. Thus it is that he has gained high standing as a corporation attorney, while he has also made for himself a creditable position in business and financial circles.

JAMES GREIG WALKER, Jr.

James Greig Walker, Jr., of Portland, residing at 676 Halsey street, was born in San Francisco, California, June 18, 1882, a son of James Greig and Josephine E. (Kinney) Walker and a grandson of Robert C. and Eliza Lee (Bigelow) Kinney, pioneers of Oregon of 1847. Excellent educational advantages were accorded him in his youth. He attended the Belmont School of Belmont, California, the Portland Academy of Portland, Oregon, the Massachusetts Institute of Technology in Boston and the Boston University Law School, being graduated from the last named institution with the degree of LL. B. in 1908. The same year he was admitted to the bar in California and shortly thereafter became a member of the Oregon bar. He practiced law in San Francisco for several years and he is a director in the J. G. Walker Company with large real estate holdings in that city. He has comprehensive holdings and is prominently identified with the development of the north beach country, as a resort, in Pacific County, Washington. He is also interested in the Pacific Coast Linen Mills at Vancouver, Washington, and is a member of the special advisory committee to meet with the board of trustees of that organization.

In Masonry Mr. Walker is a member of the following bodies: Baalbec Lodge, A. F. & A. M., of East Boston, Massachusetts; Portland Chapter No. 3, R. A. M.; Oregon Commandery No. 1, K. T.; Oregon Consistory No. 1, A. & A. S. R.; Al Kader Temple, A. A. O. N. M. S., of Portland, and Pacific Chapter No. 129, O. E. S., of Ilwaco, Washington. His name is likewise on the membership roll of the Kiwanis Club of Ilwaco-Long Beach, Washington, and the University Club of Portland, Oregon.

On the 19th of January, 1916, in Boston, Massachusetts, Mr. Walker was united in marriage to Miss Amy Gertrude Littlehale, of that city. Mrs. Walker traces her lineage to the Mayflower, being a descendant of John and Priscilla Alden and a member of the



MRS. JAMES G. WALKER, JR.

Massachusetts Society of Mayflower Descendants. She has been an indefatigable worker in historical and genealogical societies. She is a member of Multnomah Chapter of the Daughters of the American Revolution in Portland; is an ex-state director and honorary state director for life of the Children of the American Revolution in Oregon; is president of the Oregon State Chapter of Daughters of Founders and Patriots of America, and has recently been appointed by the General Society of Mayflower Descendants to organize a society in Oregon. In 1927 Mrs. Walker was decorated by the United States Flag Association for especially meritorious work. She is an officer of Camelia Chapter, Order of the Eastern Star, and a member of Nydia Temple, Daughters of the Nile and of the Social Order of the Beauceant, and also belongs to the Portland Hunt Club. Mr. and Mrs. Walker have four children: Curtis Kinney Walker, born at Astoria, Oregon, February 20, 1917; Edna Littlehale Walker, born at Seaview, Washington, July 10, 1918; and Robert Bigelow and Olive Drake Walker, twins, born at Portland, Oregon, June 30, 1921. Mrs. Walker's mother, Mrs. Ernest Jerome Littlehale, formerly of Boston, makes her home with Mr. and Mrs. Walker. Mrs. Littlehale is a member of the Massachusetts Society of Mayflower Descendants, Multnomah Chapter, D. A. R., and Camelia Chapter, Order of the Eastern Star.

JOHN RICHARD DODSON

Into the lives of few men have come experiences as varied, and oftentimes thrilling, as have characterized the career of John Richard Dodson, prominently known as the treasurer of the Jantzen Knitting Mills of Portland. His life story had its beginning in Bloomington, Illinois, where he first opened his eyes to the light of day April 27, 1869. His parents, William K. and Sarah A. (Cropper) Dodson, were natives of England but came to America in early life and were married in Baltimore, Maryland. About 1858 they established their home in Bloomington, Illinois, where the father conducted a profitable business as a wholesale merchant. He built a beautiful mansion in Bloomington, which was sold in the course of the administration of his estate to Adlai E. Stevenson following his election to the vice presidency of the United States. In that home William K. Dodson passed away at the age of fifty-three years.

In the acquirement of his education John R. Dodson passed through the grades and the high school of Bloomington to his graduation at the age of seventeen years. He then entered the employ of the Chicago & Alton Railroad Company at Bloomington and subsequently worked for the same corporation and for the Illinois Central in Chicago during the period of the World's Columbian Exposition there. In April, 1895, he removed from Chicago to Pendleton, Oregon, where he obtained the position of boss scourer for the Pendleton Wool Scouring Mill and was so engaged to the time of the building of the Pendleton Woolen Mill. In July, 1896, he was sent to Alaska as deputy collector of internal revenue by the United States government and at the time of the Dawson strike he resigned his position and turned his attention to gold mining in that locality. There he was associated with Tex Rickard, now nationally known as a prize fight promoter, with whom he went up over the ice on the Yukon river from Circle City to Dawson, where they arrived January 1, 1897. They prospected together on several creeks, working on El Dorado creek until they had earned enough money to secure an option on "Four and Five Below" on Bonanza, after which Mr. Rickard worked "Four" and Mr. Dodson "Five." Due to the lack of provisions at Dawson, Mr. Dodson returned to Circle City, taking a scow load of men with him. He there remained for a time and was about the first white man to cross over to the Fairbanks country, where he took the census of 1900. Selling his mining interests at Dawson, he became interested in several claims on Mastodon creek at Circle City and there mined successfully but eventually sold out and engaged in merchandising at Circle City. The J. R. Dodson store was a large enterprise for that locality and eventually he bought out the N. A. T. & T. Company, a large provision company backed by Chicago capital, after which he conducted the business with a partner under the firm name of Jewett & Dodson. His associate, Frank L. Jewett, was the agent for the N. A. T. & T. Company and both men had wide experience as to the needs of their buying public, thoroughly understanding Alaskan conditions. They did a business of notable proportions and won a gratifying measure of success. There is no phase of life in Alaska through the period of mining develop-

ment there with which Mr. Dodson is not thoroughly familiar and many are the interesting tales which he might tell concerning the early days in which thousands were making their way into that country in search of gold.

In 1917 Mr. Dodson became connected with the Jantzen Knitting Mills of Portland and was elected treasurer of the organization. His sound judgment as to financial matters, his keen business insight and his enterprise have featured largely in the development of this business, which was organized in 1910 by Carl C. Jantzen and John A. Zehntbauer for the manufacture of knitted goods. Throughout the intervening period they have largely specialized in the manufacture of swimming suits and their output has become the accepted standard of goods of this character throughout the entire country. Their sales, too, extend into fifty-four foreign lands. The success of the enterprise is based upon the development of an elastic knit stitch, known as the Jantzen stitch, whereby they have been able to produce perfectly shaped and fitting garments that give opportunity for every movement of the swimmer without the least binding in any way. It was a fortunate day for the original partners when they secured the cooperation of Mr. Dodson, for though they possessed practical experience in the knitting business and had developed the required Jantzen stitch and the machinery for its production, they had comparatively little capital with which to develop their business. Mr. Dodson, having realized a substantial fortune through the careful and intelligent management of his mining and mercantile interests in Alaska, brought to the concern the necessary capital that in 1917 enabled the company to purchase the plant and business of the Nollan Knitting Company. From that time forward their trade has prospered and constantly expanded. It was Mr. Dodson who originated the advertising design of the Jantzen diving girl, showing great initiative in producing this unique method of placing the red-garbed diving girl upon the windshields of automobiles as well as in other public places, where they have been viewed by millions, thus making the name of Jantzen a familiar one throughout the length and breadth of the land. The Jantzen Knitting Mills now have an extensive plant in continuous operation in Portland and own two blocks of land near the Portland mill. They are now erecting a large and architecturally attractive administration building, which is being rapidly pushed toward completion and when finished will be one of the most beautiful industrial structures in the city. It is of the one-story offset type of reinforced concrete with pressed brick face finish and covers the remainder of the ground of the Jantzen block between Eighteenth and Nineteenth streets, Flanders and Glisan streets, furnishing an additional floor space one hundred and fifteen by one hundred and eighty feet. The private offices are finished in mahogany and the floors throughout are either rubber tile or linoleum, while the latest heating, lighting and ventilating systems have been installed. The walls, too, contain a deadening felt that largely absorbs all noise and the completion of this splendid new administration building leaves the present structure for production purposes entirely. Another marked step in development with which Mr. Dodson has been directly connected was the establishment and building of a factory in Australia, where the business is to be carried on under the name of Jantzen (Australia) Limited, purposing to use Australian wools and Australian employees who will follow along the lines instituted by the parent concern. Australia offers excellent market for the products put out by the Jantzen company in that the Australians are a nation of surf bathers. Experiment has shown that locally spun yarn gives as good results as those obtained from the American article, thus assuring the high quality of the local production. A substantial plant has been erected, thoroughly equipped, situated in Sydney, operations there beginning on the 20th of June, 1928. Today the plant is running night and day, with fifty employees, and cannot keep up with its orders. Mr. Dodson, accompanied by his wife, went to Australia that he might personally supervise the organization of Jantzen, Limited, and see to its initial development. That the plans of himself and his associates were well formulated and intelligently executed is shown in the splendid results which are already attending the new enterprise. Mr. Dodson is also the treasurer of the Wagner Razor Strop Company of Portland and is a director of the Jantzen Amusement Park Company.

In 1901, in Portland, Mr. Dodson married Miss Pearl Smith, who was born in this city, a daughter of Charles Smith, a well known Portland pioneer, business man and political leader. His activity along various lines led to the substantial development of the northwest and he was numbered among its honored early settlers. Both he and his wife have passed away. Mr. and Mrs. Dodson have one son, G. Robert,

who is now in the New York sales department of the Jantzen Knitting Mills and who married Miss Elizabeth Setters, who was born in Astoria, of which city her father, O. B. Setters, was at one time mayor.

Mr. and Mrs. J. R. Dodson made several trips to Alaska during the early years of their married life, residing there for different periods, and on the 6th of December, 1927, they sailed for Australia, where Mr. Dodson had charge of the development of the Jantzen (Australia) Limited at Sydney. They found conditions there extremely different, particularly as to the railroad systems, for the railroads are owned by each individual province and at the border line passengers must not only change cars but must also see that their baggage is transferred to the line in the next province. After doing the work which had caused him to visit Australia, Mr. Dodson and his wife made quite an extensive tour of the Orient, visiting the East Indies, Singapore, Siam, China, Japan and the Philippines, and while in Siam they became acquainted with Prince Damrong and his family and were taken for a trip about Bangkok in the car of the prince. On the 24th of September, 1928, they returned to Portland to again occupy their attractive home at 1117 East Couch street, which was completed in 1926.

Mr. Dodson is well known in fraternal and club circles. He is a Mason of high rank and a Shriner and also a member of the Benevolent and Protective Order of Elks. He belongs to the Multnomah Golf Club, the Lions Club, the Portland Chamber of Commerce and it is well known that his cooperation can be counted upon to further any project which looks to the development and upbuilding of Portland. Throughout his entire life he has carried forward to successful completion whatever he has undertaken and was considered a valuable asset to the business circles of this city when he became actively identified with the Jantzen Knitting Mills. His varied experience has thrown him into contact with all kinds and conditions of men—the criminal element among the miners and those who went to Alaska with the high purpose of winning success for their families. In every relation of life he has measured his own course by the Golden Rule and enjoys the unqualified esteem of those who know him.

ROBERT SLOAN FULLERTON

Robert Sloan Fullerton, one of Oregon's honored pioneers, journeyed overland to this state in 1852 and here devoted his attention to farming and stock raising throughout the remainder of his life. He was born in Pike county, Missouri, March 1, 1824, and was a great-grandson of Alexander Fullerton, a native of Scotland, who emigrated to America in 1768. Alexander Fullerton enlisted in the colonial army under General Washington, was captured and was held a prisoner on Long Island for several months. On being finally released by the British he was given bread sufficient to sustain him on the journey home, but he died a few days after joining his family, for ground glass had been mixed in the bread. Thomas Fullerton, son of Alexander Fullerton and grandfather of Robert S. Fullerton, was born in 1767 and was therefore but a year old when brought by his parents to this country. In 1788 he married Isabella McCune and they became the parents of eight children, three sons and five daughters. The eldest son of this family was Robert Fullerton, who was born in York county, Pennsylvania, in 1789 and who became the father of Robert Sloan Fullerton. In 1814 he married Jane Scott, a lady of Scotch and Irish descent and a daughter of John and Nancy (Rodgers) Scott. To him and his wife were born ten children, eight of whom grew to maturity, but only three of these married and had children, namely: Robert Sloan, Jane and Isabella. The Scott and Fullerton families removed from the Keystone state to Iredell county, North Carolina, thence to Kentucky and in 1818 took up their permanent abode in Pike county, Missouri. The Fullertons were a very religious people, generally affiliating with the Cumberland Presbyterian church. The first presbytery of that church west of the Mississippi was held at the home of John Scott and Robert Fullerton in Pike county, Missouri, soon after their settlement there in 1818.

Robert Sloan Fullerton, whose name introduces this review, was a young man of twenty-six when in 1850 he went to California via Panama. He engaged in mining in Eldorado county, that state, until the fall of 1851, when he returned to his old home in Missouri. It was in the following year that he came overland to

Oregon in an immigrant train with Uncle Billy Watts, who settled where the city of Scappoose is now located. In 1853 Mr. Fullerton took up a donation land claim six miles south of St. Helens, in Columbia county, Oregon. A part of this claim was covered with timber though the most of it was river bottom overflow land. He built a log house and engaged in farming, giving his attention chiefly to raising cattle and hogs. He lived there until 1871, when he sold out and bought a ranch near Warren, in Columbia county, where he was engaged in agricultural pursuits during the remainder of his life. He was actively interested in the welfare of the communities in which he lived and in the late '50s helped to organize the Cumberland Presbyterian church at Scappoose.

In 1855, at Scappoose, he was married to Miss Almyra Post, who had come across the plains in the same train with him. She was born at Preemption, Mercer county, Illinois, July 6, 1842, a daughter of John D. and Katherine (Shippey) Post. Her father was born in New York state, September 20, 1816, and her mother in Meigs county, Ohio, April 11, 1816. Mr. Post died at Portland, Oregon, in 1897 and his wife passed away at Bakers Landing, now Linnton, Oregon, March 23, 1853. To Mr. and Mrs. Fullerton were born four children, namely: Robert Fisher, and William Jolly, both living near Warren, Oregon; Mrs. Mary Isabell Grewell, who died in Florida; and Mrs. Emma Irene Duncan, who lives near Warren, Oregon.

Robert Sloan Fullerton was always a staunch champion of education and he served as a member of the school board from time to time. His influence was ever exerted in behalf of civic, intellectual and moral progress. The Fullerton home in Oregon was the meeting place for all Christian gatherings in the early settlement of the country north of Portland, Oregon.

WILLIAM J. FULLERTON

Among the old and honored residents of Columbia county, Oregon, is numbered William J. Fullerton, who through nearly three score and ten years has been identified with this section of the country. He has led an active and industrious life, has been fairly successful in his business affairs and is now retired, enjoying well earned leisure. He was born in a log cabin near Warren, Oregon, on the 13th day of November, 1859, and is a son of Robert Sloan Fullerton and Almyra (Post) Fullerton. His father was born in Pike county, Missouri, March 1, 1824, and in 1852 crossed the plains in a train of ox teams with Uncle Billy Watts.

William J. Fullerton received his educational training in the public schools at Warren and Scappoose and old Columbia City Academy. In 1874, when fifteen years old, he went overland with a team and wagon, to California in company with B. M. Watts, and for two years worked on a stock ranch in Eldorado county. He returned on the steamship "Ajax" to Portland in January, 1877, and afterward engaged in looking after his father's farm and improving fifty acres of land which his father gave him. This land was located near Warren and he devoted his attention thereto until 1885, when he went to Baker City, Oregon, and engaged in gold mining for one summer. He spent the following winter on his place at Warren, but in the spring again engaged in mining, which he followed until the fall of 1887, when he returned to his ranch and continued to farm the same. In February, 1889, he opened a general merchandise store at Warren and also reestablished the post office which had been discontinued when the Northern Pacific had established its night mail service. In the meantime a post office by the name of Warren had been established in Eastern Oregon, so that when the post office was re-established, Mr. Fullerton gave it the name of Gilton, after James Gill, who had donated seven acres to the Northern Pacific for depot grounds. He ran the store and served as postmaster for two years and then, selling the business, went to Eldorado county, California. A year later he returned to Oregon, locating at Eugene, where he bought a home and retired. However, he was not satisfied with an idle life and a year later sold his home and returned to the ranch near Warren, which he ran until 1900, when he sold out and went to Portland, where he bought a home and engaged in the insurance business. In 1905 he returned to Warren and settled on a part of the land which he had inherited from his father's estate and here he has resided to the present time.

In 1888, Mr. Fullerton was united in marriage to Miss Ines Weston, who was

born in Kansas. Politically Mr. Fullerton has always affiliated with the democratic party and has shown a deep interest in public affairs. He served four years, 1909 to 1912, inclusive as deputy assessor of Columbia county, Oregon, and also four years as a member of the board of county commissioners. Mr. Fullerton was elected county judge of Columbia county in 1918 and was duly qualified and served three months, when his election was contested and he was counted out on a technicality, but in 1920 he was elected on the democratic ticket as county commissioner and served for four years, although nominally Columbia county is republican three to one. He has also been the democratic candidate for the state legislature. He is a member of Avon Lodge, No. 62, Knights of Pythias, at St. Helens, and St. Helens Lodge No. 117, I. O. O. F., in which he has passed through all the chairs; the Daughters of Rebekah; and the Pythian Sisters. He is a man of strong character, sound business ability and sincere purpose and is held in the highest esteem.

JOSEPH A. HOWERTON

The people of the western part of Pacific county, Washington, are under a great debt of gratitude to Joseph A. Howerton for his persistent and determined efforts to establish local telephone service, which he accomplished, often in the face of obstacles which would have discouraged one of less mettle. However, success eventually crowned his labors and today he is at the head of an extensive and prosperous business. On May 22, 1923, there appeared in the Portland Daily Journal the following article, written by Fred Lockley, after an interview with Mr. Howerton:

"Joseph A. Howerton has been city clerk of Ilwaco, Washington, for the past thirty years and has been on the school board thirty years, all of which goes to show that he can qualify as a pioneer of Ilwaco.

"Did you ever read E. W. Howe's novel, 'The Story of a Country Town'?" asked Mr. Howerton. He speaks of the town as "Twin Mounds," but in reality the town he is talking about is Atchison, Kansas. I was born at Atchison, February 24, 1864. I got a job as devil in a printing office. The first year I received one dollar and a half a week and boarded myself. Then they raised my pay to two dollars and a half a week. I worked at my trade there seven years and learned to be an all-around printer. For more than two years I was assistant foreman of the Western Newspaper Union at Kansas City. I also worked at the case on the Kansas City Star and the Kansas City Times.

"I came to Oregon in 1888. I landed a job as a compositor on the Oregonian and later I worked for twenty-one dollars a week for Baltes, the printer. Late in the fall of 1888 I came to Ilwaco. In 1890 I started the Ilwaco Advance. J. L. Stout was running the Seaview hotel in Seaview in those days, for Ilwaco was one of the principal seaside resorts along the coast. The old steamer "T. J. Potter" used to bring passengers from Portland to Ilwaco. About the only other hotels in those days on the North Beach were the Driftwood inn and Tinker's hotel. Seaborg had a cannery here, and Chabot, a Frenchman, had a cranberry bog. There was also considerable logging done.

"I ran the Advance two years, when I sold out and went to Fort Wrangell, Alaska, where I stayed until 1895. I was in the fishing business there. At that time the canneries paid one cent apiece for "pinks" and ten cents each for the spring run of "reds." Probably you know the "reds" better as the king salmon. Their average weight is thirty to forty pounds, though I saw a fisherman bring in a load once in which were two king salmon each of which weighed eighty-four pounds. He got ten cents apiece for them.

"In 1895 I came back to Ilwaco and started a furniture and hardware store. I own and operate the telephone system here now. Some years ago I took a contract to build a farmers' telephone line, which was three miles long. I lost thirty-nine dollars on the contract. This made me mad, and I determined to play even on the deal; so I bought the three-mile line and extended it to Chinook. There wasn't enough business on that short line to make any money; so I extended the line from Megler to Oysterville, so that now I have one hundred and four miles of line on the peninsula here, with two hundred and seven instruments. Business phones pay three dollars and a half a month and residence phones one dollar and a half a month.

Losing that thirty-nine dollars resulted in my building up a profitable industry for myself, and something greatly needed here on the peninsula.”

In 1894 Mr. Howerton was united in marriage to Miss Margaret M. Hawkins, who was born on Sauvie's island, near Portland, Oregon, and is a daughter of William and Margaret M. Hawkins, the former born in England and the latter in Lauder, Scotland, on April 6, 1840. In 1869 they came to the United States, and to them were born eleven children, nine of whom are living, namely: W. B. and R. A., Ilwaco, Washington; John B. and J. R., who live in Los Angeles, California; Mrs. Janette Babler, of Ilwaco; Mrs. Margaret M. Howerton; Mrs. A. Carmichael, of Vancouver, Washington; Ed T., of Ilwaco; Ben F., of Washougal, Washington; and Norman and Mrs. Belle Yeaton, both of whom are deceased. William Hawkins was engaged in the meat business in Portland for several years, but sold his interests there and moved to Ilwaco, where he bought a farm, to the cultivation of which he devoted his attention during the remainder of his life, his death occurring in 1889. He was survived many years by his widow, who died on August 24, 1928, at the of eighty-eight years. Mr. and Mrs. Howerton are the parents of two children, Norman A., born in Ilwaco June 28, 1902, graduated from the high school at this place, attended the Oregon Agricultural College one year and is now in the real estate and insurance business in Ilwaco. James Raymond, born in Ilwaco, August 7, 1907, graduated from the Ilwaco high school, is now a telegraph operator and is associated with his father in the telephone business.

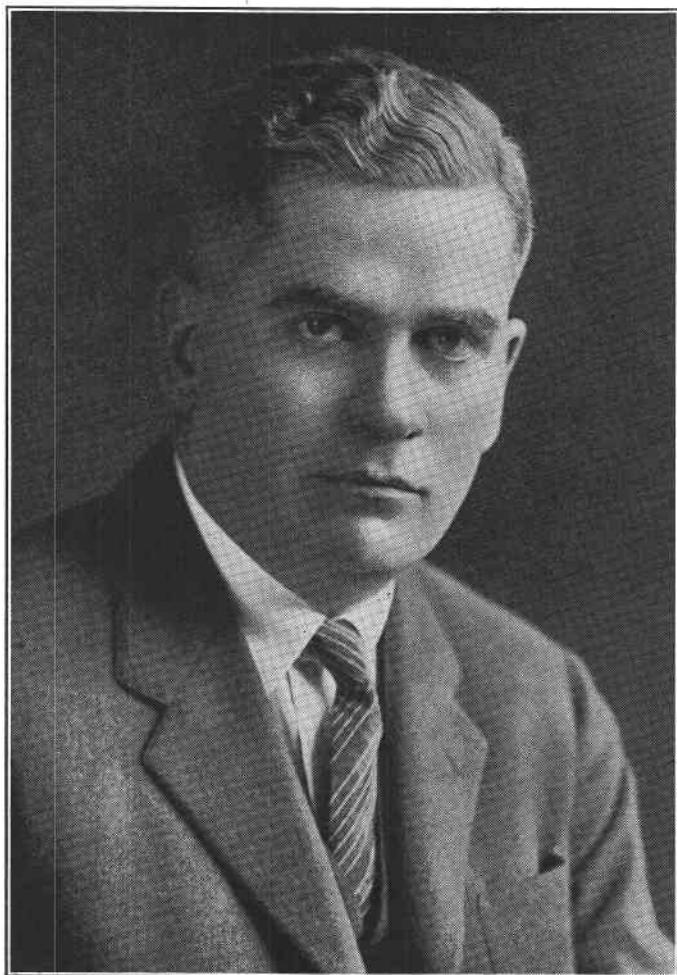
Mr. Howerton is a member of Ilwaco Lodge, No. 99, A. F. & A. M., and Ilwaco Lodge, No. 19, I. O. O. F., of which he is past noble grand. He has always shown a keen interest in everything concerning the welfare and progress of his locality and served thirty years as city clerk of Ilwaco and the same length of time as a member of the school board, his service in both offices being ended only by his resignation. He is entitled to great credit for his success in building up the telephone system of which he is the head, for his early efforts in extending the line were marked by the hardest kind of work. He recalls that in the early days he often carried his telephone instrument and a spool of wire on his back for miles through the woods, as there were at that time practically no roads in the neighborhoods to which he extended his line. He now owns a telephone building, has a modern and up-to-date equipment, and for the past eighteen years has also operated the Western Union Telegraph Company's business in this place, the telegraph line being in the telephone building. Mr. Howerton's hobby is collecting old coins, as well as rare new coins, and he is reputed to have the second largest and finest collection in the state of Washington, one of his coins bearing the date 1288. Mr. Howerton owns a comfortable and attractive home in Ilwaco, is one of his community's most progressive and public-spirited citizens and is held in high regard by all who know him.

DR. THOMAS M. JOYCE

Dr. Thomas M. Joyce, who proved his loyalty and patriotism by service in the World war, is a surgeon of high standing and has materially furthered Portland's prestige as a medical center.

He is a native of Emmetsburg, Iowa, a son of Matthew and Ella (Healy) Joyce, who were married in Lansing, of that state. His father was a prominent merchant of Emmetsburg, Iowa, and is survived by the mother who is now living in Minneapolis, Minnesota. Mr. and Mrs. Joyce had five children, three sons and two daughters, but all are deceased except Thomas M. and Matthew M., the latter a successful attorney and general counsel for the Minneapolis and St. Louis Railroad Company, with headquarters in Minneapolis.

Dr. Joyce attended the public schools of Fort Dodge, Iowa, and took two years' collegiate work at the University of Notre Dame in Indiana, later enrolling as a student in the medical department of the University of Michigan, from which he received his M. D. degree in 1910. He was an interne in the University Hospital in Ann Arbor for a year and in St. Mary's Hospital in Rochester, Minnesota, for a similar period. For three years he was connected with the Mayo Clinic in the capacity of first assistant to Dr. Charles H. Mayo. In May, 1914, he came to Portland, starting a clinic in Portland in association with Dr. N. W. Jones, Dr. R. C. Coffey,



DR. THOMAS M. JOYCE

and Dr. C. E. Sears. In 1917 Dr. Joyce entered the Medical Corps of the United States Army and was placed in charge of the surgical service of Base Hospital 46. He was assigned to Dr. Charles Frazier's school of neurological surgery for five months in 1917. He went overseas as chief surgeon of Base Hospital 46 with the American Expeditionary Forces and was stationed for a time at Bazoilles, France. He was, however, soon detached from this hospital and had his own operating team which worked along the different sectors during the time of the big drives. He returned to his country in February, 1919, and in 1920 organized the Portland Clinic, with which he has since been connected, his associates being Dr. N. W. Jones, Dr. Frank B. Kistner and Dr. Laurence Selling, who are all experienced and able physicians and surgeons and the organization is a credit to the city.

In 1915 Dr. Joyce was married in Portland to Miss Ruth Kiernan, a daughter of Mr. and Mrs. Frank Kiernan, by whom he has had two daughters, Susan and Jane, aged respectively eleven and nine years. The doctor adheres to the Catholic faith and his fraternal connections are with the Knights of Columbus, and the Benevolent Protective Order of Elks. Along social lines he is identified with the Arlington Club, the University Club and the Waverley Country Club. He is a member of the Portland City and County Medical Society, Oregon State Medical Society, American Medical Association, the American College of Surgeons, and the Association of Ex-Residents of the Mayo Clinic, of which he was president in 1924. He is also a member of the Eclat Club.

Deeply interested in scientific and humanitarian phases of his work, Dr. Joyce has exerted every effort to perfect himself therein and is generally regarded as one of Portland's foremost surgeons. He has a high conception of his duties and obligations of citizenship, and is a man whom to know is to esteem and admire.

J. A. ZEHNTBAUER

About twenty years ago two young men, becoming acquainted, were drawn together through their mutual interest in outdoor sports and they strengthened this connection by a decision to engage in business together. From this early friendship have sprung the Jantzen Knitting Mills of Portland, today one of the chief enterprises of this character in the world, of which J. A. Zehntbauer is the president. From a humble beginning, under the leadership of J. A. Zehntbauer and his partner, Carl C. Jantzen, the business has been developed in spite of many difficulties and obstacles until it is an outstanding productive industry of the northwest, and that it has reached a point of leadership in the production of certain classes of knit goods which it manufactures is evidenced in the fact that it has many imitators.

Mr. Zehntbauer is a native of Missouri. He was born in Purdin, Linn county, August 4, 1884, his parents being Joseph and Lucinda M. (Renfrow) Zehntbauer. The father was a native of East St. Louis and his parents were born in Germany. The Renfrow family, too, was of German lineage but on the maternal side, through the grandmother, whose name was Dunn, the family is likewise of Scotch extraction. In early youth Joseph Zehntbauer learned the cooper's trade and he was but fifteen years of age when he enlisted as a drummer boy for service in a regiment of Illinois volunteer infantry, continuing on duty throughout the period of the Civil war. He was married in Kewanee, Illinois, to Miss Lucinda M. Renfrow and afterward removed to Missouri, where he lived in a two-room log cabin about four miles north of the little town of Purdin, and in that primitive home the birth of J. A. Zehntbauer occurred. Two years later the father took his family to Kansas, settling near the town of Lucas, and three years later left Kansas for Nebraska, where the family lived in a sod house on a farm. In both states the family experienced all of the hardships and conditions of pioneer life and J. A. Zehntbauer still remembers the prairie fires which occurred in Nebraska and which were serious things because of the high prairie grass. When J. A. Zehntbauer was six years of age the family home was established in Loup City, Nebraska, where he attended school for the first time, but a little later the father decided to return to Missouri and settled at Utica, where he engaged in the cooperage business, returning two years later to Purdin, where he continued in the same line of activity. As there was no schoolhouse in Purdin, the children of the family had to walk about a mile to a country school. A few months later the family home was established on a small farm about three miles

from the town. There as the years passed on J. A. Zehntbauer aided more and more largely in the work of the farm. It is said that the boy is father to the man, and it was during his boyhood that he determined that he would follow some other pursuit than that of agriculture. On one hot day he was working in the garden when he saw some of his boy friends drive by in a buggy, while others were riding horses. It was then that he determined that he would get into some business where he would not have to hoe corn on such hot days. Thus in the period of his youth was his character being formed and desires were taking shape that ultimately were to mold his later life. He completed the grammar school course at Purdin and when fifteen years of age went to Denver, Colorado, with his parents, while subsequently the family home was established in Portland, where his father and mother still reside.

Throughout the period of his boyhood and youth J. A. Zehntbauer continued to work but he also made wise use of the time that is usually termed leisure. For six years after coming to Portland he was a regular student in the Young Men's Christian Association night school, which he attended four nights a week, missing only two nights in six years. He was realizing the value of education, of industry and of perseverance. His first regular employment was with the Luke Knitting Company at 150 Third street, where he remained for two years. He then entered the employ of Fleischner Mayer & Company at Portland in the hosiery and underwear department, acting as a salesman there for five years. He represented that company on the road and in his salesmanship experience he added to the knowledge which he had gained of actual methods of manufacturing knit goods, thereby becoming acquainted with two phases of the business which later was to claim his entire attention. It was in this period of his young manhood that he formed the acquaintance of Carl C. Jantzen and the young men found they had much in common in their interest in swimming, fishing and other outdoor sports. On a camping trip on the shores of Lost lake in the Cascade mountains John Zehntbauer confided his ambitions and dreams to his friend Carl, proposing that the latter dispose of his share in a ranch and join him in the knitting business in Portland. Two weeks later they entered upon the practical adoption of this plan. Their ideas as to what they were to manufacture were not definite, but each forward step they took brought them a broader outlook and a wider vision. In a small way they began the manufacture of underwear, hosiery, sweaters, caps and neckties under the style of the Portland Knitting Company. The two young men, owners of this new enterprise, were enthusiastic swimmers and experience had taught them that the so-called bathing suits were not an excellent garment to be used in swimming. They decided then to make a garment the style and quality of which should revolutionize that popular sport. They knew to do this there must be an elastic knit stitch which would replace the flat stitch fabric then in use and which because it had no elasticity therefore had no fit. The young proprietors of the Portland Knitting Company found their hand-knitting machines in their little factory on Alder street and their Swiss-made machines entirely inadequate for the work and they went to the east to inspect other machines but were told by all manufacturers that such a stitch as they desired to use could not be made by machinery. With the hopefulness of youth and the determination of experience the young men patiently experimented for a year at their own plant and came to the conclusion that such a machine could be made. Mr. Zehntbauer then remained in Portland to continue the supervision of their business here, while Mr. Jantzen returned to the east, remaining there for six weeks in order to superintend the work of construction of such a knitting machine as the firm desired and at last this was produced, forever solving the problem of making elastic-knit swimming suits. With the installation of the new machines, manufacturing steadily progressed and the swimming suit of the present day was developed. They used Oregon-grown wool, which has to its credit the natural advantage of climate and an abundance of fresh soft water, spun and dyed in the Oregon Worsted Mills, the only plant of the kind west of the Mississippi. Experiments have been carried on and today the Jantzen swimming suits are used to a far greater extent than any other in America.

It was in 1910 that the Portland Knitting Company was organized by J. A. Zehntbauer, C. R. Zehntbauer and C. C. Jantzen, who served respectively as president, vice president and secretary and factory manager. In 1914 they were joined by J. R. Dodson, who became treasurer of the company. Feeling the need of a trade name, J. A. Zehntbauer suggested Jantzen and today that name has become the synonym of perfection not only in swimming suits but in other knitted garments.

The Jantzen became recognized as a bathing suit par excellence and the Portland Knitting Company became the Jantzen Knitting Mills. The swimming suit was immediately adopted by professional swimmers and is today used not only by those who have made swimming records in America but throughout the entire world. The trade of the house steadily grew and developed and in 1919 the company erected a plant at Nineteenth and Twentieth streets in Portland and in January, 1924, doubled its capacity by the erection of another unit. One of the features of the success of this enterprise has been the carefully directed advertising campaign upon which they entered. They have largely used the press to make their products known to the world and with the help of a local artist brought out the windshield stickers known as the Jantzen Diving Girl, which in the past few years have become familiar not only in every city but upon every highway of the country. It was not long before the Jantzen Knitting Mills corporation was in command of the trade in their line in the west and they then turned their attention to other sections of the country, establishing agencies in the middle west and in the south, while in Chicago and New York national sales offices were opened. From the beginning the business has enjoyed a continuous and healthful growth and in 1921, when thousands of factories were closed for lack of orders, the Jantzen Mills were running three eight-hour shifts a day. The year 1922 chronicles a one hundred per cent increase in their business and in 1923 their sales were again doubled. This once more occurred in 1924 and in 1925 their business increased in like proportion. The output of the Jantzen Mills is one grade of swimming suits. Today the output of the factory is sent into more than fifty foreign countries and seventy-two salesmen carry samples out of forty foreign sales agencies. Recently a large factory has been established in Australia for the manufacture of the Jantzen goods and this, as its Portland predecessor, is proving a profitable enterprise. Something of the volume of business conducted in Portland is indicated in the fact that the company employs more than five hundred people, with a monthly pay roll of between seventy and seventy-five thousand dollars, and the annual sales amount to over three million, one hundred thousand dollars. With the exception of Montgomery Ward & Company, the Jantzen Knitting Mills is the largest parcel post shipper in Portland. The production for 1928 was about one million bathing suits, or over three hundred dozen suits per day, and in their manufactured products they use three-fourths of a million pounds of yarn annually, amounting to one million, three hundred and fifty thousand dollars. Although the cost of yarn in the last four years has increased fifty-four per cent, the company has reduced its selling price seventeen per cent owing to the increase in volume and efficiency. Among the features, besides the absolutely perfect fit, which they have made for the popularity of the Jantzen bathing suits are the rubber buttons which they use and which can be put through the wringer. At the head of this vast enterprise which has been built up still stand the original proprietors, working in absolute harmony, the labors of the one supplementing and fully rounding out the efforts of the other. From the beginning Mr. Zehntbauer has continued as president of the organization and from the beginning he and his associates have manifested the greatest interest in the welfare of their employees. Clubs have been organized among them and annually a picnic is held, while each employee is given a vacation of from ten days to two weeks with full pay. Aside from his connection with the Jantzen Knitting Mills as president, Mr. Zehntbauer is a stockholder in the Oregon Worsted Company, is vice president of the Oregon State Bank of Portland, a director of the Oregon Life Insurance Company, and is connected with the Jantzen Amusement Park Company at Jantzen Beach, Portland, and other business interests.

In Portland, on the 20th of August, 1910, Mr. Zehntbauer was married to Miss Elizabeth A. Cormack, who was born in San Francisco, a daughter of James and Annie Cormack, both of whom were of Scottish birth, coming from the Orkney islands. Her father is in charge of the shipping and warehousing of the Jantzen Knitting Mills and resides in Portland. Mrs. Zehntbauer was reared and educated in this city, is a graduate of the Lincoln high school and taught in Portland for several years prior to her marriage. Mr. and Mrs. Zehntbauer have become parents of four children: John Alfred, who is a student in Moran College at Atascadero, California; Evelyn Ruth and Elizabeth May, students in St. Helens Hall of Portland; and Jane Lois, a grammar school pupil. Mrs. Zehntbauer is president of the Parent Teacher Association of the Laurelhurst district and is an officer in the Women's Rotary Club of Portland. Mr. Zehntbauer has always been keenly interested in educational progress

here and served as director of School District No. 1 in Portland for three years. He gives hearty aid and cooperation to all projects which he deems of worth and benefit to the city and his labors have been a tangible asset in public progress along various lines. He and his family are members of the Community Presbyterian church at Laurelhurst and his political faith is that of the republican party. Fraternally he is a Mason, belonging to Hawthorne Lodge, No. 111, F. & A. M. He has membership in the Rotary Club and in 1922 served as president of the Portland Manufacturers Association. He likewise belongs to the Chamber of Commerce, the Auto Wheel Club and the Multnomah Auto and Golf Club. He has always been a lover of outdoor life, being in perfect tune with the great open spaces in Oregon. Always athletic, he is a good swimmer, golfer, hunter, fisherman, hiker, autoist and traveler and has found time from his strenuous business requirements to travel with his family in China, Japan, Australia and the Hawaiian islands.

THOMAS A. MCKAY

Thomas A. McKay, proprietor of the largest plumbing establishment in Seaside, was born on the old Ezra Meeker donation claim at Puyallup, Washington, January 4, 1879, and is a grandson of Thomas McKay, a native of Scotland, who on crossing the Atlantic in the early '50s settled in New Brunswick, Canada, where he engaged in the contracting business for more than twenty years, spending his last days there. His son, Thomas Hawley McKay, was born in Perth, Scotland, acquired a good education in New Brunswick, Canada, and in 1870 crossed the border into the United States, settling at Tacoma, Washington, where he followed the contracting business throughout his life, becoming widely known in that connection. He built the first wharf at Tacoma on which to unload his machinery and equipment, which had been shipped from Canada. He became an extensive railroad contractor, built the Butte, Anaconda & Pacific Railroad and was its first superintendent. His operations contributed in large measure to the development and improvement of the northwest and he remained active in business to the time of his death, which occurred in 1896. His wife, who bore the maiden name of Henrietta Rowe, was born in Frankfort, Germany, and is now living in Milwaukie, Oregon. Their family numbered five children, of whom two survive, the daughter being Leona McKay, who is now assistant cashier in the Milwaukie State Bank at Milwaukie, Oregon.

The son, Thomas A. McKay, was educated in the grammar and high schools of Port Townsend, Washington, and pursued a business course in the Acme College at Seattle. In the latter city he learned the plumber's trade, at which he worked there for five years, and in 1907 he removed to Seaside, Oregon, where he established business on his own account and has since been actively engaged here, developing the largest plumbing shop in Seaside. His trade covers not only the town but the surrounding country and his patronage is now one of extensive proportions, bringing to him a satisfactory annual income. Moreover, he has the distinction of being a past president of the Oregon State Master Plumbers Association.

In 1914 Mr. McKay was married to Miss Elizabeth Plummer, who was born in Port Townsend, Washington, a daughter of E. F. and Lillian Plummer, both of whom are now deceased. The father was customs auditor at Port Townsend for many years and was a son of Alfred A. Plummer, an Oregon pioneer who came to this state in 1849 when Oregon was still under territorial rule. He was one of three men who laid out and founded the city of Port Townsend, Washington, his associates in the undertaking being Messrs. Pettigrove and Hastings. With the development and substantial upbuilding of this section of the country he was otherwise identified and aided in laying broad and deep the foundation upon which the present progress and prosperity of this section rests. His son, the father of Mrs. McKay, was born, reared and educated in Port Townsend and for many years there filled the office of deputy county treasurer, while later he served as customs auditor for an extended period.

To Mr. and Mrs. McKay have been born two children, Thomas Plummer and Marianne Elizabeth, both born in Seaside, the former being now a high school pupil. Mr. McKay is a past master of the Masonic blue lodge at Seaside and belongs to the chapter and commandery at Astoria, while both he and his wife have membership in Maple Chapter, O. E. S., of which he is a past patron and she is a past matron. He is

a past chancellor commander of the Knights of Pythias, past consul of the Modern Woodmen of America, and a member of the Yeomen, the United Artisans and the Royal Neighbors. For the past two years he has been president of the Seaside Chamber of Commerce, was councilman of Seaside for eight years and has been most active in support of educational interests and improved highways. In a word his influence is always on the side of progress and advancement and he is a splendid example of the progressive citizen.

ANDREW WIRT

One of the real pioneers of the Columbia River valley, whose life here covers practically the full span of the development of this section of the country, is Andrew Wirt, who came to this locality over four score years ago and who has been happily spared to witness the crowning glories of these latter days. Mr. Wirt retains a vivid recollection of the events of the pioneer days and some of his reminiscences were written up by Fred Lockley and printed in the Portland Daily Journal of May 24, 1926, as follows:

"I came across the plains to Oregon eighty years ago," said Andrew Wirt when I interviewed him recently at his home in Ilwaco, Washington. "I was born at Muscatine, Iowa, October 21, 1842. My father's name was Augustus Caesar Wirt. He was born in Pennsylvania. I was between three and four years old when my parents yoked up their oxen for the six months' journey across the plains. Annie, my sister, was a baby. Mother's third child, Noyes L., was born at Oregon City in the fall of 1846. When father first came he went to Portland to size up the town, or rather, the little group of log cabins whose owners were ambitious to make Portland the metropolis of the Willamette valley. Mr. Caruthers, who had taken a claim adjoining Portland, offered father part of his claim if he would locate here. They were anxious to get new settlers. Father told him there was too much timber to ever make a city at Portland and he wanted to take up prairie land, where he could farm. Father hired some Indians to take us by canoe to Clatsop plains. He bought a place from Mr. Morrison. We went to a recently built church, of which Lewis Thompson was pastor. W. H. Gray and his family, the Morrisons and other settlers on Clatsop plains attended there.

"One winter while we were living on Clatsop plains I boarded at the home of Tom Owen. His daughter, now Dr. Owens-Adair, lives at Warrenton. Among our neighbors on Clatsop plains were the Gearharts, Carnahans, Smiths, Hobsons, Morrisons, Jewetts and others. Mr. Jewett married Mrs. Kimball, whose husband had been killed by the Indians in the Whitman massacre. In the spring of 1857 I went to Oysterville, where I landed a job tonging oysters. At that time there were six or eight families living there. I stayed awhile with Gilbert Stephens. The next year my parents moved to Oysterville. In 1858 or thereabout, I went to Bruceport, at the mouth of the Willapa, where I worked at tonging oysters. Mark Winant had a store at Bruceport. He bought our oysters at one dollar a bushel and shipped them to San Francisco. These natural oyster beds were not exhausted for nearly forty years. From Bruceport I moved back to Oysterville. I boarded at Gilbert Stephens' hotel five years. During the Civil war there were two stores at Oysterville. John Crellin & Company owned one and Espy & Company the other. John Crellin was postmaster. In 1864 I married Helen Stephens, whose father ran the hotel. Rev. Franklin came over from Clatsop plains to marry us. After my marriage I continued in the oyster business till the oysters became exhausted.

"Pacific county was organized by the Oregon legislature on February 4, 1851. Pacific county, with all of what is now Washington, was part of Oregon. Oysterville became the county seat of Pacific county. The old courthouse at Oysterville was moved to the Espy farm, just outside of Oysterville, and is now a dairy barn. A paper was published at Oysterville, the Pacific Journal. When the county seat was moved the paper was moved to Ilwaco and renamed the Ilwaco Advance, and still later the Ilwaco Journal. Its next owner changed the name to the Ilwaco Tribune. Its present name is North Beach Tribune.

"Only a few families now live at Oysterville. When it was the county seat it had a population of about five hundred and there were at least fifty students in the

school. Claude Simpson, now and for many years past on the copy desk of the Oregon Journal, worked for me in the oyster business when he was a boy. My daughter Eva went to school with Claude's brother Gene. Mrs. Simpson, whose first husband, Sam Simpson, was a brilliant lawyer and poet, author of "The Beautiful Willamette," married Judge Briscoe of Oysterville.

"We never officially lost the county seat at Oysterville. One Sunday, when practically everyone was at church, about twenty men came from South Bend, broke into the courthouse, loaded the records in boxes and sacks and took them to South Bend and declared South Bend the county seat.

"We had five children. Our first boy we named Fred, and he died in 1922. Leonard, our second boy, is engineer for the Noonan Bag Company at Portland. Eva married W. A. Graham, of Ilwaco. Minna is dead. Lottie married Henry Sherman and lives at Astoria. Horace, our youngest, lives at Oysterville."

The mother of these children died in 1886 and in 1887 Mr. Wirt was married to Mrs. Mary Bowen, to which union was born a daughter, Mrs. Lorena Hamilton, of Enterprise, Oregon, who is the mother of two children, Edwin and Byron. Mr. Wirt has lived a long and useful life, characterized by persistent industry and honorable citizenship, and during all the years of his residence in this locality he has commanded the genuine respect and good will of all who know him.

William A. Graham, to whom Eva Wirt was married, was born in Oceana county, Michigan, on June 26, 1881, and is a son of Samuel and Charlotte (Williams) Graham, both of whom were natives of Ohio. The family is of Scotch origin, Mr. Graham's grandfather, Hugh Graham, who was born in Scotland, having descended from the old clan Graham of Claverhouse. He came to the United States about 1820 and bought a farm near Painesville, Cuyahoga county, Ohio, on which he established his permanent home, living there until his death. His son, Samuel Graham, was born and reared on that farm and learned the boatbuilding trade. In 1858 he went to Michigan and settled on a farm in Oceana county, of which locality he was a pioneer. He did some farming, but gave much of his attention to commercial fishing on Lake Michigan until 1880, in which year he came to Astoria, Oregon. Here he worked at his trade of boatbuilding until his death on June 4, 1881. His wife passed away in 1879. One of his brothers, O. P. Graham, installed the first fish trap on Baker bay, Pacific county, Washington, in 1879, in partnership with his son, John E. Graham. He died in Seattle, Washington, in 1882.

William A. Graham obtained his education in the public schools of Michigan and in 1881 came to Astoria, Oregon. With his brother George, he engaged in salmon fishing, which he followed for over forty years, when he turned his business over to his son, Charles E., who is still successfully operating the business. Mr. Graham is now serving as water superintendent of the city of Ilwaco. Mr. and Mrs. Graham have three children: William A., Jr., who lives in Los Angeles, California, and is married and has a son, William A., III; Charles Edward, who is at home and is carrying on the fishing business; and Ada Helene, of Seattle, Washington, is now the wife of H. E. Henderson. She has a son, John William, aged ten years. Mr. Graham is a member of Occident Lodge, No. 99, A. F. & A. M., at Ilwaco, and the Woodmen of the World, and Mrs. Graham is a member of the Order of the Eastern Star at Ilwaco. Mr. Graham is a man of strong character, sterling qualities and good business judgment, has been successful in business and commands the uniform esteem of his fellowmen. He is discharging his official duties in a capable and satisfactory manner and is regarded as one of the leading citizens of his community.

A. H. T. WILLIAMS

A. H. T. Williams, of the engineering firm of Blood & Williams, of Portland, is by training and experience well qualified professionally and has done some notable work in his line since locating in this city. Mr. Williams was born at Newport, Monmouthshire, England, on the 9th of May, 1877, and is a son of Edward and Sarah Williams, both of whom are deceased. He attended the public schools until fifteen years of age, when he became an articled pupil of the Isca Foundry Company, at Newport, remaining with that concern until twenty-one years of age, during which period he carried on his studies in engineering in the government technical school



A. H. T. WILLIAMS

at Manchester. In 1899 he went to work for West's Gas Improvement Company, of Manchester, still carrying on his technical studies, and later went to Sheffield, where he was for three and a half years in the employ of the Hadfield Steel Foundry. He was in the engineering department and during the last year there served as second assistant works manager. This Hadfield Foundry was the first concern in the world to make manganese steel, at that time called "era manganese steel," from the fact that its formula was discovered through an error. In 1906 Mr. Williams came to the United States, locating at Johnstown, Pennsylvania, where he took a position in the engineering department of the Cambria Steel Company. Three years afterward he took a six weeks trip back to England. He remained with the Cambria Company until January, 1910, when he came to Portland as chief of the engineering department of the Northwestern Steel Company. When they closed down he transferred to the Northwestern Bridge and Iron Company as chief engineer, which position he filled for two years, at the end of which time he took a four months trip through the mountains of Oregon with pack horses. In 1922 Mr. Williams formed a partnership with Henry F. Blood, under the firm name of Blood & Williams, and engaged in the private practice of civil engineering. They have done all kinds of bridge and structural work, in which they have been distinctively successful. They have done the work on many of Portland's school buildings, the Jewish synagogue, the bridge for the Portland Electric Power Company above Estacader, are consulting engineers for the Hammond-Tillamook Lumber Company's bridge and for the Portland Gas Company; they are doing the engineering work on the hangars for the Portland airport, are engineers for the Elks Temple, and were the engineers for the Crown Willamette Paper Company during their rebuilding operations at Camas and West Linn. Mr. Williams is an expert in designing bridges, also in all phases of their construction, having had thorough training in shop and technical work.

Mr. Williams gives his political support to the republican party and fraternally is a York Rite Mason and a Noble of the Mystic Shrine and is a member of the City Club. He was four years one of the board of directors, during the period of financing and constructing the Portland Masonic Temple. He is a director of the Oregon Building of Commerce and is a member of the Contractors' Licensing Commission. Of a mechanical and inventive turn of mind, he has devised a number of articles which he has patented, the basement of his home being a well equipped machine shop, in which he is able to indulge his hobby undisturbed. He is also greatly interested in photography, in which he has done much meritorious work, and is well known as a pedestrian, having hiked over practically all of Oregon's mountain ranges, climbing Mt. Hood and other peaks. He expects to spend the summer of 1928 in Europe, where he will visit among relatives and friends. He is wondering if his old home will show as many changes during his absence as have taken place in his adopted country since he came here. While being interviewed, Mr. Williams said:

"When I was a boy it was very uncommon for anyone in England to own the property on which his home was built. It was the practice to have a leasehold, which cost them in those days what would be in our money forty to forty-five dollars a year. These leases ran for long periods of time, hence the homeowner was perfectly protected as long as the leasehold money was paid each year, and was safe in building his home on such leased property.

"The old home in which I and my brothers and sisters lived was built of solid brick. It was indeed very serviceable. I can remember that in the thirty years of its use the exterior walls had not been repaired in any way. The downspouts were of cast iron and were replaced once that I remember. Our home was three stories and basement, and, as was customary, the basement rooms were all livable rooms—in fact the main living rooms of the house were in the basement, and the floor was of stone slabs, upon which were placed mats. I can remember that neither in winter nor summer were we bothered with any problem of heat or cold. In these days of steam heat and furnaces I often think of how our home, in common with other English homes, was heated only by the use of a large fireplace in the basement living room. The heat from this fireplace seemed to be ample at all times to keep us comfortable. The heat rose from the basement rooms to the other rooms in the house in sufficient amount to keep the entire house heated satisfactorily. Neither do I recall ever suffering any inconvenience of discomfort from dampness, even though the basement was used as living quarters and England has naturally a damp climate.

I attribute the comfort and dryness of those old English homes that were not equipped with our modern heating plants to the fact that their walls were built of solid stone or brick and that all of the construction was of the very best. It speaks well for the durability of the old home when I say that our home sold for fifty per cent more than the cost to build it thirty years previously. English homes are built side by side, with little or no space between them. Each home possessed a rear garden, surrounded by walls of brick or stone. They were of the types of gardens that make the English garden copied all over the world."

A man of strong character, attractive personality and cordial and affable manner, Mr. Williams has gained a wide circle of loyal friends, while his business record has been such as has given him an enviable place among the leading engineers of Portland and the Pacific coast country.

ALBION L. GILE

Closely identified with the early history and development of Pacific county, the most southwesterly county of the state of Washington, are the names of Crellin and Gile.

Albion L. Gile, proprietor of Chicon Farm, Chinook, Washington, was born near Nahcotta, and is the son of Henry Smith and Matilda J. (Crellin) Gile, the former having been born in Alfred, Maine, and the latter on the Isle of Man, England. Each of them came to Washington territory in 1853, Mr. Gile having sailed around Cape Horn during the California gold rush of 1849, and Mrs. Gile having crossed the plains as a girl with her family in 1852.

Mr. Gile sought his fortune in the mines of California for two years, and disappointed in not finding an abundance of the precious metal, journeyed northward. In 1851 he arrived at Portland, where he joined a surveying crew with which he worked in Yamhill county for a time. Hearing about the oyster industry, then in its infancy, he went to Oysterville, which at that time was the county seat of Pacific county, Washington. There he engaged in the oyster business, where the small native oysters were gathered and shipped by sailing schooners to San Francisco, where the bivalves were considered a great luxury. Later with his brothers-in-law, John Morgan, John and Thomas Crellin, and Isaac Doone, he became associated with the Morgan Oyster Company of San Francisco.

In 1858 he received a contract from the Federal Government to survey several townships fronting on the Columbia river and on the west side of Shoalwater bay. After completing this work he bought the donation land claims of George Dawson and William McGunnigle on Bakers bay, and in the course of time acquired more land by purchase until his farm contained about fifteen hundred acres, bordering on Bakers bay and lying between the Chinook river and Fort Columbia, on part of which is the present town of Chinook. Mr. Gile was one of the pioneers in the salmon fishing business, having constructed with John E. Graham in 1880 the first successful fish trap on the Pacific coast. Mr. Gile took a great interest in the development of his section of the country and in the civic and political affairs of the territory, having represented Pacific county three times in the territorial legislature, the first time during the term of the first governor of Washington territory,—General Isaac Stevens. He was a stockholder and one of the financial backers of the Ilwaco Railroad and Navigation Company, of which he was vice president for several years.

Mr. Gile died in 1918, his wife having preceded him by five years. To them were born four children, Katharine L. and Eleanor E., who live in Portland, Oregon, Henry Starley, who died in 1903, and Albion L.

Albion L. Gile received his early education in the public and high schools of Portland, later attending Portland Academy and St. Paul's School at Concord, New Hampshire. He then entered Yale University, from which he took the degree of LL.B., after which he returned to Portland.

Shortly after his return from college he took over the management of his father's farm and fishing business, and for a number of years gave the major portion of his time to the development of Chicon Farm. After trying out various breeds of milk cows on the farm he decided to invest in a few purebred Guernseys, and in 1907 went to Wisconsin, where he bought a foundation herd of registered Guernseys, con-

sisting of seven cows and a bull. The results of this investment were so satisfactory that in 1913 he went to Philadelphia, where he bought a carload of cows and heifers, and from these two purchases has grown the present Chicona Farm herd, which is the largest herd of purebred Guernseys in the northwest and one of the five largest in the United States. Chicona Farm Guernseys have been shown at all of the leading fairs in the northwest, and at the Panama Pacific Exposition Mr. Gile was awarded the cup as premier breeder, similar honors having been won at the Pacific International Exposition in Portland.

Mr. Gile is one of the directors of the Pacific International Live Stock Exposition, also one of the executive committee of the American Guernsey Cattle Club, and a director of the Washington State Guernsey Cattle Club, of which he was former president.

In addition to farming activities, Mr. Gile has carried on his father's salmon fisheries, and in 1915 organized the Chinook Packing Company, of which he is president and manager.

On February 21, 1925, Mr. Gile was united in marriage to Miss Leonore McGowan, daughter of Mr. and Mrs. Henry Silas McGowan, and granddaughter of the late J. P. McGowan, well known pioneer salmon packer of the Columbia river.

MATT CLARK

Matt Clark, of Portland, who is regarded as the largest individual timber buyer in the Columbia River valley, has spent his life in various branches of the timber industry and the success which has come to him has been attained through his energy and persistency and the exercise of sound judgment in all of his affairs. Mr. Clark was born in St. Louis, Missouri, in 1852, and is a son of William G. and Mary (Miller) Clark, both of whom were natives of Maryland, the father born in Maryland county and the mother in Baltimore. William G. Clark was a lumberman and in an early day located in St. Louis. He bought logs at Stillwater, Minnesota, and floated them seven hundred miles down the river to St. Louis, where he has established one of the first sawmills in that locality. He was a member of the Presbyterian church, in which he served as elder for over fifty years. He died at the age of eighty-six years and his wife died when her son Matt was but an infant.

Matt Clark received his educational training in the public schools of St. Louis and while still a boy went to work for the mercantile firm of Bronson & Fulson, receiving a salary of thirty-five dollars a month, which just paid for his board and room. Six months later, at the age of nineteen years, he went to work in the Staples sawmill at a salary of seventy-five dollars a month, which was raised to one hundred dollars a month six months later, at which time he was put in charge of the mill. He was with that firm for fourteen years, and when the business was sold he organized the Matt Clark Transportation Company and engaged in towing logs out of Stillwater and Beef Slough, Minnesota, to the various large lumber operators along the river. At that time had nine boats on the Mississippi river, namely, the "Isaac Staples," "David Bronson," "J. K. Evans," "Menominee," "Evansville," "Penwright," "Jennie Hays," "Ben Hersey" and a yacht, the "Romana." In 1900 Mr. Clark sold his boating interests and went to work for the state of Minnesota, being put in charge of timber lands under the state auditor, who had supervision over the sales of state lands. In 1905 Mr. Clark established his residence in St. Paul, Minnesota, and opened a timber business at Duluth, which he conducted for four years and then, in 1909, came to Portland, Oregon, where he has resided to the present time. He was employed by James J. Hill to buy the right of way for the Deschutes branch of the Oregon Trunk Line, a part of the Great Northern Railroad, and since then he has been extensively engaged in buying and selling timber throughout the Pacific northwest, both as an individual and as the representative of many large eastern lumber concerns. During all the years of his activity here he has enjoyed a reputation as a reliable and honorable business man, commanding the confidence and respect of all who have dealt with him, and his judgment as to timber lands is regarded as absolutely dependable.

Mr. Clark was married, in 1873, to Miss Olive Staples, a daughter of Mr. and

Mrs. Isaac Staples. She died, leaving three children: Mrs. Mary B. Town, who lives in California; Jane, who is at home, and Mrs. Lilla Kearney, of Mankato, Minnesota. For his second wife Mr. Clark chose Miss Bessie Stimpson, a daughter of S. R. Stimpson, general manager of the St. Paul & Duluth Railroad, residing in Stillwater, Minnesota. Mr. Clark is a member of the Benevolent Protective Order of Elks and in his political views is a staunch democrat. A man of kindly and unaffected manner, deeply interested in the general welfare of his community and loyal and true in all the relations of life, he has an unusually large circle of warm friends and is highly esteemed wherever known.

THOMAS H. TONGUE, SR.

Washington county, Oregon, has just reason for pride in the list of its citizens who have worthily performed their part in public affairs and have gained distinction and honor. None of these held a higher place in public regard than did the late Thomas H. Tongue, Sr., who as lawyer, statesman, farmer and citizen, stood pre-eminent among the men of his day, so that no biographical record of the Columbia River Valley would be complete without due reference to his career. Fred Lockley, in the Oregon Daily Journal of February 3, 1922, gave the following interview with Thomas H. Tongue, Jr.:

"Thomas H. Tongue was born in Lincolnshire, England, June 23, 1844. When he was fifteen years old his parents decided to come to Oregon, where his mother's brother, Thomas Otchin, lived. Thomas Otchin arrived at Fort Vancouver in 1839. The following year he went up to near where Olympia now is and took up a claim. He did not like that country, so relinquished his claim, and in the fall of 1841 he came to Tualatin Plains and took up six hundred and forty acres of prairie land. Another settler coming in and being desirous of getting prairie land, Mr. Otchin let him have half of his six hundred and forty acre claim and he took up three hundred and twenty acres of timber land. The new settler died and later James W. Chambers, father of Dr. F. A. Bailey's wife of this city, took up the claim.

"Anthony Tongue, with his wife Rebecca, and their only child, Thomas H., came here by way of the Isthmus of Panama, reaching here on Christmas day, 1859. Shortly after their arrival Anthony Tongue bought a place three miles west of North Plains. Here they lived the remainder of their lives. Anthony Tongue died at the age of eighty-two and Rebecca Tongue ran the place until her death, at the age of eighty-six. She was able to direct the work of the farm until within two weeks of her death. She was a small woman, but had tremendous energy and determination.

"Thomas H. Tongue went to school in district No. 1 for two years and then went to Pacific University. He was graduated in 1868 and, going back to Hillsboro, studied law with W. D. Hare, an early-day lawyer here. He was admitted to the bar in 1870. The law was his vocation and fine livestock his recreation. He loved horses. He started with thoroughbreds, but later sold them and raised standard breds. He also raised Ayrshire cattle and Berkshire hogs. He owned the racetrack at Hillsboro for many years. He owned six or seven ranches in this county, so he had an opportunity to try out his ideas about breeding up the stock of the Willamette valley and thus eliminating the scrubs.

"In 1888 he was elected to the state senate and served as chairman of the judiciary committee. In 1890 he was permanent chairman of the republican state convention. Two years later he became chairman of the state organization of republican clubs. In 1892 he was a delegate to the republican national convention. In 1894 he was again permanent chairman of the republican state convention. He held many other offices in the republican party and served in the fifty-fifth Congress and was reelected to the fifty-sixth, fifty-seventh and fifty-eighth Congresses. He died in Washington on January 11, 1903."

In 1868 Mr. Tongue married Miss Margarite Eagleton, a school teacher and a daughter of George Eagleton, a farmer, who had settled here during the early '60s. To them were born eight children, as follows: Edwin, who died when three days old; Edith, who was the wife of A. E. Reames and died in 1918; Edmund Burke, who is represented elsewhere in this work; Mrs. Mary Gertrude Lombard, a resident of

Portland, Oregon, whose son, Benjamin, is with the Union Pacific Railroad; Bertha Rebecca; Thomas H., Jr., a sketch of whom appears on another page of this work; Elizabeth, the wife of F. E. Fey, who is with the United Steel Company at Portland; and Mrs. Florence Munger, of Portland, who has two children, Harrison M. and Margaret.

Mr. Tongue was for many years active and influential in county, state and national political affairs, and particularly in congress, where his ability, vision and courage gained recognition and enabled him to perform distinctive public service. He was greatly interested in the development of the country's waterways and harbors and as one of the ranking members of the rivers and harbors committee, he was able to secure many appropriations for public improvements in his section of the country. He was chairman of the committee on the irrigation of arid lands, and he was the author of the bill that authorized the creation of Crater National Park. He was an active advocate of greater government responsibility for pensions for veterans of the Indian wars. The splendid type of service which he rendered in Congress prompted his Washington friends to urge him to make the race for United States senator, but on account of his personal friendship for Senator Fulton he would not permit his name to be presented as a candidate. He was a Mason, being one of the early members of Tualatin Lodge No. 6, F. & A. M.; the Independent Order of Odd Fellows and the Knights of Pythias. He was actively interested in everything that concerned the welfare and prosperity of his section of the country and took a leading part in promoting the Washington county fair, which in early days ranked second only to the Oregon state fair. He was one of the originators of the plans for the great Portland exposition of 1905, but died before it became an actuality.

As a lawyer, Mr. Tongue was learned, sagacious, resourceful, and honorable, commanding not only the respect of his professional colleagues but also the confidence of the public. He practiced alone, never having associated himself with a partner, and he stood among the leading members of the bar of this state, being employed as counsel in some of the most important cases tried in the courts of the Pacific northwest. After he was elected to congress, the press of public affairs demanded so much of his time and attention that his law practice was more or less intermittent. During his residence here he maintained a keen interest in stock raising, in which business he showed remarkably sound judgment. He was a close student of stock pedigrees and held well defined opinions as to the proper breeding of farm stock. He was one of the earliest advocates of pure bred stock and one of the first in this part of the country to bring in registered stock, including horses, cattle, hogs, Cotswold sheep, Angora goats and poultry, and his example in this respect had an important influence on the attitude of the farmers and stockraisers of this valley, who recognized the wisdom of his views and the splendid results of his operations. His fine public spirit was evidenced when the county fair association got into financial difficulties, at which time he bought a tract of land and let the association have free use of it. In early days he rendered effective service as a member of the school board and in every possible way showed a wholesome and unselfish desire to contribute of his efforts to promoting the best interests of the community. His early efforts to secure an education were noteworthy, for he served as janitor of the college building as payment for his tuition and grubbed much of the old Naylor homestead land in order to pay for his room and board. He never allowed personal pride to stand in the way of honest labor, and during his mature life he was never better satisfied than when rendering a service of some sort. He was an exemplar of the finest type of citizenship and throughout the section of the state in which he lived he commanded uniform confidence and esteem, for he was a man of lovable character and qualities which attracted men to him.

GEORGE A. DUNHAM

Among the thoroughly modern and efficiently conducted commercial institutions of Portland is that controlled by the Irwin-Hodson Company, a business with which George A. Dunham has been prominently identified for a period of thirty-six years. He was born in Ohio in 1860, a son of Dr. William H. and Henrietta (Clay) Dunham, who were married in Piketon, that state. The father, who was born in 1824, and

became a successful physician, served in the Army of the Potomac during the Civil war. He reached the eightieth milestone on life's journey, responding to the final summons in 1904. Mrs. Dunham was born in 1833 and passed away in 1927 at the advanced age of ninety-four years. They had five children, four sons and one daughter.

George A. Dunham received a public school education and in his youth the spirit of adventure took him to the Klondike. Fortune favored him and in 1888 he came to Portland. Starting as a salesman, he traveled as far as North Dakota and secured a large number of orders for his house. In 1892 he became associated with the firm of Ben C. Irwin & Company, composed of C. A. Whitmore, Steve Smith, James Rutherford and C. H. Hodson. A reorganization was effected by J. M. Hodson in 1895 and the name was changed to the Irwin-Hodson Company. At that time Mr. Whitmore was elected president and Mr. Luders was admitted to a partnership in the concern. C. K. Zilly became a member of the firm in 1903 and is now its president. Mr. Dunham was one of the organizers of the company, which first specialized in printing and book-binding and now makes automobile plates, metal signs, rubber stamps and has developed a general office supply business. Throughout the period of his connection with the company Mr. Dunham has filled the office of treasurer and owns considerable stock in the business, whose growth he has fostered by deep thought and study and systematic, efficient work.

In 1887 Mr. Dunham was married in Scott City, Kansas, to Miss Stella Larned, whose father conducted the first hardware store on Chicago's west side. He was one of the founders of Champaign, Illinois, and its first mayor. Mr. and Mrs. Dunham have become the parents of three children, two sons and a daughter. Charles L., born in 1890, is district sales manager for the Auburn Automobile Company. William H., born in 1892, resides in Portland and is connected with the Libby-McNeil Company. Mrs. Helen Lamb is the wife of the chief engineer of the Valley & Siletz Railroad. Mr. Dunham is affiliated with the United Commercial Travelers and organized the Portland branch of that association. He still continues as a salesman and makes three trips a year, including Alaska in his territory. His ability, probity and devotion to duty are well known to his business associates and have met with a rich return of personal regard as well as a gratifying measure of financial success.

PERCY G. ALLEN

Percy G. Allen, head of the Troy Laundry Company, which was organized about 1885, is a native of Denver, Colorado, and has been a resident of Portland since about 1910. In 1918 he bought a controlling interest in the Troy Laundry Company, thus becoming active in the management of a business that was established on the west side about 1885. From time to time removals were made to meet the growing demand of the trade and prior to securing the present location the business was conducted on East Water street. The present building was erected in 1917, one hundred by two hundred feet in dimensions, and three stories in height, containing sixty thousand square feet of floor space. The company utilizes thirty-two auto trucks in serving the entire city, its trade coming from about twenty thousand homes in Portland. Employment is furnished to three hundred and fifty people, who handle about eight hundred thousand pieces of laundry per week. Only metal washing machines are used in the plant, which represents an investment of one million dollars, over eight hundred and sixty thousand dollars being spent for equipment alone. This is the last word in laundry devices and the work turned out measures up to the highest possible standards. Mr. Allen is president of the Troy Laundry Company, with F. D. Richard as secretary and J. A. Clancy as director. In 1912 Mr. Allen established the Crystal Laundry, which he still owns. A new plant was erected in that year and since that time another building has been put up in which to house this enterprise. Another business undertaking in which he is actively engaged is Allyn's Dyeing & Cleaning Establishment, the business being carried on as a corporation. It was organized in 1921 by Mr. Allen, who adopted the spelling of Allyn for the conduct of this venture. The plant contains about forty thousand square feet of floor space, with thoroughly modern equipment, and serves about twenty thousand homes, also various firms and many laundries in the city. Employment is given to



PERCY G. ALLEN

two hundred and fifty people and twenty-one trucks are used for collection and delivery. This business represents an investment of six hundred thousand dollars in the plant. In 1920 Mr. Allen incorporated "The Home Service Company," organized for the purpose of a holding company of the numerous and varied enterprises in which he is interested.

Mr. Allen is a member of the Portland Chamber of Commerce and of the East Side Commercial Club. Fraternally he is connected with the Knights of Pythias, the Independent Order of Odd Fellows and the Benevolent and Protective Order of Elks. He is thoroughly resourceful and progressive and has built up large enterprises which are the tangible evidence of his capability, firm determination and broad vision. He accomplishes results with a minimum expenditure of time and labor, which is the basis of all business success, and the passing years have chronicled his progress step by step until he ranks with the leading business men of his adopted city.

DAVID T. MASON

Among Portland's distinguished men is numbered David T. Mason, who is nationally known as a forest engineer and has made notable contribution to the world's work. He was born in 1883, in Newark, New Jersey, and is a son of William B. R. and Rachel Manning (Townsend) Mason. His father is one of the pioneer journalists of that state and for fifty years has been the owner and publisher of the Bound Brook Chronicle.

David T. Mason received the degree of Civil Engineer from Rutgers University in 1905 and in 1907 was graduated from the Yale Forestry School. From 1907 until 1915 he was identified with the forestry department of the United States government and was sent to Colorado and other parts of the west, also spending some time in Washington, D. C. In 1915 he became professor of forestry at the University of California and filled that chair until 1921. His duties were interrupted by the World war and for two years he was with the forest engineers of the United States Army. He rose to the rank of major and was stationed in France for a year. While connected with the University of California he organized the timber section of the bureau of internal revenue to place a valuation on the timber owned by American taxpayers in the United States and in foreign countries. He had charge of this department, which made a survey of timber valued in excess of seven billion dollars.

In 1921 Mr. Mason came to Portland, opening an office as a forest engineer, and in the intervening period of six years has appraised over fifty timber properties, averaging more than one billion feet each. His fertile brain evolved the plan of sustained yield forest management, described as follows in the summary of his contribution to the Journal of Forestry in October, 1927:

"Sustained yield forest management consists for a given forest in limiting the average annual cut to the continuous production capacity. Such regulation of cutting is most advantageously applied to a unit of forest area sufficiently large to supply continuously an efficient sized plant operating at or near capacity converting the forest products into salable material. The sustained yield management unit should be regarded as including not only the forest land involved but also the logging development, the mills for conversion and the community economically dependent upon the enterprise."

In this treatise Mr. Mason also says: "The most important American forest problems may be stated as: first—the timber supply problem, or the problem of meeting continuously the requirements of the American people for supplies of forest products; second—the community problem, or the problem of keeping forest soils regularly engaged in the work of growing trees so that dependent communities may have maximum permanent prosperity; third—industrial prosperity, or the problem of stabilizing timber ownership and operation in such fashion as to bring prosperity to timber owners and operators.

"At present we are taking annually from the forests of the United States about thirty billion feet of softwood lumber and about seven million, two hundred and fifty million feet for uses other than lumber; in addition fire, insects and disease are destroying five billion, seven hundred and fifty million feet. This is a gross depletion of about forty-three billion feet of softwood. The annual growth of soft-

wood is placed at about six billion feet, leaving a net annual depletion of about thirty-seven billion feet. At this rate of net depletion our remaining stand of softwood timber, estimated at one trillion, three hundred and forty-nine million feet, would last about thirty-seven years. The production of softwood east of the Rocky mountains is declining at the rate of about seven hundred million feet yearly; this will continue. In the Rocky mountain states production will not change greatly. In the Pacific coast states total production is increasing at the rate of about seven hundred million feet year; this will continue.

"The United States imports of softwood, or its equivalent, exceed the annual exports by about two billion feet. The world situation is such that the United States cannot expect to meet its future needs by greatly increased imports. Our future requirements will probably continue indefinitely to be very large, and they can be met only by growing within the United States nearly all that is required.

"If we are to come anywhere near meeting our future softwood requirements, we must start production. General economic conditions, including state and federal policy, have never been of such a nature as to stimulate effectively the growing of large quantities of softwood timber on private lands, from which nearly all of our present supply comes. Reasonable changes in government policy, together with the earnest study of possibilities by the principal private timber land owners will result in the wide introduction of sustained yield forest management, which will solve the problem of American timber supply, the problem of communities dependent upon the forest industries, and will bring prosperity to the forest industries."

At the commercial forestry conference, arranged by the Chamber of Commerce of the United States at Chicago, November 16 and 17, 1927, Mr. Mason presented a paper entitled the "Importance and Possibilities of Sustained Yield Forest Management," and this also attracted national attention. In this paper he shows that the broad application of sustained yield forest management upon those properties where it is or can be made economically practicable, will simultaneously: first—erroneously promote the practice of forestry, thereby doing the utmost to solve the timber supply problem; second—make permanent many communities, villages, cities, railways, etc., which otherwise with a continued migratory industry would either pass away entirely or shrink greatly in size or prosperity; and third—put the lumber industry especially on a stable and continuously profitable basis. Mr. Mason and his associate, Carl U. Stevens, have introduced the theory of selective cutting of timber, which results in the greatest financial returns. They were also the originators of the general forest industries questionnaire, which has been adopted by the timber section of the treasury department. This questionnaire has been prepared to apply to the thousands of typical lumber manufacturing concerns owning timber lands from which timber is being cut to be sawed into lumber in the manufacturing plant of the same concern, and greatly facilitates the work of the commissioner of internal revenue. The firm of Mason & Stevens specializes in all kinds of unusual economic problems and has over fifty corporations as clients. This is the only private consulting firm of the kind in the western part of the United States and its business is drawn from many sections of this country, also extending to British Columbia, Alaska and New Zealand.

At Missoula, Montana, Mr. Mason was married in 1911 to Miss Evelyn Polleys, a daughter of E. H. Polleys, a prominent lumberman of that city, and they have become the parents of one child, Georgia. Mr. Mason belongs to the Phi Beta Kappa and Sigma Xi fraternities, the Cosmos Club of Washington, D. C., the Portland Golf Club and the University Club. In politics he is a republican and manifests a deep interest in movements for Portland's advancement. Mr. Mason stands at the top of his profession and in his tireless efforts to conserve the great timber resources of the United States he has rendered to the nation a service of inestimable value.

HARRY KEMP

Harry Kemp, who owns and operates a fine farm in the Hood River valley, is a member of one of the pioneer families of this locality, his father having been numbered among those who literally hewed their farm homes out of the forest, and the family has always been active and influential in affairs affecting the welfare and

progress of the community. Mr. Kemp was born in Harrison county, Iowa, a son of Frederick and Alice (Raworth) Kemp, both of whom were natives of England. His father came to America in young manhood, locating first in Montreal, Canada, and shortly afterwards came to the United States. He learned the blacksmith trade, which he followed in Illinois and Iowa, and was also employed in railroad shops. About 1874 he went to Texas, but Indian troubles soon drove him out and, with a mule team and covered wagon, he drove from that state through the Indian territory to the vicinity of Springfield, Missouri, where he worked at the blacksmith trade until 1877. He then turned his face westward and, with a mule team and wagon, joined a large company of emigrants whose destination was Oregon. They were four months and ten days on the road and on reaching this state Mr. Kemp located in Marion county, where he bought a small ranch, and also had a blacksmith shop. About 1880 he moved to The Dalles, where he obtained work as a blacksmith in the shops of the Oregon Railroad & Navigation Company. In 1883 he came to the Hood River valley and settled on eighty acres of land, which he had bought in 1881, and which adjoins the town of Odell, about seven miles south of Hood River. The land was densely covered with timber and the only road to it was a mere trail. After building a small frame house, he proceeded to the task of clearing the land and getting it into cultivation, and there he spent his remaining years, his death occurring in 1896. To him and his wife were born eight children, as follows: Mary Elizabeth, who is the wife of T. L. Roberts and lives in California; Alice Maud, who is the wife of O. H. Rhoades and lives in the Hood River valley; Harry, Lela Emily, the deceased wife of C. P. Odell; Frederick, deceased; Mrs. Nettie Randolph, of Rupert, Idaho; William P. and D. R., who live at Odell. Mr. Kemp was a member of the Ancient Free and Accepted Masons and was a charter member of Kemp Lodge No. 181, the Independent Order of Odd Fellows, which was named in his honor. He served on the school board and took an active interest in the development of the educational facilities of his district. In religious matters he was particularly active as a member of the Christian church.

Harry Kemp received a limited education in the district school of his home neighborhood and helped his father clear the land and improve the home farm. He became a good blacksmith, at which he was employed some away from home, working in the Oregon Railroad and Navigation shops at The Dalles. He now owns and cultivates the old home place, though he resides in Odell.

On April 15, 1908, at The Dalles, Mr. Kemp was united in marriage to Miss Katherine E. Davenport, who was born and reared at The Dalles and is a daughter of Louis J. and Mary (Hintz) Davenport, who were pioneers of this state. Mrs. Kemp attended the public schools at The Dalles and took a summer course in teaching in Portland, after which she taught school for several years prior to her marriage. Mr. Kemp is a member of Kemp Lodge, No. 181, I. O. O. F., and is deservedly popular among his associates. He has consistently supported those things which tend to the betterment of the community and his record has won for him the sincere respect and good will of all who know him.

L. P. KING

The oldest and largest soap manufacturing concern in Portland is that of the Luckel, King & Cake Soap Company, which is owned by the King family, the officers of the company being L. P. King, president; his sister, F. S. King, secretary and treasurer, and his mother, Mrs. F. P. King, vice president. The enterprise has had a prosperous career, due to the high quality of its products and the sound business management which has controlled it, and is now one of Portland's substantial industries. The present company is the outgrowth of two former concerns, King & Cake and the Luckel Soap Company, owned by J. C. Luckel, which were consolidated and brought to the present location, at 640 Hood street. The new company later also absorbed the Portland Soap and Chemical Company. The firm of King & Cake was established about 1887 at Eleventh and Flanders streets, the founders being F. P. King, father of the present president, and W. M. Cake, of Portland. They began operations on a small scale, but gradually built up the business until in the course of time, as their products became known, they were numbered among the largest

soap manufacturers on the coast. They manufacture Steam Refined Borax, Royal White Family Soap, Bar-None Washing Machine Soap, King's Toilet Soap, and altogether about forty different brands. Their products are now widely known and are popular sellers in Oregon, Washington, Idaho, Montana, California, Alaska and Hawaii. The output is sold through traveling salesmen and jobbing houses, the company having eleven representatives on the road, who cover the territory in from three to five weeks. About forty men are employed in the plant, the annual production of which amounts to between eight and ten million pounds.

L. P. King was born in Portland, Oregon, in 1889, is a son of Frank P. and Sarah (Rennick) King, the former a native of Uniontown, Pennsylvania. They were married in Cleveland, Ohio. For about ten years the father was connected with the wholesale grocery house of William Edwards & Company, of Cleveland, and in the latter '80s came to Portland, where in 1887 he formed a partnership with Mr. Cake, an attorney, the latter being an inactive member of the firm. In 1919 F. P. King bought out all the other stockholders in the Luckel, King & Cake Soap Company, which had been established in 1880, and thereafter conducted the business under its present name until his death, which occurred in 1921, since which time his family has carried on the business very successfully. F. P. King was a member of the Masonic order, in which he had taken the degrees of the Scottish Rite, was a Noble of the Mystic Shrine, and was also a member of the Portland Chamber of Commerce. To him and his wife were born three children, L. P., Frances S. and Queenie.

L. P. King received his educational training in the public schools of Portland and early became associated with his father in the business of which he is now the head. In all of his affairs he has shown keen judgment, progressive methods and sound principles and holds a high place among the enterprising and successful business men of Portland.

Mr. King was united in marriage to Miss Alice Forbes, who was born and reared in this city and is a daughter of W. O. and Alice (Piatt) Forbes. They are the parents of a son, Forbes. Mr. King is a member of the Chamber of Commerce and has been greatly interested in everything relating to the business prosperity and progress of his community.

RICHARD BROOKE MAGRUDER

Among the citizens of Columbia county, Oregon, whose activities here have been distinctly constructive in character and crowned with a well merited measure of success, stands Richard Brooke Magruder, of Clatskanie, who is the owner of two thousand acres of as fine land as can be found in the Columbia river valley and is recognized as one of the representative men of his locality. Mr. Magruder was born at Sandy Springs, Montgomery county, Maryland, on the 8th of April, 1867, a son of Dr. William E. and Margaret (Brooke) Magruder. In the paternal line he is of Scotch ancestry, the American family of Magruder being a branch of the famous MacGregor clan of Scotland, one of the sturdiest and most active clans of that country, descended from Gregor, third son of Alpin, king of the Scots, who reigned about 787. From him the clan derived its original name of the clan McAlpine. They were located in Glenorchy as early as the reign of Malcolm Canmore, 1057-1093. Hugh of Glenorchy was the first of the great MacGregors, and Malcolm, the chief of the clan in the days of Robert Bruce, fought on the national side of the battle of Bannockburn, 1306. They were a strong and warlike clan and in the course of time became so powerful as to incur the displeasure of the king, whose edicts against them became so severe as to rouse the clan to open rebellion and finally ended in the whole clan being laid under the ban of outlawry. By an act of the privy council all of the name MacGregor were compelled on pain of death to take another surname, were forbidden to meet in greater numbers than four at a time, and the earls of Argyll and Athol, the most powerful of the nobles, were granted a commission to "pursue the MacGregors with fire and sword." During these stirring times was born Rob Roy MacGregor, whose deeds are known to most American youths.

The MacGregor family was established in America by Alexander MacGregor, who went to Maryland in 1652, settling in Calvert county, where he had a patent of five hundred acres. He took the name Alexander Magruder, and the family name remained

that way until 1820, despite the act of grace of 1717, granting pardon to the family who had rebelled and restoring their name. In 1820 one branch of the family resumed the name MacGregor, which is now largely found in this country. Richard B. Magruder's great-grandfather, Dr. Zadok Magruder, was a prominent physician in Maryland, where he owned much land and many slaves. His son, William B. Magruder, also a physician in Maryland, was located for many years at Brookeville, Montgomery county. In that place, in 1836, was born William E. Magruder, who graduated from Brookeville Academy, a preparatory school, and then entered the medical department of the University of Maryland, from which he was graduated, with the degree of Doctor of Medicine. He then took a theological course and was ordained a minister of the Methodist Episcopal church, to which calling he devoted the ensuing eight years, or until his father's health failed, when he quit the ministry, took up his father's medical practice and followed that profession for nearly sixty years, his death occurring July 13, 1914.

William E. Magruder was married to Miss Margaret Brooke, who was born in 1840 and died in 1916. She was a member of the Brooke family of England, the preserved record of which dates back to 1530, with Richard Brooke, who married Elizabeth, daughter of Sir Bryan Twyne. To the memory of this early Brooke and his family there are brass markers on the walls of Whitechurch, Hampshire, England, placed there in 1603. Robert Brooke, the youngest son of this union, came to the American colonies in 1649, having been commissioned by Lord Baltimore to establish the colony or county of Charles, Maryland. He was the progenitor of the Brooke family in this country and was of the Friends religious faith. Members of this family took an active part in early events in Maryland, and the house intermarried with the Meriwether family, a descendant of which was Captain Meriwether Lewis, of Lewis and Clark fame. To William E. and Margaret (Brooke) Magruder were born five children, of whom four are living, namely: Mary, of Sandy Spring, near Washington, D. C.; Richard Brooke, of this review; Emma, of San Diego, California, and Dr. Edward, of Baltimore, Maryland, who is of the fourth successive generation of the family to follow the profession of medicine.

Richard B. Magruder received his educational training in the Friends elementary and high schools at Sandy Spring, Maryland, after which he devoted his attention to farm work for several years. He then became a traveling salesman for the well known firm of John A. Roebling Sons Company, of Trenton, New Jersey, manufacturers of wire and wire rope. It was the founder of this firm who built the Brooklyn bridge. About 1900 Mr. Magruder came to Portland, Oregon, in the interests of this company, first as salesman, and later as assistant manager, and also helped to establish a branch agency at Seattle, Washington. About 1907 he became interested in the idea of reclaiming tide lands on the lower Columbia river, near Clatskanie, and formed a syndicate to acquire the land and proceed with its reclamation. The Lower Columbia Agricultural Company was formed, the officers and directors of which were: E. S. Collins, president; P. J. Brix, vice president; R. B. Magruder, manager; and these gentlemen, with A. J. Byerly, Albert Brix and Asmus Brix, comprised the board of directors. The company acquired fourteen thousand acres of land and set to work reclaiming it by dredging, dyking and ditching. They constructed a large dredger, which they named the "Skookum," which did splendid work, and which during the years of its service has been used in the reclamation of over fifty thousand acres of land on both sides of the Columbia river, and is still in use. In the course of time they succeeded in reclaiming all of their land, which is now regarded as about the richest and most valuable dairy land in the state. In 1920, its object having been attained, the company was dissolved and the land was divided among the original stockholders. Mr. Magruder's share amounts to two thousand acres, which he is subdividing and selling in small tracts. He was the superintendent and active manager of the company's operations throughout the work of reclamation and was highly commended for the ability and judgment which he showed in the prosecution of the project. He has a fine herd of registered Guernsey cattle on his farm and has a splendid set of farm buildings, including a large and well built barn and a modern silo. On the heights overlooking the valley, he built an attractive home, from which he has a splendid view of both sides of the river.

In 1913 Mr. Magruder was united in marriage to Miss Grace Kent, who was born at Uniontown, Kansas, in which state she was reared and educated. They are the parents of a son, Kent, who was born on October 9, 1915.

Mr. Magruder is a member of Clatskanie Lodge No. 133, A. F. & A. M.; Oregon Consistory No. 1, A. A. S. R., at Portland; Al Kader Temple, A. A. O. N. M. S., at Portland, and the Cowlitz Shrine Club, at Cowlitz, Washington. He has in his possession an old French watch, which had been in the Meriwether branch of his father's family since the time of Nicholas Meriwether, who lived between 1631 and 1678. The watch, which is still in good running condition, has engraved on its hunting case the names of its successive owners and is a valued and interesting heirloom. Mr. Magruder is a man of strong character and substantial personal qualities and his record since coming to Oregon has gained for him an enviable place in the confidence and respect of all who know him.

F. A. BRUCKMAN

In the field of invention the name of F. A. Bruckman is well known inasmuch as he was the inventor of the first automatic machine for the successful manufacture of ice cream cones. The story of his life is one of notable achievement in which determined purpose overcame difficulties and obstacles and desired results were at length obtained. Mr. Bruckman comes to the northwest from Illinois, his birth having occurred in Hancock county, that state, in 1873. He is a son of Frederick and Eve (Kropp) Bruckman, both now deceased. The father, who was born in Germany, came to the United States at nineteen years of age in order to avoid compulsory military service in his native land. He had learned the cabinetmaker's trade in Germany but after taking up his abode in Illinois followed the occupation of farming. In his later years he removed to Albany, Oregon, where he owned farm property but rented it.

In his youthful days F. A. Bruckman attended school in Illinois and later became a student in Albany, Oregon, where after leaving the public schools he spent two years in Albany College. When his textbooks were put aside he turned his attention to the creamery business in Albany and learned the butter-making trade in its entirety. He afterward operated several creameries and in 1900, associated with his father, established a creamery at Brownsville, Oregon, where they conducted business for six years. F. A. Bruckman then purchased his father's interest and carried on alone until 1906, when he came to Portland and was here associated with the Weatherly Ice Cream Company until 1908. In that year he organized the Pacific Coast Cone Company, with Mr. Weatherly as silent partner. In 1920 he sold his interest in the business, which at that time was manufacturing forty-five million cones annually. The same name is retained in the management of the undertaking, but the business is now being carried on by consolidation of manufacturers operating under Mr. Bruckman's patent. Mr. Bruckman built the present plant, having previously occupied an upstairs room in the building of the Crystal Ice Company. In the meantime he developed a plant for the manufacture of the ice cream cone. He realized how great an expenditure of time and labor was required for the manufacture of the cone by hand or by the crude machinery then in use. For years he studied the problem. He watched his wife in the efficiency of household management and he looked at his children, who were his incentive for success. He felt that he must make a cone that would be a healthful one, that it would not only have an excellent taste but have real food value, and that he must make it so that it would be within reach of the child who had only an occasional nickel to spend for sweets. The trouble with the hand operated machines was that the cone could not be loosened from the mold without a vast lot of breakage. This was one of the things that made the cone then on the market impracticable and without a great commercial value. He studied the problem night and day. There were certain little seemingly minor elements that entered into his success. He watched his wife making little timbale cases and he compared her process with his. Moreover, on one occasion he stood near two engineers in charge of the building of a big bridge and heard them say something about the big steel cross bars adding strength to the complete structure. This gave him another idea, resulting in his changing the raised markings of mold, but even yet the cone did not come cleanly out of the mold; and eventually there developed in his mind the idea that if he could not take the cone from the mold, he might take the mold from the cone, and with this came the fulfillment of



F. A. BRUCKMAN

the dream that he had long entertained. Not only, too, was his cone to be mechanically perfect but it must taste good and have real food value, and this problem was solved in the manufacture of Bruckman's Real Cake Cones. The result was a perfected machine turning out hundreds of cones, and later he met infringement suits which he successfully prosecuted. The development of the business is shown in the fact that in 1915 thirty-five million cones were made and sold from the Portland plant, fifty million by its machine in Dayton, Ohio, and ten million each by its machines in Fort Worth, Texas, and Toronto, Canada. All mixing and other methods of manufacturing the cones was by machine until they were ready to be packed.

In Albany, Oregon, Mr. Bruckman was married to Miss Hettie May Drais, who was born in Kansas, a daughter of T. Z. Drais. Mrs. Bruckman was only an infant when taken to California and when about fifteen years of age came to Oregon. By her marriage she has become the mother of one son, Merle D., who was born in Plainview, Oregon, in 1898. When a boy in high school he showed a leaning toward mechanics and he was graduated from the Benson Polytechnic School as a mechanical draftsman. He then became associated with his father in the manufacture of cones and when but twenty years of age took charge of the manufacturing end of his father's plant with thirty-five or forty people working under him. He married Miss Helen Long, a native of Portland and a daughter of John Long, and they now have one child, Elizabeth Anne, commonly known as Betty.

With his retirement from the manufacture of ice cream cones Mr. Bruckman concentrated his efforts in other directions and is now interested in the development of the Breitenbush Mineral Springs, located twelve miles from Detroit on the North Santiam river and about fifteen miles due west of Mount Jefferson. This is being transformed into a health resort and the water of the springs, judged by the medicinal qualities, ranks with the best in the country. His son Merle is also associated with him in this enterprise, taking active part in the development of the project. Fraternally Mr. Bruckman is connected with the Independent Order of Odd Fellows, the Benevolent and Protective Order of Elks and Multnomah Camp No. 77 of the Woodmen of the World. He also belongs to the Portland Golf Club, which indicates something of the nature of his interests and activities outside of business. His has been a very active life and one of great usefulness in contributing to the happiness and pleasure particularly of the young through his inventive genius. Success is now his—the success which persistent and indefatigable labor merits.

GEORGE C. JOHNSON

Any complete description of the oyster industry which in former years made Shoalwater bay and Oysterville famous throughout the Pacific coast country must contain specific reference to the activities of George C. Johnson, who has been closely identified with it for many years and is regarded as the best authority on the subject in this locality. Mr. Johnson was born in Visalia, Tulare county, California, on the 26th of January, 1872, being the first male white child born at that place, and is a son of William and Catherine (Sullivan) Bailey, the former born in Mansfield, England, and the latter in Dublin, Ireland. His father, who was a member of the Bailey Silk Manufacturing Company of Mansfield, England, came to the United States in the '60s and located in San Francisco, California. In that city he met and married Catherine Sullivan, and they went to Tulare county, that state, where the father was accidentally killed in the mountains in 1874. To him and his wife were born three children: Maggie, deceased; George C.; and Mrs. Elizabeth Jones, who lives in San Francisco, California.

Soon after the death of his father, in 1874, George C. Johnson was sent to his mother's sister, Mrs. Margaret Johnson, at Oysterville, Pacific county, Washington, making the journey on an oyster schooner with Charles Featherspeel, under whose kind and watchful care he arrived safe and sound. When the schooner came to anchor the populace of the village turned out in mass to witness the unusual event—the arrival of a little baby boy in dresses from the then far distant city of San Francisco. Mrs. Johnson, with her husband, John Christian Johnson, took the boy to their hearts and during the ensuing years reared him with the same attention and affection that a child of their own would have received. The boy regarded them as his parents, took

their name and has always held them in loving and grateful remembrance. John Christian Johnson was born on the island of Falster, Denmark, where he was reared to the age of twelve years, when he went to sea on a fishing schooner. After sailing the North Sea for two years, he shipped as an able seaman on a full-rigged sailing vessel for the Mediterranean sea. Later he made a voyage to New York, from which port he went back to London and was there at the time the "Great Eastern" docked there after completing the laying of the first Atlantic telegraph cable. Soon afterwards he went back with a cargo to New York and sailed on the high seas during the following eight years, touching at many foreign ports. In 1861 he sailed around Cape Horn to San Francisco on the clipper ship "Don Quickstep," and from there shipped to Puget sound. In 1862 he went to the Caribou gold mines in British Columbia, but, learning on his arrival that there was not enough food for the camp, he did not remain there long, returning to Portland, Oregon. He steamboated on the Willamette and Columbia rivers during the summers and followed gold mining during the winters in Idaho and Montana until 1870, when he went to Oysterville, Washington. During that period, in the late '60s, he was offered one hundred and fifty acres of land, comprising what is now known as East Portland, on which stood seventy acres of wheat ready to harvest, for five hundred dollars, but turned the offer down. This land is now worth millions of dollars. After settling in Oysterville Mr. Johnson engaged in salmon fishing, "gill netting" on the Columbia river for about eleven years, and during that period he made what has stood as a record catch for gill netting, having caught and turned in to the canneries eighty-two thousand large salmon, the largest catch by gill netting by one man ever turned in on the river. The fish were all large sized, many of them weighing from fifty to sixty pounds. He received fifteen cents for each of these fish, which today would bring from seven to ten dollars each. In 1881 Mr. Johnson quit salmon fishing and thereafter was engaged in the oyster business to the time of his death, which occurred in 1908. His wife died in 1927, at the age of eighty-four years. Mr. Johnson was actively interested in the welfare of his community and served as road supervisor many years, as well as on the school board. He was a stockholder in the Ilwaco Transportation Company and was held in high esteem throughout the community.

George C. Johnson received his education in the grammar school at Oysterville and was practically reared in the oyster business. As a boy he assisted his father in that business, working at it until 1894, when he went to Portland and took a course in Armstrong's Business College. In 1895 he went to Bonneville on the upper Columbia river, where he worked through one season installing a fish wheel on the river. On his return to Portland he secured a position as clerk in a store, which work he followed until January 26, 1898, when he went on the second trip of the steamer "George W. Elder" to Skagway, Alaska, at the time of the Klondike gold rush. He took a claim and was one of the discoverers of Birch creek, at Atlin, British Columbia. This proved to be a good find and later he sold his claim at a good figure. He followed gold mining and freighting in Alaska for four years and then returned to Oysterville and again became identified with the oyster business. In 1905 Mr. Johnson organized the Johnson-McGowan Oyster Company and began planting eastern oysters in Shoalwater bay, going east and bringing back three carloads of seed oysters. The next year he brought in three more carloads, the following year eight carloads, and still later twelve carloads. In 1915 he shipped in fifteen carloads of oyster seed, which cost the company about ten thousand dollars, the freight on the shipment amounting to about as much more. Some idea of the importance of this shipment may be gained from the statement that each car contained two hundred and twenty-five sacks, and each sack contained twenty thousand seed oysters, so that there were nearly sixty-eight million seed oysters in the shipment.

The development and decline of the oyster industry at Shoalwater bay comprises an important chapter in the commercial history of this locality. The industry had its inception here in 1851, when Charles Russell, who was at that time living at Pacific City, Washington, shipped a few sacks of oysters to San Francisco as an experiment. The oysters were taken by Indians in canoes through Black lake to Ilwaco, thence across the Columbia river to Astoria, and from there by boat to San Francisco. This first shipment met with a ready sale at a good price, and, thus encouraged, Mr. Russell moved to a point on Shoalwater bay named Bruceport. There he loaded a schooner with a full cargo of oysters for San Francisco.

Bruceport was named after an oyster schooner "Robert Bruce," which was built

in San Francisco and was owned by John Morgan, Frank Garretson, Garret Tyson, Mark Winant and Alexander Hansen, who comprised the first oyster company to operate in Shoalwater bay in 1851. Besides these five men there were also two others on board, the skipper, Captain J. K. Terry, and the cook, known by the name of Jefferson, but neither of the last two having any monetary interest in the venture of the vessel. Having made a quick trip they were all highly elated over the prospects in view, but while yet crossing the bar and coming into the harbor the cook leaned over the rail and remarked to Mr. Garretson, "Isn't this a wild looking country? She may come in but she will never go out." "Well, if she can come in why can't she go out?" "She never will," replied Jefferson, and she never did. On December 16, 1852, the cook served laudanum in the coffee at the evening meal, enough to drug the crew. After the men were all asleep, he set fire to the schooner, first throwing overboard all of the ship's buckets and even to the cooking utensils. The Indians on the shore, seeing the burning vessel, ran and told a man named McCarthy, who was on the bay shore at the time. He and the Indians rushed out across the mud flats to the burning vessel and rescued the crew. The vessel was a total loss. It was never learned what became of the renegade cook, but it is supposed he put to sea in the ship's boat and was swamped and drowned, having been carried to sea by the outgoing tide, as the winter storms along the southwestern coast of Washington are often severe, and many ships have been wrecked in that vicinity.

From this time on the oyster industry grew rapidly, and more schooners were built and added to the fleet of oyster boats, among them Captain Smith on the "Mary Taylor" and Captain Hansen on the "Equity" and "Oriental" and others. They were soon followed by the Morgan brothers as independent shippers, and in about 1858-9 came John and Tom Crellin. In 1863 Morgan and Crellin joined forces, and were thereafter known under the firm name of Crellin & Company. After them came H. S. Gile and in 1866 came Doane Brothers & Espy, who lost their first schooner and cargo in a shipwreck. They purchased another schooner and took in as partners Frank Warren and John Hunter in 1868. In 1870 Swanberg & West got into the business. In 1870 Crellin & Company brought in the first shipment of eastern oysters to Shoalwater bay, consisting of a few barrels as a propagating venture, which did not prove successful, and in the same year the Crellins went to San Francisco and eventually acquired twenty-seven thousand acres in the bay, upon which they planted oysters. Their business there grew to an enormous volume, they all becoming immensely wealthy.

In 1886 all of the then existing oyster companies on Shoalwater bay were merged and incorporated as the Morgan Oyster Company and were operated under that name until 1923, when the company was dissolved, the business having diminished almost to the vanishing point. During the peak of the oyster season on Shoalwater bay thousands of bushels of oysters were shipped to market daily, and Oysterville became a thriving little city, being for many years the county seat of Pacific county. It is now but little more than a memory, but few houses being left as a reminder of a once prosperous community. Competent oyster men are generally agreed that the gradual decline of the industry on Shoalwater bay was due to the lack of the minute vegetable and animal matter on which the oysters fed and which in former years came from the Columbia river and was carried up into the bay by the tides. When the government built the north jetty at the mouth of the Columbia river it carried the fresh water from the Columbia river farther out to sea and this water, with its plant food was lost to Shoalwater bay. In consequence the oysters starved and died by the millions.

On June 24, 1911, in New Haven, Connecticut, Mr. Johnson was united in marriage to Miss Mary Letscher, who was born and reared in that city and is a daughter of Henry and Julia (Wellhauser) Letscher, the latter also a native of New Haven. The father was a native of Germany and was brought to the United States in 1852, when two years old. He was here reared and educated and was for many years engaged in the manufacturing business in New Haven. To him and his wife were born five children, namely: John Jacob, deceased; Henry, now foreman with the Winchester Repeating Arms Company, New Haven; Mrs. Mary Johnson; Daniel, who is employed as a draftsman with the Corbin Lock Company, at Hartford, Connecticut, and Lillian, who still lives in New Haven. Mr. Letscher died in 1901 and his wife passed away on April 16, 1926. Mrs. Johnson graduated from the New Haven high school, after which for several years she was employed as stenographer and private secretary to the auditor of freight receipts of the New Haven Railroad. At the time of her marriage

she was with the New York Central Railroad. In 1914 Mr. Johnson built a modern and attractive bungalow home at Ocean Park, the home being surrounded by a beautiful lawn, ornamented with flowers and shrubbery. He has also built a spacious greenhouse, where throughout the year he raises hothouse vegetables and flowers, in which he is greatly interested and from which he derives much pleasure. Mr. Johnson is a member of Astoria Lodge No. 180, B. P. O. E., and Mrs. Johnson belongs to Pacific Chapter No. 129, O. E. S., at Ilwaco. They are both extremely popular throughout the community, due to their hospitable and kindly manner and the deep interest they have taken in the welfare and progress of their locality.

JOE KNOWLES

In the entire Columbia River valley there probably resides no man who is more closely in touch with the out-of-doors than Joe Knowles, whose comfortable cottage home is located near Seaview, Washington, where he spends his days in communion with nature and in depicting on canvas the beauties of the scenes by which he is surrounded. "The Nature Man," as he is frequently called, has seen much of the world, both by land and by sea, takes a sound and philosophical view of life, and all who know him hold him in the highest esteem for his ability as an artist and his sterling personal qualities. Fred Lockley has at various times printed in the Portland Daily Journal interesting articles, written by him after interviews with Mr. Knowles, as follows:

"While walking from Ilwaco to Long Beach recently I ran across a most interesting character. After a walk of a mile or more through the woods from Ilwaco you come out near 'The Rocks,' on the shore of the Pacific. A short walk along the beach brings you to a stream. A hundred yards back from the curling surf and just above the stream, on a rounded knoll, perches a neat little cottage. As I passed this cottage I noticed a roughly dressed man in the back yard working near a line on which some split salmon were hung out to dry. Crossing the stream on an improvised bridge of driftwood, I stopped to pass the time of day with him. Pointing to the salmon, I asked, 'Do you catch them hereabout?' He shook his head and said, 'No; the fishermen are not allowed to sell salmon weighing less than twelve pounds, so when they happen to find a few in their nets weighing less than that they give them to me and I smoke them. I have a few cod and a lot of salmon I am drying. As you see, I dip them in that tub of brine, then hang them up to drain, and later I smoke them. My wife is filling all her fruit jars with salmon. It helps keep down the H. C. L. Canned salmon, kippered salmon and smoked salmon come in handy to vary the monotony of crabs, clams and fresh fish.'

"'What am I doing? Come into this woodshed and I will show you. I have converted it into a studio. I have traveled pretty well all over the world, but nowhere have I seen more gorgeous sunsets than are to be seen on North Beach.' We entered the woodshed and on an easel near the window was a large canvas. Pointing to it, he said, 'There is a fanciful sketch which I have just completed. The central figure is a girl seventeen or eighteen years old. She has just come from the ocean, as you can see by the gleam of the water on her bare flesh. She has caught up that wreath of sea moss and, with head thrown back and body poised, she is rejoicing on being alive. I think I shall call it "Life's Springtime" or "The Joy of Life," or some such title, to show her abounding vitality and joyousness. Yes, with the woods as a background, the sea in the foreground, with the gleaming, wave kissed sand and that sky effect, it does make a rather effective setting for the central figure, the nude figure of the young girl.

"'How do I get my sky effects? I have worked that out since I have lived here near Seaview. Time and again I have taken my easel out by the edge of the water, facing the sunset, and, with colors mixed, I have tried to catch the wonderful merging tints of the sunset, but, like an opal, they change even as you look. Sunset colors are as evanescent as the colors that come and go on a soap bubble. At last I hit on the expedient of catching them by words, not in color. Here are my notes on twenty or more recent sunsets. See; with my pencil I draw a quick sketch and jot down the positions of the colors. Here in the foreground the word "umber" stands for the wet sand; the next are shades of green to represent the sea; then come the

pearl gray, silver, salmon, orange and on up to carmine of the evening sky. Come on into the house and I will show you a lot of my recent sketches.'

"We went on up the winding path to his house, and across the threshold I stepped into another world. The walls were decorated with Indian trappings, furs, sketches, paintings, weapons and the spoil of many a voyage to many lands. We sat down on chairs covered with furs and he showed me a book of cover designs painted by himself and used by various magazines. He showed me dozens of paintings of Indians, of landscapes, wild animals in their native haunts.

"Art is a stern and jealous mistress," said my host. 'I had been a guide in the Maine woods, a sailor, a logger, a roust-about, a gob in the United States navy, and finally I determined to break into art. It was a heart-breaking job. I starved and struggled till I landed a job on the Boston Post. At last things came my way, and I did page drawings for the Sunday magazine section and drew the pictures and wrote the text for wild animal life pictures. I worked up to a salary of one hundred and fifty dollars a week and was offered a position as head of the art department, but the wild called me. I could hear the wind in the trees. I could smell the trout and bacon frying under the night sky. I could hear the splash of trout jumping in the deep pools and the call of the moose on the edge of the lake in rutting time. So I resigned my job and went back to nature, where I wouldn't have to call someone else boss and punch the time clock and wear out my heels and soul on the city pavement. And here I am, and here I have been, beside the sea, near the Columbia's mouth, for the past three years.

"My name? Oh, you have heard of me. You have probably seen me, for I have toured the whole country on the big circuits. My name is Joe Knowles, the Nature Man.'"

* * *

"Joe Knowles, the nature man, lives near Seaview, on North Beach. I presume he is called the nature man because he regards nature as his friend and protector, in place of being afraid of nature, as are most men. When a man nowadays who is out in the woods discovers that he doesn't know where his camp is he is apt to become panic stricken. If he happens to stay away from his camp overnight his companions organize a search party to find the 'lost' man. The papers each summer give advice on what to do if you are lost while on a camping trip. We have become artificial by living within walls and depending upon steam heat. When we find ourselves 'lost' in the woods, so accustomed are we to gas or electric stoves, to electric lights and street cars, and to signs on street corners, that we are well-nigh helpless. Our woodcraft instincts have atrophied through lack of use. Men lost in the mountains in winter, finding their matches wet, will lie down and freeze, when a savage would skirmish around and discover some dry wood under the snow and by friction soon have a camp fire. The white man will starve in the woods, while the savage will live on the fat of the land, trapping squirrels and rabbits, catching fish and finding edible roots and nuts.

"Joe Knowles was born white, but he is a throwback to the old cave days. He loves nature, and nature responds to his nature worship by caring for and sustaining him when he forsakes the haunts of man. As we sat talking in Joe Knowles' cabin overlooking the sea, I said, 'When you leave civilization behind and strike out into the primeval wilderness without a stitch of clothing on you, without a weapon or any man-made thing, how do you live? What do you do, first of all?' 'People have made a lot of mystery about it, when there is no mystery at all,' he answered. 'Living the simple life, living next to nature—is the natural life. You don't have to hurry or worry about rent or the cost of fuel. The high cost of living problem has vanished with the last signs of what we term civilization, but which in reality is a refined cruelty and a competitive cut-throat game. What do I do first? Get something to eat. I size up the country to see where there is a mountain stream. Here in the northwest there are so many mountain-born streams that it is always easy to find one. I watch the riffles to see if there are trout in the stream, and it is a rare stream in the west that is not a trout stream. I find willows, or, if I cannot find willows, I strip bark from any small growth and weave a net. I use the lining bark of the cedar and with a fir bough make a hoop to which I fasten my net. I find a shallow hole at the foot of a riffle, and there I sink my net, with a stone in the center to hold the net down and a bit of bark or wood attached to the hoop to make the top float. I fix up a gateway out of stones—a sort of rock inlet or sluice—leading to my fish

trap. Then I walk up stream on the bank for a few hundred yards and wade down the middle of the stream, splashing the water vigorously. The trout are frightened and swim down stream, and of the score or so of trout that swim through my rock inlet several will get into my trap. I take them out and replace the trap, and during the night I am apt to get several more. If I haven't time to rig up a fish trap I go upstream until I find an overhanging bank and I wait there until a fish comes under the bank. The fish will lie there, headed upstream. I put my arm in the water back of him and, as quietly as a shadow, I advance my hand till I can stroke the sides of the trout. If you are gentle and do not get in a hurry the trout will let you stroke its sides and belly. Gradually you work forward till you insert your finger and thumb in his gills; then a quick clutch, and you can throw it out upon the bank. Poachers in England and Scotland call this the art of tickling a trout, and this way of catching trout and landlocked salmon has been in vogue for untold centuries in the old country.

"How do I make a fire? That's dead easy. There are three ways. I will show you the quickest and the simplest. This is the plan used by the Indians of the northwest.' Taking a crooked stick about two feet long, Joe fastened a heavy bit of cord loosely to both ends so that it looked like a bow with a loose string. Picking up a stick as thick as his finger, he looped the string once around it. Then he pressed a rock on the upper end of the small stick and pressed the lower end against a bit of dry driftwood he picked up on the beach. He began sawing the bow back and forth vigorously, making the small stick revolve rapidly. In a few seconds I smelled scorched wood. A moment later a tiny wisp of yellow smoke came from the pile of fragments beside the hole the revolving stick had made in the top of the bit of driftwood. Gently blowing on the glowing embers caused by the friction of the revolving stick, a tiny blaze appeared. 'That's all there is to it,' said he. 'With plenty of fish, with mushrooms, berries and roots and bear meat, you may stay out indefinitely.'

"Yes, I said bear meat. That robe you are sitting on is from a bear I killed while out on my last trip. I found a windfall and, having no tools but fire, I burned a lot of eight-inch and ten-inch trees through to the length I needed and rigged up a bear trap. I weighted it with heavy rocks and rigged up a figure-four trap on which I fastened a dead salmon that I found in a riffle. It was a small bear, not over one hundred and seventy-five pounds, that sprung the trap. I killed it with a club. The biggest job was skinning it. When I came out of the woods I had a pair of sandals and a serviceable cloak from its skin. If you have eyes to see and ears to hear and an understanding mind, nature will supply all your needs and be your mother. She will furnish you food and clothing, with roots and herbs to cure your ills. You are free and independent and far happier than when trying to conform to the requirements of the fear-driven, flabby-muscled, sad-eyed throng in the cities."

SOLITUDE

Give me my open fire in the forest,
And for music whistling winds among the pines.
You may keep your gold that glistens in the sunlight,
Silent moonlight on the silver lake for mine.

Lest I forget that nature was my mother,
Let me paddle in my little birch canoe,
Let me glide beneath the starlight on the water,
Where in silence, my mother, I may be with you.

—JOE KNOWLES.

* * *

"Joe Knowles has received more criticism and more praise from the papers than many a presidential candidate. He is simple and direct, a lover of nature, a natural woodsman and a man of great tenacity of purpose. When I visited him at his cabin beside the sea on North Beach he answered frankly every question that I asked.

"I was born at Wilton, Maine, on Friday, August 13, 1869, he said. 'My mother, now eighty-seven years old, still lives in the old home place. My father was of English and Irish ancestry on his father's side and of Scotch and Indian blood on his mother's side. My mother is Scotch-Irish and was born in Canada. Her maiden name was Mary Hitchcock. My father had followed the sea in his youth. I was raised inland, but the call of the sea was in my blood, and when I was fourteen years old I shipped

aboard a schooner and for five years the sea was my home. When I was nineteen I signed on in the navy. I served an enlistment and a half.

"Yes, I deserted. For some trifling infraction of the rules I was not allowed shore liberty. Like a good sport, I took my punishment, but I thought it excessive and unjust. When I later applied to this same officer for shore leave he refused and said I would have to get along without shore leave for the rest of my enlistment. When we reached Fortress Monroe I again applied for shore leave and reminded him I had not been off the ship for seven months. He said, "No, and you won't get off as long as I am in charge." I said, "Because you have it in for me and because you have the power, you think you can break my spirit. I'll go ashore tonight in spite of you." He put me in double irons for insubordination. That night I picked the lock of the brig, got rid of the irons and dropped overboard. My chum had arranged to pick me up in a small boat between eight o'clock and eighty-thirty. I drifted around until the tide turned and it carried me out to sea. I swam till my arms cramped so I turned on my back and floated. Just before midnight an oyster boat picked me up and took me ashore. I couldn't walk for three or four days. My muscles seemed to be paralyzed, but I hid out till I could get about, and then I beat it up to the Great lakes and signed on with a merchant ship. Henry Cabot Lodge, upon showing Secretary of the Navy Daniels the record of the officer who had placed me in irons and showing him that this officer had been dismissed from the navy for cruelty in striking a gob with his sword, secured from Secretary Daniels an honorable discharge for me.

"After a year or so on the Great lakes I heard the call of the Maine woods so strongly that I went home to Maine. For several years I acted as guide to hunters who were willing to pay well for a man who could take them where they could bag a bull moose with widespread antlers. I studied the haunts of the moose till I knew its habits, and as a consequence was always in demand as a guide. My Indian blood helped me here, for I became an expert in making birchbark canoes and in hunting and trapping. I acted as guide in the summer and fall, and in winter I made even more, trapping wolves, bear, bobcats, lynx, marten, otter, sable, beaver, fox, mink and other fur-bearing animals. One summer a hunter who saw one of my sketches of a moose beside a lake told me I could set the world afire if I would come out of the woods and study art. I took his advice and came out and starved for a few years until I finally landed; but the success you find in the city doesn't feed your soul hunger. You die of soul starvation in the midst of plenty.

"One day I heard some chaps in a hotel in Boston talking about life in the woods. I told them of a dream I had the night before of being lost in the woods. I laughed and said how impossible it would be to lose me in the woods. I said a man could be turned adrift naked in the woods and could come out in a month clothed and in good condition by depending entirely upon what he found there. A newspaper man wrote up what I said. It caused lots of talk. The Boston Post asked me to prove my claim. I did. The Post copyrighted and syndicated the stuff and made a big killing from a circulation standpoint. When I came out after sixty-one days there were over one hundred thousand people gathered on Boston Common to greet me. I was welcomed by the mayor of Boston and the governor of Massachusetts. Professor Dudley A. Sargent, of Harvard, had sponsored the trip and vouched for the accuracy of my experiment.

"Well, that was the first of that type of trips. I published a book "Alone in the Wilderness" on the subject and more than thirty thousand copies have been sold, so you can see how much interested the public is in outdoor life. I have traveled pretty well all over the east lecturing on the subject. I have been in Europe, the West Indies, Africa and Central America, seeing how the natives live in the open.

"When a man has lived for a while in the open his senses become as keen as those of an animal. He can tell by the odor that a bear is near, or he can get the scent of a moose, a fox or bear. He can tell in the darkest night whether he is approaching cedar, spruce or pine woods. Most folks are afraid to sleep in the open for fear of wild animals. I know of no animal in this country that is not afraid of the scent of man. Man is the most dangerous and wantonly destructive of all animals, and the furred and feathered folk realize this and fear him accordingly. The only thing they fear more is fire. A forest fire destroys their fear of man and of one another. Wolves and deer, cougar and caribou will all flee together before it, the lesser fear being swallowed up in the common danger. If you are lost, keep cool,

don't get rattled, don't hurry, take it easy; find a stream and follow it, for it will lead you to the settlements."

* * *

"Joe Knowles, one of the unique characters of the west, is up from his home at Seaview and is spending a few days in Portland. He is arranging to have an exhibition of his paintings. For the past three or four years he has lived in sight and sound of the sea at Seaview, on Long Beach. He has succeeded in an unusual and rather remarkable manner in getting the atmosphere of the sea upon his canvases. He has caught the delicate Nile green shades of the surf just before it breaks, the yellow sand, the water-worn brown rocks, the ever changing sea and the chameleon-like sky, and made them live again through the medium of merging tints of paint and canvas. His fame as an artist was originally based on his pictures of action—Indians charging against the foe, bucking horses trying to dismount their riders, bears playing or fighting—but of late he has turned to more peaceful subjects, such as landscapes and marine views or wind-blown hemlocks on the edge of the cliff. These and similar subjects have won his attention.

"I am a lover of and believer in nature," he said. "The lesson man needs to learn is to act in harmony with nature, not to oppose it. I have lost my desire for hunting. I would rather paint a deer than shoot it. Here is a canvas that I enjoyed painting. It is, as you see, the picture of an Indian on his horse by the shore of the western sea, looking toward the sunset. It is symbolical, as you can see, of the end of the trail. The Indian is silhouetted against the deep green and the fiery red of the evening sky. His face wears a look not of defeat, but of sadness and resignation."

Recently Mr. Knowles has painted a series of pictures which now adorn the walls of the Hotel Monticello, at Longview, Washington, one of the finest hotels of the northwest. The scenes are historically valuable, as they depict the growth and development of the Pacific northwest from the coming of the first white man down to the present day, and they are greatly admired by all who see them.

On Friday, November 13, 1914, Mr. Knowles was united in marriage to Miss Marion Louise Humphrey, who was born and reared in Dedham, Massachusetts, and is a student of the Pape Art School of Boston. Mr. Knowles is a man of broad views and high ideals, and possesses those traits of character which make for esteem and friendship, being uniformly recognized as one of the worthy and highly respected citizens of his locality.

JOHN N. CASEY

John N. Casey, who was classed with Portland's leading business men, rose from a lowly position to one of prominence in local commercial circles and was long a dominant figure in the affairs of the Ira F. Powers Furniture Company. Tireless energy, keen perception, honesty of purpose and a genius for devising the right thing at the right time were among his salient traits as an executive, and in matters of citizenship he was loyal and public-spirited. He was born in Necedah, Wisconsin, August 16, 1865, and his parents, Patrick and Margaret (Clancy) Casey, were natives of Ireland. Both left the Emerald isle in youth and their marriage was solemnized in Baltimore, Maryland. In 1862 they went to Wisconsin, where Patrick Casey became identified with the lumber industry, and was thus engaged for several years. About 1877 he came to Oregon and settled on a ranch six miles west of McMinnville, in Yamhill county. To Mr. and Mrs. Casey were born eleven children: Harriet, Ellen, Margaret, Catharine, John N., William H., Edward P., Fred S., Louise, Fannie, and one who died in infancy.

The eldest son, John N. Casey, received his early instruction in the public schools and for two years attended a Baptist institution now known as Linfield College. For one summer he worked with a surveying party in eastern Oregon and came to Portland to take a course in the Armstrong Business College. About 1888 he secured the position of deliveryman with the Ira F. Powers Furniture Company, with which he remained until 1893, and then entered the service of the Peoples Outfitting Company, whose business was acquired by the Gadsby Furniture Company in 1894. Mr. Casey was with the latter corporation for eleven years and during the period of the Spanish-American war he had full charge of the business. In 1905 he returned to the Ira F. Powers Furniture Company, of which he was elected vice president and



JOHN N. CASEY

manager, and remained the incumbent of those offices until his death on the 17th of May, 1928, when he was sixty-two years of age. His highly specialized knowledge of the business was supplemented by initiative, rare judgment and executive force and the policies and practices which he inaugurated were vital factors in the development and expansion of the business. This is one of the largest commercial institutions in the city and also one of the oldest and most reliable.

In 1891 Mr. Casey was married in East Portland to Miss Mary Louise Sharkey, a native of Wheeling, West Virginia, and a daughter of Patrick Sharkey, who was born in County Monaghan, Ireland, March 17, 1835. He was the third of the seven children of John and Katherine (Carroll) Sharkey, who sailed for Canada about 1843 and settled on a donation land claim on Prince Edward Island, where their son Patrick completed his studies. At Georgetown he learned the trade of a harness maker and afterward went to St. Johns, New Brunswick, where he followed that occupation for two years. Returning to the United States he located in Grandfalls, Maine, where he conducted a general store for four years, and then went to Boston, Massachusetts. There he entered the government service as a harness maker and was sent to Chattanooga, Tennessee. After the Civil war he spent eight months in Baltimore, Maryland, and then went to Wheeling, West Virginia, where he lived for twenty years, devoting his attention to the harness business. In 1883 he made a trip to the Pacific coast and was so well pleased with the country that he disposed of his business in Wheeling, settling in Portland in 1886. He established the city's first horse collar factory, situated on Union avenue, between Washington and Alder streets, and later removal was made to Union avenue and Taylor street. There Mr. Sharkey continued the enterprise until his death on the 20th of August, 1902, and with the assistance of his son, Edward J., established a large industry. On November 4, 1859, he had married Miss Elizabeth McClement, who was born in County Derry, Ireland, and was a child of four when her parents, Patrick and Elizabeth (Miller) McClement, settled on a farm near St. Johns, in the province of New Brunswick, Canada. Mr. and Mrs. Sharkey had a family of nine children.

Their daughter, Mary Louise, the fourth in order of birth, acquired her early education in Wheeling, West Virginia, her native city, and had become a sophomore when she accompanied the family to Portland. Here she continued her high school studies, graduating with the class of 1888. She then took up educational work, teaching in the public schools of Kalama and Cathlamet, Washington, after which, for two years, she taught the old Fernwood school and the Holliday school at Portland. The old Fernwood school was located at Thirty-second and Hancock streets and Mrs. Casey was driven to school by her father. The district had only a few settlers in those days and on the entire east side there was a population of only five thousand. Mr. and Mrs. Casey became the parents of five children. Margaret, the eldest, is at home. William Allen, who enlisted for service in the World war, was a victim of the widespread epidemic of influenza in 1918 and died at Fortress Monroe, Virginia, October 18 of that year, when a young man of twenty-two. Edward P., who received his higher education in the University of Oregon and the George Washington University at Washington, D. C., was chosen to succeed his father as vice president of the Ira F. Powers Furniture Company, and ably discharges the duties of that important office. In October, 1927, he married Miss Madeline Patricia Jennings, a native of Portland and a daughter of John A. and Mary (Healy) Jennings. The former, who was a member of the pioneer real estate firm of Jennings & Company, passed away in 1927 and is survived by Mrs. Jennings, who resides in Portland. Edward P. Casey is a business man of high standing and belongs to the Chamber of Commerce and the Kiwanis Club. John F., who was the third in order of birth, died at the age of one year and Charles F., the youngest son, met death in an automobile accident March 21, 1928, while a student at Notre Dame University. His tragic death was a great shock to the father and hastened his demise.

John N. Casey adhered to the Catholic faith and was affiliated with the Church of the Madeline. In the local activities of the Knights of Columbus he took a leading part, serving as exalted grand knight of the council, and supervised the building of the new home of the organization. He was also connected with the Woodmen of the World, the Chamber of Commerce, the Progressive Business Men's Club, and was a charter member of the Rotary Club and a life member of the Irvington Club. One of his marked characteristics was his devotion to his family, whose welfare and happiness constituted his chief concern. In business he was the personification of its highest ethics and in social intercourse he was genial, kindly and sympathetic.

He never lost the common touch and his handclasp was as warm for the friend in a threadbare coat as for the prosperous business friend of his later years. Mr. Casey never failed to recognize and appreciate the good in others and was always ready to assist those in need. He was honored and respected by all who were brought within the sphere of his influence and his passing deprived Portland of a citizen whom it could ill afford to lose.

CHARLES A. NELSON

One of Pacific county's native sons is Charles A. Nelson, of Nahcotta, who has lived an active and useful life, and is now rendering capable service as road foreman of his district. Mr. Nelson was born at Oysterville, Pacific county, Washington, on the 5th day of August, 1883, and is a son of Charles and Anna (Parker) Nelson. His father was born in Kalmar, Sweden, in 1842 and at the age of fourteen years became a sailor on the high seas. He sailed to nearly every part of the world and at one time, because of the brutality of the second mate, he deserted his ship at Sydney, New South Wales, Australia. In 1872 he sailed around Cape Horn to San Francisco, and soon afterwards went to Oysterville, Washington, on an oyster schooner. There he went to work for the Morgan Oyster Company, being employed for several years in tonging oysters. He then ran a sailboat, carrying the United States mail from Oysterville to Woodard's Landing. He later steamboated on Shoalwater bay for several years and about 1885 engaged in the oyster business on his own account, tonging and selling oysters to the schooners plying between Oysterville and San Francisco. Between seasons he ran a gasoline passenger launch, the "Iris," between Astoria, Oregon, and Ilwaco, Washington. He was active in business almost to the time of his death, which occurred in 1918. His wife was born in Savannah, Illinois, in 1852, and died in 1922. Her father, John Parker, started across the plains with his family from Savannah, Illinois, in 1861, traveling to Chillicothe, Missouri, where they spent the winter. In the following spring they started overland for Oregon, and in due time arrived in Portland, where he traded his heavy wagons for lighter vehicles, with which he drove to Cosmopolis, Washington. There he loaded his family and belongings onto a scow and went to Westport, Washington, where they spent the winter of 1862-3. In the following spring they came to Shoalwater bay, where Mr. Parker engaged in the tailoring business, in which he built up a prosperous trade, making many wedding suits of broadcloth for the pioneer oyster men. He was successful in his affairs and lived there until his death. Mrs. Anna (Parker) Nelson was a second cousin of Judge Alton B. Parker, at one time the democratic nominee for president of the United States. To Mr. and Mrs. Nelson were born seven children, all of whom are living, namely: Esther, the wife of Frank Norblad, of Bay Center, Washington; Antone, of Nahcotta, Washington; Ferdinand, who is a boat builder and has a clam cannery at Nahcotta; Thomas, who operates a clam and crab cannery at Oysterville; Arthur, of Nahcotta; Charles A.; and Herbert, of South Bend, Washington.

Charles A. Nelson received his early education in the public schools at Oysterville, after which he spent three years in old Peninsula College at that place. He assisted his father in the oyster business until he was seventeen years old, when he started in that business for himself, running an oyster sloop on Shoalwater bay for Andrew Wirt, for whom he bought oysters for three seasons. He then went to work as steamboat fireman on the Columbia river between Astoria, Oregon, and Grays Harbor, Washington, towing logs for sawmills, and later carried the United States mails on steamboats. His next job was that of engineer of a donkey engine in the lumber woods on the Willapa river, after which he ran an engine and had charge of the machinery in a gravel pit at Sandy Point, on Shoalwater bay. After a year of that work, he became a night watchman for the Union Pacific Railroad and a year later became a locomotive fireman on that road. He followed that line of work one year, when he moved to Astoria and became labor foreman in the George F. Rogers shipyard, which position he held for two and a half years, when he came to Nahcotta, cleared off some land which he had previously bought and in 1919 planted a few acres to cranberries. He has also, in partnership with E. C. Durdle, county agricultural agent for Benton county, Washington, planted three acres to narcissus bulbs, of the Golden Spur variety, and this venture has proven very satisfactory, the climate and soil both

being very favorable to the growth of this popular flower. In 1922 Mr. Nelson was elected road supervisor of District 1 of Pacific county, which position he held until the consolidation of the districts, when he was appointed road foreman of District 2, which position he is still holding and which demands the greater portion of his time, though he still carries on his horticultural operations.

In 1909 Mr. Nelson was united in marriage to Miss Deane Smith, who is a native of Arkansas and is a daughter of D. W. and Mattie Smith, both of whom are deceased. Mr. Nelson is a man of estimable personal qualities, has exemplified in his career a high type of citizenship and throughout the community where he lives is held in high regard by his fellowmen.

PAUL CHAPMAN BATES

Portland has profited in many ways by the constructive efforts of Paul Chapman Bates, an enterprising business man of well balanced capacities and powers and the executive head of the city's largest insurance firm. A native of Southamptton, Massachusetts, he was born April 16, 1874, a son of Daniel W. and Martha (Tyler) Bates. Throughout the Civil war the father was a sergeant in the Twenty-seventh Massachusetts Volunteer Infantry and valiantly defended the Union cause. At Cold Harbor he was wounded and also sustained injuries in two other battles. For many years he was engaged in the brokerage business at Westfield, Massachusetts, where he passed away in 1917, and his wife's death occurred in that city in April, 1920.

Paul C. Bates was reared in the Bay state and completed his high school course at Westfield. At the early age of thirteen he became a wage earner, obtaining work in a whip factory. His employers soon recognized his worth and he was steadily promoted. In 1892 he went to Springfield, Massachusetts, and for a year was private secretary to the cashier and assistant treasurer of the Connecticut River Railway Company. During that time the line was purchased by the Boston & Maine Railroad Company. In the latter part of 1893 he was an accountant in the Comptroller's Department of the New York, New Haven & Hartford Railroad Company and later in the same year, on account of ill health, taught a rural school near Florida, Massachusetts.

In November, 1893, Mr. Bates responded to the call of the west and allied his interests with those of Portland, Oregon. For a few months he was a clerk in the insurance office of his brother, Philip Bates, and then took over the business, which he sold in September, 1896. In that year he was made traveling field supervisor and agency organizer for the Pennsylvania Fire Insurance Company of Philadelphia, and his duties in that connection took him throughout Oregon, Washington and Idaho. Two years later he became field agent in the same territory for the Union Assurance Company and for the Law Union & Crown of London, England, with which he was identified from 1898 until 1903. On January 1, 1903, he became a partner in the Portland firm of McCargar & Bates, which existed until 1909, when the style of McCargar, Bates & Lively was adopted. This was maintained until March 1, 1924, when the present form of Bates, Lively & Pearson was assumed, and the extent of the enterprise is indicated by the fact that the firm underwrites annually in premiums over one million dollars. The partners write insurance of all kinds and their business now covers Oregon and a portion of Washington. An expert solicitor, Mr. Bates has fostered the growth of the business by tireless effort, close attention to detail and the exercise of his powers of organization and administration. In other lines of endeavor he has been equally successful and through his efforts many millions of capital have been invested in Oregon property. During the past decade he handled five timber deals and over ten million dollars was involved in these transactions. He engineered the largest timber deal ever made in the state, negotiating the sale of approximately two billion and a half feet of timber in Clatsop, Tillamook and Columbia counties for a consideration of four million dollars, one-fourth of which was paid in cash by David C. Eccles, president of the Oregon-American Lumber Company. Subsequently, the purchasers invested three million dollars in constructing a railroad from the Columbia river to open up the timber as an operating property. The land area involved was twenty-seven thousand, three hundred and twenty-five acres—a district twelve times larger than the state of Delaware. Shortly after completing this transaction Mr.

Bates closed the sale of another timber tract of over seventy-five thousand acres located in eastern Oregon.

Mr. Bates was one of the organizers of the Hazelwood Cream Company of Portland and the Hawley Pulp & Paper Company of Oregon City, becoming a director of each corporation. For the past twenty years he has taken an active interest in vessels operating in the coast lumber carrying trade, having been a stockholder in a score or more vessels of this type, many of which were built on the Columbia river. Mr. Bates has also found time for agricultural pursuits, and one of his diversions is his productive farm near Portland devoted to the growing of all kinds of fruits and vegetables.

On November 8, 1903, Mr. Bates was married in Portland to Miss Agnete Poulsen, a daughter of Johan Poulsen, a native of Denmark, and they have become the parents of two sons: Joe, who was born in 1906 and is associated with his father in business; and Hamilton, who was born July 28, 1907. The younger son attended Dartmouth College and is now connected with the Babson statistical organization.

Mr. and Mrs. Bates are affiliated with the Congregational church, and his political allegiance is given to the republican party. He belongs to the Irvington, Waverly and Multnomah Clubs and holds a life membership in the last named. In the activities of the Portland Chamber of Commerce he takes a leading part and for recreation turns to fishing, golf and other outdoor sports. Mr. Bates is essentially a member of the class of doers, gifted with initiative and quick resolve, and never stops short of the attainment of his objective.

J. A. MOREHEAD

J. A. Morehead, one of the pioneers of the Columbia River valley, has achieved success in the fields of merchandising, farming and banking and for nearly forty years has made his home in Nahcotta, Washington, which has materially benefited by his constructive labors, his generosity and public spirit, while he has also furthered the progress of other parts of Pacific county. He was born in Stark county, Ohio, March 31, 1859, a son of Jacob and Susannah (Tillet) Morehead, natives of Virginia. In early life the father went to Ohio and in 1866 went from that state to Michigan, settling in Calhoun county. He purchased a tract of wild land near Battle Creek and eventually transformed it into a productive farm, also becoming the owner of a sawmill. During the latter part of his life he resided in Athens, Michigan, and there both he and his wife passed away.

Reared on his father's farm, J. A. Morehead received his early education in a rural school and also attended high school but did not complete his course. He remained at home until 1881, when he responded to the call of the west, and spent a year in Yamhill county, Oregon. During that time he worked for a few months in a sawmill owned by Captain Powell and also taught school in Hopewell for one term. In 1882 he came to Pacific county, Washington, and began working for L. A. Loomis, who was the owner of a freighting outfit and also had a stage line. The North Beach Tribune of August 26, 1927, contained an interesting article written by Mr. Morehead, who gives the following account of his experiences as a stage driver during the early days:

"In the operation of the stage line between Oysterville and Ilwaco, eight horses were used daily. These were of a broncho type, tough and wiry, of about one thousand pounds weight. The stage was a primitive affair, resembling a prairie schooner with both ends closed and an entrance on either side. At the back end was a strongly built 'boot' used for the purpose of carrying freight and baggage.

"There were five seats, upon which fourteen passengers could be uncomfortably carried. But as no one was ever intentionally left, there was always 'room for one more,' and sometimes more than twenty passengers were crowded on. The driver's seat was perched on the outside, where it had no protection whatever from the storms. There were no springs either under the seats or the body of the stage.

"The road was confined to the hard sands of the ocean beach and made an ideal road when the tide was out but a very unsatisfactory one when the tide was high. The incoming swells would be allowed to come as high as possible around the stage before it could be swerved off the hard sand and when the swells receded a dash would be made over the firm sand until another swell approached. This would be

repeated with each incoming swell until the trip was completed. Care always was needed to watch for the drift logs being carried back and forth on the swells, which would work havoc with the horses and the stage if they were struck by them.

"Page after page has been written about the exploits and adventures of the old stage drivers of the mountains and plains, but one of those spectacular drivers would have had an experience that he never dreamed of had he found himself on the weather beach with a heavy load of passengers, two or three hours before daylight in the morning, with an eighty-mile gale blowing the cutting sand into his face and a ten-foot tide shooting the drift logs past his horses and the swells that only could be kept out of the stage by careful and watchful driving. Their task was easy, compared with that of the beach driver, who three times a week was obliged to get out of bed at the unholy hour of two o'clock in the morning, go to the barn and feed, groom and harness his horses, eat his breakfast, hitch up and drive around the town, and out on the oyster beds gathering up his load so as to leave the hotel door promptly at four o'clock. All this by the light of a smoky lantern and very often in a driving storm. As the steamer awaited the return of the stage to Oysterville before leaving, and another was awaiting his arrival at Ilwaco, he was hurried at every point of the trip.

"However, three mornings in the week, when only local passengers and mail were to be carried, he could sleep until the late hour of four in the morning. On these days heavy loads of freight were carried. Oysters, out of Oysterville, and general freight from Ilwaco for points all over the bay, and as far as Grays Harbor.

"In looking over the old stage books, which the writer still has in his possession, it was noted that this incoming freight was made up largely of beer and saloon supplies. They had the right of way over luxuries such as flour and bacon. These books show the names of the majority of you old pioneers, and the history of the county, state and nation. Many of you that are now grandfathers were then riding for half fare, or bunched in with other children at so much the bunch.

"Looking back upon, at this time, the lot of the old stage driver, his was a particularly hard one. His days were long, often more than sixteen hours, and the responsibility was great. He had no assistance in loading and unloading these heavy trunks and articles of freight. He must account for every passenger, every piece of baggage and every pound of freight carried by both the stage and freight wagons, and collect all bills and be on the job seven days in the week. He had no holidays nor vacations nor anyone to make the trip for him if he felt indisposed. That mail must go, and to the credit of the drivers, it was never known to miss a trip.

"There were some of the drivers who drove longer than the writer but during the four years that he was on the job he drove more than fifty thousand miles. Sitting on that seat during all kinds of weather, urging those horses to their hard tasks, a distance was driven that would circle the earth, and having completed this circle, another such trip was started at two o'clock the next morning.

"While the driver may have thought his task somewhat strenuous, it was not to be compared with that of those horses that were obliged to do this work. The driver could quit his job at any time but the horses well knew that the moment they slackened up on those traces that four-horse lash would be swung across their bodies, by one whose job depended upon his ability and willingness to swing it.

"There was one horse on this line that was driven continuously for more than six years. In this time she traveled more than thirty thousand miles, often dragging a load more than the weight of her own body. You old pioneers who plodded your weary way over the old emigrant trail will realize this distance of fifteen times the distance covered by you on the trip.

"But those old times are gone forever. The old stage coach has been corroding on the junk heap for many a year. The stage horses made their last trip long ago. The stage barns at Oysterville and Ilwaco have long since given up their sites for other uses. The old Pacific House, in Oysterville, the center of so many activities during the stage times, has been razed to the ground. Those faithful drivers—Jack Winchell, Bill Denver, Bill Taylor, Lou Slack and Charlie Burch, have passed to their reward, leaving a record of devotion to duty seldom equaled."

After resigning his position as a stage driver Mr. Morehead opened a general store in Oysterville and while conducting the business was appointed postmaster of the town, serving for four years under President Cleveland. In 1889 Mr. Morehead

transferred his activities to Nahcotta and here he successfully engaged in general merchandising for twenty-six years. In 1915 he sold the business to Trondsen & Brown, who still own it, and the firm also has a store at Ocean Park, Washington. Mr. Morehead aided in organizing the Pacific State Bank at South Bend, Washington, and was one of its first directors. He is now vice president of this bank, which has steadily grown in strength and usefulness, and he is largely responsible for its success.

Late in the '80s Mr. Morehead bought a tract of four hundred acres on Shoalwater bay, a heavily timbered property, and has cleared and improved much of the land, bringing it to a high state of development. He still operates the ranch, which produces fine crops of hay, grain and vegetables, and he also raises beef cattle for the market. That portion of the tract which has been set aside for the public is known as Morehead Park, which is free to automobile tourists, and a portion is reserved as a summer camp for the Boy Scouts of Pacific county. Adequate accommodations have been provided for cooking, eating and sleeping and the boys anticipate with pleasure their trip each year to this beautiful park, which is also visited each summer by the Camp Fire Girls of Pacific county. It is likewise used for church and Sunday school picnics and other county meetings.

Mr. Morehead has acquired a number of pioneer relics, which he has placed in Morehead Park, and among the most interesting is the original boiler of the first steam sawmill west of the Rocky mountains. This boiler, which was one of fifty that were made in England and shipped to New York early in the '40s, was sent to California by way of Cape Horn and thence to the mouth of the Columbia river in 1850. The mill for which it was intended was erected near Ilwaco by J. D. Holman and used for several years by Holman, White & Loomis, partners in the sawmill. After the plant was dismantled the old boiler was floated down Talit slough and obtained by Mr. Morehead, who placed it in his park during the summer of 1927. Another relic of interest to visitors to the park is a life-sized figure of the goddess Ceres, carved from a solid piece of wood. In one hand the goddess holds a sickle and on her arm there is a sheaf of wheat. This was the figurehead on the British bark Glen Morag, which was wrecked on the coast near Nahcotta in 1896, when two of the sailors lost their lives. The figurehead is the property of Mr. Begg, who was one of the shipwrecked crew and now lives near Nahcotta. Mr. Morehead is deeply interested in the early history of the state and particularly the Shoalwater bay district, being recognized as an authority on that subject.

On the 8th of January, 1885, Mr. Morehead was united in marriage to Miss Elizabeth Brown, a native of Portland, Oregon, and of Scandinavian descent. Her father, John Brown, was a Norwegian and became a master mariner. He arrived in Vancouver, Washington, in 1861 and afterward was captain of a steamboat operating on the Columbia river. In 1871 he located in Oysterville and embarked in the oyster business, making large shipments to San Francisco. He was captain of the South Bend, the first steamboat on Shoalwater bay, and also transported mail to various points on the bay for several years. From 1878 to 1884, a period of six years, he served as sheriff and assessor of Pacific county and was urged to stand for reelection but declined. In 1884 he was appointed captain of the North Cove life-saving station, of which he had charge for twenty-five years, retiring in 1909. Captain Brown attained the age of seventy-five years and his death in 1910 was the occasion of deep and widespread regret, for he was a man of lovable nature and high ideals. His wife, Anna (Hendriksen) Brown, was a native of Denmark and passed away in 1924, when eighty-eight years of age. Mr. and Mrs. Morehead have three children. Enola, the eldest, is the wife of C. J. Peterson, of Nahcotta, Washington, and has two children, Nancy and Shirley. Elizabeth was graduated from the University of Washington and taught school for six years previous to her marriage to Torvald Trondsen. They reside at Ocean Park and have two daughters, Barbara and Dorothy. John Alvin, Jr., who completes the family, is a senior in high school.

Mr. Morehead is a charter member of Raymond Lodge, No. 1292, the Benevolent and Protective Order of Elks, and also belongs to the Pacific County Pioneers Association, of which he was president for two years. His service on the board of commissioners of Pacific county covered fourteen years and during that period the board held its meetings in four courthouses. Early in life he realized the fact that there is no excellence without labor, and his industry, energy and ability are amply illustrated in his career, which has been rounded with success and fraught with the

accomplishment of much good. Mr. Morehead has witnessed notable changes in the aspect of this district and has borne his full share of the work of development and progress. He has never shirked a responsibility nor betrayed a trust and is known and honored throughout Pacific county.

THOMAS COOPER BENSON

The spirit of true Oregonian hospitality reigns supreme in the attractive and beautiful home of Thomas Cooper Benson at 69 West Terry street in Portland. There he and his wife always keep open house for their many friends, the circle of which includes many of the older residents as well as the later arrivals in Oregon. Mr. Benson has the distinction of being the pioneer live stock commission man at the Portland Union Stock Yards and he is not only thoroughly familiar with every phase of live stock operations here but is equally well acquainted with many events which have had to do with shaping the history and promoting the development of this section of the country. A native of Missouri, he was born in Trenton, Grundy county, March 16, 1853, a son of Jesse Boston and Emily Elizabeth (White) Benson. His father, who was born in Baltimore, Maryland, served in the Mexican war and in Missouri wedded Emily Elizabeth White, a native of the state of Kentucky.

Thomas C. Benson accompanied his parents to Oregon when a lad of eleven years, the journey being made across the plains with ox teams, his father serving as the captain of a long train of covered wagons. The educational opportunities accorded Thomas C. Benson were meager. He attended the early schools of eastern Oregon, but the state had by no means reached its high standards of educational development of the present day. However, Mr. Benson made use of every opportunity to broaden his knowledge and through general reading and wide experience has become an exceptionally well informed man, giving out of his rich stores of wisdom and experience for the benefit of others. He early began to provide for his own support and for some time was in the employ of the firm of O'Shea Brothers, composed of John F. and James B. O'Shea. In course of time these brothers organized the Union Meat Company, which at a later period sold out to Swift & Company, Mr. Benson continuing in the employ of these different companies for a period of nine years. He also became thoroughly familiar with farming and stock raising in eastern Oregon during early manhood and the knowledge which he gained with the above mentioned firms also fitted him for the activities which he was later to assume. When the Portland Union Stock Yards Company was established he organized the Benson Commission Company and entered the live stock commission business upon the organization of the Portland Union Stock Yards Company about twenty years ago. The Benson Commission Company became widely known through their successful operations as dealers in live stock, a business of gratifying proportions being built up. While Thomas C. Benson has retired from active participation in the management of the business, it is still carried on by his youngest son, Arthur R. Benson, and Lyman B. Miller, who assumed charge in 1924. Since then the Benson Commission Company has established a live stock commission business in South San Francisco, California. Throughout his entire life Thomas C. Benson has carefully formulated his plans and has been prompt in their execution. Whatever he has undertaken he has brought to successful conclusion, overcoming obstacles and difficulties by determined purpose, while at all times his business activities have measured up to the highest standards of progress and of honor.

On the 2d of May, 1875, at Umatilla Meadows, Oregon, Mr. Benson was married to Miss Sarah Ellen Robbins, who was born at Salem Prairie, Marion county, Oregon, a daughter of Jacob and Sarah (Spillman) Robbins, both of whom were natives of Kentucky, while their marriage was celebrated in Indiana. The mother was of Welsh lineage. Jacob Robbins was a second cousin of Abraham Lincoln and they were playmates in Kentucky. He was born on the plantation of Colonel J. C. Breckinridge in Breckinridge county, Kentucky, in 1809 and when he was two years of age his father headed a colony that crossed the Ohio river into Indiana, where amid pioneer conditions he established a home. When the Indians went upon the war path, incited by British subjects, in 1812, the Robbins family was one of only two of about

forty families in that locality that escaped the treachery of the red men. Knowing something of the Indian nature, the grandfather one night, sleepless on account of his fears, saw that the Indians were burning homes of other settlers and immediately fled with his family back to Kentucky, at which time Jacob Robbins was five years of age. About that time he was bound out to a relative, for whom he worked for three years, receiving but little clothing and only three days' schooling during that period. He then resolved to run away and finally located the Lincoln family, but they, too, were poor and he realized that he must not be a burden to them. Carefully thinking out his plans, he confided them to his cousin, Abraham Lincoln. The plan was to seek out his uncle, Billie Robbins, who he knew lived near a little town called Greensburg in Indiana and who had been a Revolutionary war soldier, serving in the battle of Bunker Hill. This boy of little more than eight years started alone through a largely unsettled wilderness to find the uncle and after almost incredible hardships and privations reached his destination. There he was cared for by his aunt and uncle, aiding in the work of the farm. Later he worked for his uncle's oldest son, Nathaniel Robbins, who was later a member of the constitutional convention of Oregon and with whom Jacob Robbins remained until he was about twenty years of age. He then established a home of his own and a little later, on the 23d of March, 1833, married Sarah Spillman. Mrs. Benson was one of their ten children. She was educated in the district schools and by her marriage she became the mother of four children: Jesse Alvin, who is a stockman residing in Pendleton, Oregon; Emma Edith, the wife of Ernest Pennock, who is employed as bookkeeper by the Benson Commission Company of Portland; Elma Alice, the wife of A. W. Rugg, a farmer and stock raiser who is also interested in a bank at Pendleton, Oregon, where he resides; and Arthur Robbins, who is mentioned at length on another page of this work. There are also four grandchildren.

In his political views Mr. Benson is a democrat and fraternally is a charter member of Cascade Lodge, I. O. O. F., of Cascade Locks, Oregon. Throughout his entire life he has followed the Golden Rule, doing unto others as he would have them do unto him, and his record of integrity and uprightness has won for him the highest regard of all with whom he has come in contact. As a pioneer farmer and stockman of eastern Oregon and later a stock buyer for the O'Shea Brothers, the pioneer meat packers of Oregon, and later through his identification with the Union Meat Company and Swift & Company, he came to a place where his activities featured largely in connection with the live stock commission business of the state. He has a wide acquaintance among the cattle raisers of the northwest and in the course of years he built up a large commission business but is now living retired, enjoying the fruits of his former toil. His success is certainly well merited, being the reward of earnest, persistent and intelligently directed effort. His memory goes back to the period when with his father's family he crossed the plains with a train of fifty-six covered wagons, being six months on the road from Trenton, Missouri, to their destination. Since that time he has witnessed the entire growth and development of this state and today he is accounted one of its honored pioneers and valued citizens, esteemed by all who know him and most of all by those who have been his associates from that early period when he first came within the borders of this commonwealth.

C. H. MEISSNER, M. D.

As a physician and surgeon Dr. C. H. Meissner has made steady progress, never fearing that laborious effort which must precede ascendancy in all lines of endeavor, and is accorded a place of prominence in medical circles of Oregon City. He was born in Reinbeck, Iowa, in 1879 and his parents, William F. and Alfreda (Beckman) Meissner, were natives of Germany. The father of William F. Meissner was a member of an old and well known family of Germany engaged in merchandising. William F. Meissner was a nephew of John A. Roebling, builder of the Brooklyn bridge and an extensive manufacturer of wire rope. Dr. Meissner's father completed a course in chemistry but owing to impaired health took up outdoor work, following the occupation of farming in Iowa for several years. In 1894 he located in Chicago and the remainder of his life was spent in that city. After coming to the United States he

married Miss Beckman, a descendant of German nobility, who settled in Portland, Oregon, after his demise and there resided until her death in 1917. Mr. and Mrs. Meissner had a family of nine children: E. C., of Portland, Oregon; Louisa, the wife of J. H. Hausler of the same city; John A., who also lives in the Rose city; William, who makes his home in Iowa; Bertha, who has passed away; Ella and Lilly, who reside in Portland; Helen, who died at the age of nine years; and C. H.

The last named received his early instruction in Iowa and was fifteen years of age when the family moved to Chicago. He attended one of the high schools of that city and afterward matriculated in the University of Chicago, which awarded him the degree of M. D. in 1902. For about a year and a half he was an interne in one of the hospitals of Chicago and first visited Oregon City in 1904 for the purpose of securing an office, later becoming a permanent resident of the community. He passed an examination before the Oregon medical board and began his professional career with Dr. Strickland, with whom he remained for about a year. From 1906 until 1911 he was associated with Dr. Carll and has since been alone. Although a general practitioner, Dr. Meissner, devotes much of his time to obstetrical cases and success has attended his efforts. He is local surgeon for the Southern Pacific Railroad Company and has a large practice.

Dr. Meissner was married in Oregon City in 1910 to Miss Laura Avison, whose ancestors came over on the Mayflower. She is a daughter of E. T. and Mary (Bothwell) Avison, who reside in Pendleton, Oregon. Dr. and Mrs. Meissner have become the parents of a son, William A., who was born in Oregon City in 1913 and is attending high school.

Dr. Meissner manifests a deep interest in community affairs and is identified with the school board and the Chamber of Commerce of Oregon City. He is a York Rite Mason, an Elk and one of the Woodmen of the World. His name also appears on the membership rolls of the Kiwanis Club and the Oregon City Golf Club. He acts as secretary of the United States pension board and his professional affiliations are with the Portland City, and Oregon State Medical Societies. Throughout his career Dr. Meissner has remained a student and his medical knowledge and skill have been enhanced by several postgraduate courses. His wife is a consistent member of the Congregational church and a prominent clubwoman. Both have a wide circle of friends and their attractive home is a center of the social and cultural life of the city

STANLEY MYERS

The present district attorney of Multnomah county, Stanley Myers, possesses to a marked degree the essential qualities of the successful lawyer, and since coming to Portland has risen steadily in the confidence and respect of the public, being regarded as one of the representative men of the community. Mr. Myers was born in Clinton county, Indiana, on the 4th of July, 1885, and is a son of Isaiah and Barbara (Olwes) Myers, both of whom are deceased. Having received a good public school education, Mr. Myers entered the law school of the University of Kansas, from which he was graduated with the degree of Bachelor of Law in 1909. He engaged in newspaper work in the east for three years and in 1912 came to Portland, where for a short time he was employed on the Telegram and later on the Journal. In 1913 he was appointed deputy city attorney, in which capacity he served until October 10, 1921, when he was appointed district attorney, to which office he was elected in 1922 and reelected in 1926. He has been a faithful and capable official, showing neither fear nor favor, and is regarded as one of the best district attorneys this county has ever had.

On May 4, 1914, Mr. Myers was united in marriage to Miss Louise Gabriel, of Portland, and they are the parents of four children: Stanley, Jr., aged thirteen years; Dorothy Jane, aged eleven; Barbara Ellen, nine; and Mathew, four years. Mr. Myers supports the republican party and is a Mason, belonging to Portland Consistory, A. A. S. R. and Al Kader Temple, A. A. O. N. M. S. He has membership in Portland Lodge, B. P. O. E., the American Legion, the University Club, the Multnomah County Bar Association, the Oregon State Bar Association and the American Bar Association. On December 17, 1917, Mr. Myers enlisted in the United States Sanitary Corps, in which he was commissioned a captain, and served on special law en-

forcement work. A man of sterling qualities, well founded in the basic principles of the law, forceful and effective in the prosecution of his cases and loyal to his obligations of citizenship, he has proven well worthy of the high place which he holds in the regard of his fellowmen.

FRED P. KENDALL

Fred P. Kendall, manager of the northwest district of the American Can Company, as well as manager of the company's great factory at Portland, is a pioneer in the can manufacturing business in the Pacific northwest and has been an important factor in its development here, being recognized as a man of initiative, ability and sound, practical judgment. The American Can Company was organized in 1901, as the result of the consolidation of a number of can manufacturing concerns throughout the United States, and it now does about thirty per cent of the can business of the country, being the largest organization in its line in the United States. In 1904 the company built its Portland plant on Front and Thurman streets and installed six lines of machinery, with a productive capacity of a half million cans a day. The present plant, at Wilson and Twenty-sixth street north, was built in 1921, and covers approximately six and a half acres of ground. In it are operated eleven lines of automatic machinery, which produce packing cans, as well as a large general line of cans, pails and other articles in tin, over four hundred different items being manufactured. The plant has a daily capacity of one and a half million packers' cans, besides the other lines of goods. From three hundred to six hundred people are employed, most of whom are skilled and specially trained workmen. The company maintains its own machine shop on the East side, in which it gives steady employment to over sixty men in making and repairing tools and machines. The production of this plant is sold in Oregon, Washington, Idaho, Montana and Alaska. In addition to the Portland plant, the American Can Company has nine similar factories in California, one at Seattle, Washington, and one at Vancouver, British Columbia. The company runs an open shop, pays good wages and sustains such relations with its employees that at no time has it had any labor troubles.

Fred P. Kendall, manager at Portland, was born in Massachusetts on the 15th of June, 1859, and is a son of Joseph R. and Sarah A. (Cutler) Kendall. Both families have long been established in this country, the Kendall family having settled in Maine in 1657. Several of Mr. Kendall's ancestors took part in the war of the Revolution and one of his maternal ancestors, Jonathan Harrington, was killed in the battle of Lexington. Joseph R. Kendall was a New England farmer, following that occupation until 1875, when he went to Nevada and California and became a mine operator. He died in Oakland, California, in 1916 and his wife passed away in 1921.

Fred P. Kendall attended the public schools of his home community and studied mining engineering at the Institute of Technology at Boston. Coming to the coast, on May 4, 1878, he started to work for the Columbia River Packing Company, at Eaglecliff, Washington, with which concern he remained until March, 1882, when he went to Alaska and built the first salmon cannery in the western part of that territory for the Cutting Packing Company, of San Francisco, California. He operated the plant for seven years, after which he built another cannery in southeastern Alaska, which he ran during 1891-2. In 1893 he came to Oregon and, locating at Astoria, built the first can manufactory in the northwest. He recalls the fact that at the time he first went to Astoria in 1878 it was almost completely lacking in improvements. There was not a road in that locality, and consequently not a horse in the town. Salmon sold for fifty cents each, and in 1880 they brought one dollar each for a fish of twenty-two pounds, smaller ones being sold at four for a dollar. Realizing the value of the salmon industry to the Columbia River valley, in 1894 he took an active part, as chairman of the "hatchery" committee of the Push Club of Astoria, in the first organized efforts to protect the salmon in the Columbia river. Mr. Kendall continued the operation of his can factory at Astoria until 1901, when he sold to the American Can Company, and in the same year he accepted the position of coast district manager for that concern.

Later the territory was divided into two districts and he has since been in charge of the northwest district. He built the Portland plant, of which he is now manager, and has been a conspicuous figure in the various operations of the American Can Company in this part of the country. He is at this time vice president of the American Can Company, Ltd., of British Columbia.

In 1883 Mr. Kendall was united in marriage to Miss Annie B. Neal, who was born and reared in Massachusetts, and they are the parents of three children, namely: Mrs. S. B. Cobb, of Portland; Mrs. E. L. Boyles, whose husband is a graduate of the medical school of the University of Oregon and of Harvard Medical School and is now engaged in the practice of his profession at Albany, New York; and Fred Neal, a graduate of the University of Oregon, who is married and is assistant sales manager of the American Can Company.

Mr. Kendall supports the Republican party and he is a member of the Sons of the American Revolution, the Arlington Club, the Wanza Lake Club and the Portland Chamber of Commerce, as well as the Arctic Club, of Seattle, Washington. He is rendering effective service as chairman of the state fish commission of Oregon. He is the possessor of several souvenirs of early days here, one of which is a whole salmon, enclosed within a tin can shaped like a salmon and bronzed on the outside. This was packed in 1875 by J. W. & V. Cook, at Clifton, Oregon, and six similar ones were sent to the Centennial Exposition at Philadelphia. The one in Mr. Kendall's possession is probably the only one in existence. He also owns the old desk used by Mr. Cook, who began his salmon packing business in 1872. Mr. Kendall has devoted himself tirelessly to the interests of the great company which he represents and in the Portland and Seattle plants there have been developed a number of mechanical improvements which have been adopted in all of the other factories operated by this company. Mr. Kendall is a man of strong character, pleasing personality and kindly manner and is held in high esteem.

HERMAN WITTENBERG

The romance of modern business found expression in the life work of Herman Wittenberg, whose persistent effort led him forward to notable and successful achievement. Seldom in the history of trade and commerce does there appear one who in so short a time rises from obscurity to prominence, but the business record of Mr. Wittenberg proves again the old saying that truth is stranger than fiction. Kansas was proud to number him among her native sons and Oregon proud to claim him as a citizen. His birth occurred in Fort Leavenworth, Kansas, September 15, 1859. His parents, David and Caroline (Blass) Wittenberg, were natives of Germany and in early life came to the new world, their marriage being celebrated in Detroit, Michigan. About 1854 they settled on a farm now included within the government reservation at Leavenworth, but again the pioneer spirit prevailed and in 1862 the father, accompanied by his wife and three children, crossed the plains with ox teams and covered wagon, traveling for five months over the long, hot stretches of sand and across the mountains ere they reached The Dalles, from which point they proceeded by boat to Portland. In the wooded district on the east side of the Willamette river, at what is now the town of Woodlawn, David Wittenberg established his home and the property remained in possession of the family until 1880, when it was sold.

Herman Wittenberg was but three years of age at the time the journey to the northwest was made. He pursued his early education in a little log school house near the homestead until he reached the age of twelve years, when it became necessary that he put aside his textbooks and provide for his own support. He was first employed as water boy in connection with the construction of the Northern Pacific Railroad between Portland and Tacoma and later he worked as a farm hand in Washington county. Eagerly embracing every opportunity to gain an honest living, he engaged in numerous undertakings, including steamboating, and for about three years he devoted his attention to mining in eastern Oregon, this covering the period of 1878 and 1879. While he was still at the mines the Bannock Indian war broke out and he served with a local company, being one of three who, drawing lots, made a trip to Baker City with two four-horse teams to secure supplies for the miners. All these pioneer experiences were

fraught with hardships and oftentimes dangers, but with resolute purpose Mr. Wittenberg pressed on, using his time, his talents and his opportunities to the best possible advantage.

The fall of 1879 found him again in Portland, where in connection with R. H. McMillen, a son of Captain J. H. McMillen, he opened a small grocery store in East Portland. Two years later he purchased the interest of his partner and continued the business alone for a year, after which he turned his attention to the retail bakery business, becoming half owner of what was known as the German Bakery at 145 Third street. There he was in partnership with A. A. Franklin for three years, at the end of which time he acquired full control of the business, carrying it on through the succeeding two years. It was a logical step, therefore, to the organization of the Portland Cracker Company, which he formed on the 8th of April, 1886, and which was capitalized for thirty thousand dollars. The manufacturing plant was established at the corner of Second and Davis streets and in the enterprise Mr. Wittenberg was a partner of Louis Nicolai and his sons. A year later he sold the German Bakery, for the new business required his undivided attention. He was made vice president and manager of the company and traveled for five years in the interest of the business, during which period he bought out the only other concern of a similar nature in Portland—the Oregon Steam Bakery. In 1891 the business was reorganized, at which time a merger was formed with the Tacoma Cracker Company of Tacoma, the Northwestern Cracker Company of Seattle and the Queen City Cracker Company of Seattle. At this time a factory was established in Spokane under the name of the Washington Cracker Company. Thus steadily the business was growing and Mr. Wittenberg was a potent force in the constant expansion of its trade relations. In 1892 the company bought out the Seattle Steam Candy Company and the Bernheim-Alisky Candy Company of Portland, the two largest manufacturers of confectionery in the northwest, and at this time the capital stock of the Portland Cracker Company was increased to five hundred thousand dollars and the plants enlarged. The business now covered every part of the Pacific coast and in 1894 branch houses were opened in San Francisco and Los Angeles, while the trade embraced every section between the Rock Mountains and the coast and between Mexico and Alaska. Thus the business steadily developed and Mr. Wittenberg was a factor in the carefully devised and promptly executed plans which brought about this result. On the 15th of September, 1899, the Portland Cracker Company sold to the Pacific Biscuit Company, which at that time was organized with Mr. Wittenberg as vice president and manager, a position which he continued to fill until his death. With the organization of the Pacific Biscuit Company the capital stock was increased to three million dollars and the new corporation took over the Portland Cracker Company, the Oregon Cracker Company and the Sweet Candy Company of Portland; the Seattle Cracker and Candy Company, the Queen City Candy Company, the Portland Cracker Company and the Western Superior Cracker and Candy Company, all of Seattle; the Portland Cracker Company of Tacoma and the Tacoma Biscuit-Candy Company; the Washington Cracker Company of Spokane; the Capital Candy Company of Sacramento; the Portland Cracker Company, L. Saroni & Company, the Western Baking Company, the Albon Candy Company and the American Biscuit Company of San Francisco; the Southern California Cracker Company, the Los Angeles Candy Company and the Portland Cracker Company of Los Angeles. Something of the volume and scope of the trade is indicated in the fact that offices and factories were established in Portland, Tacoma, Seattle, Spokane, San Francisco, Los Angeles, Salt Lake City and Sacramento. About one hundred traveling salesmen were upon the road and the total number of employes was more than two thousand. The trade not only covered the western part of the United States but also Alaska, British Columbia, China, Japan, South America and various Pacific islands. Within a comparatively brief period the little enterprise capitalized for thirty thousand dollars had been developed to a gigantic concern with a capital stock of three million dollars. From the first Mr. Wittenberg was one of the executive officers and his well defined plans and broad vision found expression in tangible results that led to the establishment of one of the largest manufacturing interests of the west.

On the 16th of November, 1880, was celebrated the marriage of Mr. Wittenberg and Miss Mary Alice Shaver, a daughter of George W. and Sarah (Dixon) Shaver, her father having been a pioneer settler of Marion county, Oregon, and later president of the Shaver Transportation Company, which contributed largely to the development of transportation and commercial interests in the northwest. Mrs. Wittenberg was born

at Waldo Hills, Marion County, and became a schoolmate of her future husband in Portland. Their marriage was blessed with two sons: Mason, of San Jose, California, who married Winnie Lewis of Portland and has five children; and Ralph, of Los Angeles, who wedded Bessie Tate, of Wasco, Oregon, and has two children.

In Masonic circles Mr. Wittenberg was widely and prominently known. He became an entered apprentice in Washington Lodge No. 46, F. & A. M., in 1888 and thereafter took the various degrees of the lodge, also becoming a member of Washington Chapter No. 18, R. A. M.; Oregon Commandery No. 1, K. T.; Oregon Consistory No. 1, A. A. S. R.; and Al Kader Temple of the Mystic Shrine. He was likewise a charter member of Fidelity Lodge No. 4, A. O. U. W. He stanchly advocated the Lewis and Clark exposition, making generous contribution to the original fund of three hundred thousand dollars raised for the purpose. He labored untiringly for street improvements and for progress along all beneficial lines in Portland. He took an active interest in politics but never accepted office. Advancement was his watchword and he never stopped short of the successful accomplishment of his purposes. No citizens of Portland has ever more definitely won the proud American title of a self-made man than Herman Wittenberg and no record more clearly demonstrates the force of industry intelligently directed. He saw the possibilities of combining the cracker and candy manufacturing interests of the northwest and he builded up an organization far-reaching in its scope and importance. His life should serve as a source of inspiration and encouragement to others, showing what can be accomplished when there is a will to dare and to do, and his labors were at all times of a character that contributed to public progress and prosperity as well as to individual success.

S. SIMONSEN

S. Simonsen, who is extensively engaged in the road contracting business in Multnomah county, is one of Portland's prominent and successful men, a position which he has reached through his well directed industry, the superior quality of his work and his sound business methods. He was born in Denmark on the 15th of October, 1875, a son of N. and Maria Simonsen, both of whom are deceased. He was reared at home and received a good education in the public schools of his native land, where he continued to live until 1905, when he came to the United States. He first located in Iowa, where he remained for a few months, but in 1906 came to Portland and went to work as a laborer. He was a good worker, stood well with his employers and carefully conserved his financial resources, so that in 1914 he was enabled to engage in the contracting business on his own account. He specializes in road and street work and during the past fourteen years has constructed hundreds of miles of highways. During these years he has closely adhered to the highest standard of excellence in his own work, fulfilling his contracts in both letter and spirit, and has gained the confidence of road officials, who are a unit in their commendation of his methods. He employs from ten to one hundred men and gives his close personal attention to every detail of the business, in the management of which he has shown keen sagacity and mature judgment.

In 1897 Mr. Simonsen was united in marriage to Miss Kirsten Koch, who also is a native of Denmark, and to them have been born nine children, two of whom are associated with their father in business.

In his political views Mr. Simonsen is independent, though he is in no sense lacking in his interest in the welfare of his community. Because of his ability, his success and his excellent personal qualities he is greatly esteemed by all who know him.

F. HOWARD LAIGHTON

F. Howard Loughton, a representative and successful business man of Seaside, in his native county, is active in the field of real estate and insurance and also conducts an up-to-date garage. He was born at Flavel, Clatsop county, Oregon, April 20, 1879, his parents being F. H. and Sarah Elizabeth (Kinney) Loughton. The mother, who has now passed away, gave the following story of her life to Fred Lockley on

January 9, 1922, at her home back of the city hall at Seaside: "My maiden name was Sarah Elizabeth Kinney. I was born at Muscatine, Iowa, August 20, 1845. I was next to the youngest of the seven children of the family. My father, Samuel Kinney, was born in Illinois and was a farmer. My mother, whose maiden name was Maria Ann Porter, was also born in Illinois. My father is a brother of Bob Kinney. Bob Kinney, as you know, is the father of Dr. Alfred Kinney and the other Kinney boys of Astoria. Bob Kinney was a member of the first territorial legislature, which met at Oregon City, July 16, 1849. We started for Oregon in the spring of 1847. We came by way of the newly opened Barlow road across the Cascades and spent the winter of 1847 at Oregon City. The next spring we moved to the old Thompson place, just across the lake from where the town of Gaston is now located. My father traveled pretty well all over the country and finally settled on a donation land claim in the Chehalem valley, about five miles west of where Newberg was later built. Father lived on our donation land claim until his death in 1874. My youngest sister, Ora, now Mrs. Rogers, was born on our donation land claim shortly after our family moved on it, and she still lives there. My eldest sister, Mary, married John Brisbane. She had four children. Some of her family still live around Newberg. My next sister, Ann, married Jack Monroe. They had six children, some of whom are still living in Yamhill county. My brother Andy married Kate Davis of North Yamhill. Lafayette, my next brother, married Sarah Carter; some of their children are living in Yamhill county. My brother Lyman married Julia Folsom of Pendleton.

"I was a student at Pacific University at Forest Grove in 1857 and 1858. My mother always claimed that I should have been a boy. I could not learn, or at least I did not want to learn, how to spin, card or weave, nor did I ever like sewing very much. The consequence was that I usually worked on the farm, doing the chores, milking the cows, shocking the wheat, helping to build the rail fences and doing other outdoor work. My husband, F. H. Lughton, and I were married October 1, 1873. Elder Shuck performed the ceremony. I met my husband when he came down from Umatilla with my brother Lyman to visit at our ranch. He and my brother Lyman were partners in a store at Umatilla. What is now Umatilla county up to the time of the Civil war had been part of Wasco county. In September, 1862, they organized eastern Wasco county into the county of Umatilla. What is now known as the city of Umatilla was settled in 1862, and was called Cain's Landing. Later it was called Columbia, after the Columbia river, and still later Umatilla City. The town was incorporated as Umatilla in 1864. The following year they held an election and it was made the county seat of Umatilla county. When the Owyhee mines and the mines in the Boise Basin played out the population of Umatilla drifted elsewhere, and so the county seat was moved to the newly established town of Pendleton. Immediately after our marriage I went to Umatilla, where we lived several years. When I was living up there the principal towns of Umatilla county were Heppner, Pendleton, Weston, Centerville, Meadowville, Pilot Rock, Milton, Midway, Echo, Moorhouse; Hawthorne, Purdy, Lena, the Agency, Pettysville and Snipe. Dave Horn was running a hotel in Umatilla when we first went there. He was an old-time stage driver. Later he was proprietor of a hotel at Pendleton. Among the old-timers of Umatilla county whom I remember best are Mr. Bushey, whose son Glen lives at Pendleton; J. H. Koontz, of Echo; Lot Livermore and Lee Moorhouse. The town of Umatilla was not so rough as it had been in the early '60s. There were saloons in plenty, but the rougher element had moved on.

"Along about 1875 or 1876 we moved to Salem, where my husband worked in the flouring mill of my uncle, Bob Kinney. From there we moved to Astoria, where my husband worked in the Kinney salmon cannery. We stayed at Astoria until 1886, when we moved to Wahannah station, a mile from Seaside. My husband died May 16, 1901, shortly after which I moved to Seaside. I have had five children. Albert, my eldest boy, was born November 16, 1874, in Yamhill county. I was living at Umatilla but I came home to Yamhill county shortly before my baby's birth. My next boy, William, was born March 25, 1877, in Astoria. Frank was also born in Astoria, April 20, 1879. Lee is likewise an Astorian and was born April 28, 1882. My son Hugh was born on our ranch at Wahannah, December 10, 1888."

Frank Howard Lughton, whose name introduces this article, began his education in a district school, continued his studies in the high school at Astoria and following his graduation pursued a commercial course in the Portland Business College. After

putting aside his textbooks he was employed as assistant bookkeeper by the Clatsop Mill Company of Astoria until 1902, when he went to Seaside, where for twelve years he was connected with the Seaside Lumber Company in the capacity of bookkeeper. In 1916 President Wilson appointed him postmaster at Seaside and he filled the position most acceptably for nearly nine years thereafter. He then opened a real estate and insurance office at Seaside, where he has thus continued in business very successfully to the present time. He handles all kinds of insurance, including fire, life and automobile. In 1925, in partnership with Dan Callahan, he also purchased a garage at Seaside, where he conducts the Buick agency and likewise has a large and well equipped automobile repair shop.

In 1903 Mr. Loughton was united in marriage to Miss Nellie Stanley, a native of Seaside, Oregon, and a daughter of Samuel K. and Mary Ann Stanley. Her father conducted Seaside's first hotel, the hostelry having been built by Ben Holladay and being known as the Seaside House. He remained a resident of Seaside to the time of his death, which occurred June 25, 1900. To him and his first wife were born four children, namely: Samuel K., Jr., who is deceased; Mrs. C. C. Lonin, who has also passed away; Mrs. George Goodell, a resident of Portland, Oregon; and Mrs. Nellie Loughton. The mother died when the last named was but a few months old. On the 27th of May, 1877, Mr. Stanley was again married, his second union being with Miss Mary Eliza Grimes. They became the parents of a daughter who is now Mrs. June Oates.

Fraternally Mr. Loughton is affiliated with the Masons, belonging to Evergreen Lodge No. 137, A. F. & A. M., of Seaside, and to the Royal Arch Chapter, while both he and his wife are members of the Order of the Eastern Star, the latter being a past matron therein. Mr. Loughton likewise has membership connection with the Knights of Pythias at Seaside and the Benevolent and Protective Order of Elks at Astoria. He made a very commendable record during six years' service on the city council and was also acting mayor for several months. Mr. and Mrs. Loughton have always lived in Clatsop county and enjoy an extensive and favorable acquaintance within its borders.

JOHN S. DELLINGER

Endowed with exceptional force of character, a keen intellect and that indomitable spirit which spurs the individual ever onward and upward, John S. Dellinger, editor and owner of the Morning Astorian, has had a career of intense activity and marked usefulness. He is one of the best known newspaper men in the west and also one of the most progressive, is a leader in agricultural circles of Clatsop county and a power in Oregon politics. Mr. Dellinger was born in Union county, Pennsylvania, in 1866 and his parents, H. R. and Sarah Ann (Dubbs) Dellinger, were also natives of that state. As a young man the father engaged in teaching school and in merchandising and later became a civil engineer. For many years he served as county surveyor and superintendent of public instruction of Grant county, Nebraska. His life's labors were terminated in 1912 and the mother passed away a few years previously. Their forbears were natives of Holland and the American progenitors of the family came to this country before the year 1700. One of Mr. Dellinger's ancestors was a colonel under General Washington during the Revolutionary war, Colonel Dubbs of Pennsylvania, who not only gave his services to the cause but his fortune. On both his mother's and father's side his forefathers were in the war of the Revolution, and an uncle of John S. Dellinger was a Union soldier who lost his life in the battle of Fredericksburg. Mr. Dellinger was named after this uncle.

Mr. Dellinger was a child of four when his parents went to Iowa and his education was acquired in the public schools of Jefferson and Scranton. In 1882, the famous "smallpox year," he went to Lake City, Iowa, securing employment on the Blade, then published by T. B. Hotchkiss, and remained with the paper until the fall of 1883. During the smallpox epidemic, which claimed almost fifty per cent of those stricken, after he recovered from the disease he helped nurse the sick and bury the dead. He was almost wholly without funds, but nature had endowed him with unmeasurable gifts. A youth of seventeen, he was of prepossessing appearance, of sound physique and strong mentality, but the one characteristic that attracted everyone to him was his unfailing good humor, hearty good nature and inherent optimism, which enabled him

to look beyond the various setbacks and misfortunes that assailed him. Leaving Lake City in 1883 practically penniless, Mr. Dellinger went to Fremont, Nebraska, and soon afterward located in Arlington, that state, where he founded *The Enterprise*. Abandoning this, he transported his plant and machinery to Scribner, thirty-one miles away, and started the publication of *The News*. Six weeks later he disposed of the plant and went to Valentine, Nebraska, where he published *The Republican* during the Blaine campaign, espousing the cause of that statesman. There he remained for a year and then removed to Fremont, where he owned the *Fremont Journal* for six months. The *Hooper Sentinel* was his next newspaper property and after leaving there he founded *The Nebraska Statesman* at Broken Bow. The *Mason City Transcript* and the *Anselmo Argus* were subsequently issued by Mr. Dellinger and in conjunction with *The Argus* he founded another paper at Broken Bow, *The Daily World*. Going to Grant county, Nebraska, he entered a tract of land in that section in which the Burlington Railroad Company was about to extend its line and in conjunction with the road laid out the town Hyannis on his land. The people of the new settlement wanted it named Dellinger in honor of his father, but as many of the railroad officials were from Massachusetts, the names of that state were given many western Nebraska towns on the Burlington and Hyannis was given the preference. Mr. Dellinger owned a cattle ranch near Hyannis, of which he was first postmaster, and he also had the distinction of being the first county clerk of Grant county. There he founded *The Hyannis Tribune* and later went to Alliance, where he purchased *The Argus* and continued its publication. At Marshland he founded *The Tribune* and went from Alliance to Chamberlain, South Dakota. During the famous state capital fight between Huron and Pierre he published *The Chamberlain Daily Tribune*, espousing the cause of Pierre.

Mr. Dellinger next decided to locate in Oregon and disposed of *The Daily Tribune*, transporting the plant to Bay City. He established its first newspaper, *The Bay City Tribune*, which he issued for eighteen months, and then discontinued the journal removing the plant to Astoria, where he established a job printing, blank book and bindery concern. The *Astoria Daily News* was published for a time by him from this plant and the *Nehalem Herald* was a protege of his. In 1898 he shipped a complete newspaper plant to Skagway, Alaska, and founded *The Morning Alaskan*. Although he did not issue the paper in person, he personally directed its fortune and was the owner of the first daily newspaper published in Alaska. At Warrenton, Oregon, he published *The Port Oregon Tribune*. In 1903 the opportunity was presented to him of purchasing *The Morning Astorian*, of which he availed himself, consolidating with it his bindery and blank book establishment. Since he acquired the paper it has made notable strides and now is excelled only in influence and prestige by *The Portland Oregonian*. He has equipped his plant with the latest presses and machinery. *The Morning Astorian*, by the way, had the first linotype machine in use west of the Rocky Mountains. After the disastrous fire which visited Astoria in 1922 he completed the first permanent building here and occupied it in less than sixty days, erecting a class A structure.

Mr. Dellinger is not only an expert newspaper man but also a scientific farmer, being the largest farmer in Clatsop county, has done much to advance the standards of agriculture in Clatsop county, and at one time was the owner of a narrow gauge railroad used in development of the cranberry industry—the only railroad in the world, Fred Lockley said, that “started in a mint julep patch and ended at Cullaby Lake amidst good fishing.” In 1912 he purchased a large tract of marsh land fourteen miles southwest of Astoria and planted forty acres to cranberries. He was one of the pioneers in this field of activity, in which he has achieved notable success, and is the largest producer of this fruit in Oregon. During the harvesting of the crop he employs about one hundred and fifty pickers and each year ships and distributes over a trainload of famous Dellmoor cranberries. He has installed cleaning and grading machines and the work is further facilitated by large packing houses. Mr. Dellinger introduced the eastern blueberry plant into Clatsop county and has also demonstrated that this fruit can be successfully grown in this section of the country. In 1921 he was elected president of the Berry Growers Association of the Northwest and for a number of years has been the executive head of this association. He is a recognized authority on the subject of fruit raising and is also a prosperous dairyman, having a fine herd of Jersey cattle on his ranch. “Dellmoor” is regarded as one of Oregon’s show farms.

In 1912 Mr. Dellinger was married in Portland to Miss Gertrude Stahley, a native of Salem and a member of a family of Oregon pioneers. John Stahley, their only child, was born in Astoria in 1914 and is attending the public schools but spends his vacations on the farm, evincing a keen interest in agricultural pursuits.

Mr. Dellinger belongs to the Oregon Society of Sons of the American Revolution and to the Elks lodge of Astoria. His Masonic affiliations are with Harbor Lodge, No. 183, F. & A. M., of Astoria, and Al Kader Temple of the Mystic Shrine at Portland. In Oregon politics he has long figured prominently and has been a member of the executive committee of the state republican central committee and chairman of both the county and city central committees. He is an ardent advocate of good roads and through the columns of his paper encourages every movement for the betterment of his city, county and state. Throughout his career Mr. Dellinger has been a builder, directing his energies into those channels through which flows the greatest and most permanent good to the largest number. He belongs to that class of men who are destined to lead in everything that they undertake and his activities have been of far-reaching extent and importance and most beneficial in their effects. A keen judge of character, he never fails to recognize and appreciate the good in others and his friends are legion.

WALTER S. LONG

The largest and most important firm in the northwest dealing in fire-fighting apparatus and supplies is the A. G. Long Company, Inc., of Portland, of which Walter S. Long is president, and which bears a high reputation for its honorable business methods and reliability. Walter S. Long was born in Portland in 1895 and is a son of A. G. and Ada (Scott) Long. In 1889 the family located in Salem, Oregon, where the father was engaged in the banking business until 1893, when he came to Portland and entered the fire apparatus business, carrying a complete line of all goods required by a fire department. From that time to the present this firm has supplied Portland with all of its fire department needs and has built up a reputation second to no other business concern. Both parents are deceased, the mother dying in 1920 and the father in August, 1922. Mr. Long had a summer home at Seaside, Oregon, and was a large factor in the development of that community. He was a Consistory Mason and a member of Al Kader Temple, A. A. O. N. M. S.; Portland Lodge, B. P. O. E.; Portland Lodge, K. P.; the Grotto and the Woodmen of the World. He was a republican in his political views.

Walter S. Long attended the public schools and graduated from Portland Academy. He entered Phillips-Exeter Academy, from which he was graduated in 1914, after which he attended the Massachusetts Institute of Technology, at Cambridge. In 1917 he enlisted in the ordnance department of the United States Army, was commissioned a first lieutenant and was sent overseas. He participated in a number of important operations, including Chateau-Thierry, Sedan and Toul, and was recommended for promotion to the rank of major, but the war closed before the recommendation was acted upon. On his return to this country he was honorably discharged and immediately became associated in business with his father in Portland, the complete management of which he assumed on his father's death. The business was incorporated in 1923 as the A. G. Long Company, of which Mr. Long is president, and W. S. Barnes, manager. He handles equipment made by the Ahrens-Fox Fire Equipment Company, the Peter Pirsch Company, the Fabric Fire Hose Company, the Sterling Siren Fire Alarm Company, and the C. O. Two Fire Equipment Company, makers of carbon-dioxide gas, and also handles other supplies, including first aid and safety-first devices, his stock including over sixty-five thousand items. The company owns and occupies a two-story building, fifty by one hundred feet, at 212 North Sixteenth street, and carries a stock invoiced at over eighty thousand dollars. The territory covered by this firm includes Oregon, Washington, Idaho, northwestern Canada and Alaska, and the company has seven traveling representatives.

In August, 1923, Mr. Long was united in marriage to Miss Zettye Fritz, of Portland. He is a Mason, belonging to Portland Consistory, A. A. S. R. and Al Kader Temple, A. A. O. N. M. S. He is also a member of Portland Lodge, B. P. O. E., the Woodmen of the World, the Kappa Delta Pi fraternity of Phillips-Exeter, the Phi

Delta Kappa fraternity of Portland, the City Club, the Lions Club, the One Hundred Per Cent Club and the Portland Chamber of Commerce. Mr. Long has evinced a genuine interest in everything relating to the welfare and prosperity of his home city, is energetic and progressive in his business ideas and methods and holds a high place in the business circles of Portland, commanding the respect of all who know him.

J. C. CLINTON

One of the most capable and popular officials of Clatsop county, Oregon, is J. C. Clinton, whose repeated reelections to his present office of county clerk and recorder stand in indisputable evidence of the very satisfactory service which he has rendered, as well as of his excellent personal qualities. Mr. Clinton was born in Astoria, Oregon, September 6, 1864, a son of Nicholas and Sarah J. (Ross) Clinton. His father, of English descent, was born in Philadelphia, Pennsylvania, May 12, 1831, and his mother, who came of Scotch ancestry, was born in Peoria, Illinois. Mr. Clinton's great-grandfather, William Clinton, who also was a native of Philadelphia, was a member of an old American family, the progenitor of which came from England to this country in early colonial days. The grandfather, James Clinton, who was a ship carpenter by trade, went to California, by way of the Isthmus of Panama, in 1849, and worked at his trade in San Francisco for three years. In 1852 he located in Portland, Oregon, then a small village, and built a shipyard on the Willamette river. There he built the first stern-wheel steamer navigated on the Willamette river, which he named the "Clinton." He was boss carpenter for the Oregon Steam Navigation Company for a number of years, and his death occurred in Portland. His son, Nicholas Clinton, was reared and educated in his native city and there learned the trades of ship carpenter and moulder. In 1859 he came to Oregon, by way of the Isthmus of Panama, and for a year or two was in the employ of the Oregon Steam Navigation Company. While living in that city he was appointed superintendent of streets in East Portland, but resigned that position and moved to Astoria, where he took up the contracting business, specializing in driving piling for wharfs. Returning to Portland, he took a number of railroad contracts from Ben and Joe Holladay, and also worked as foreman in his father's shipyard until the latter's death, in 1870, after which he started in business for himself as a general contractor. He constructed the first street railway in Portland for Ben Holladay, the old Front street horse car line, and also built the road from Clarendon to South Portland. Returning to Astoria, he continued in the contracting business, building streets, driving piling and constructing wharfs, and most of the Astoria wharfs were built by him, during which work he had two pile drivers engaged on the larger jobs. He was actively engaged in business almost to the time of his death, which occurred October 21, 1904. His wife survived him a number of years, passing away February 27, 1915. Her father, Job Ross, started across the plains, with ox teams and covered wagons, in 1851, but was forced to go back because of the demonstration of hostile Indians. He spent the ensuing winter on the Missouri river, and in the spring he again started westward, arriving safely in Oregon. He located in Astoria, where he was for many years engaged in the hotel business, and his death occurred in this city. To Nicholas and Sarah J. Clinton were born six children, namely: J. C.; William E., deceased; James Ross, who is deputy county clerk of Clatsop county and lives in Astoria; Nicholas, Jr., deceased; DeWitt, who resides in Portland; and Mrs. Mary Wallace, of Portland.

J. C. Clinton received his education in the public schools of Astoria, after which he assisted his father in the contracting business for a few years. He then opened a cigar store in Astoria, which he conducted for six years, and in July, 1894, was appointed deputy sheriff of Clatsop county, serving four years. In 1898 he was nominated by the republican party for county recorder and was elected, serving two years. That office was abolished, or, rather, consolidated with that of county clerk, and Mr. Clinton was appointed deputy county clerk, in which capacity he served two years. In 1902 he was candidate for county clerk and recorder on the republican ticket and was elected, assuming the office on July 7, 1902, and he has been reelected continuously since, while at the primary election in the present

year he received the nomination of both republican and democratic parties, which assures him of reelection for another term. This is a well deserved tribute to his faithfulness and efficiency. Mr. Clinton has always been a republican in his political affiliation and, in addition to his official relations and duties, he has shown a keen interest in matters concerning the welfare and progress of his city and county, being regarded as one of its most dependable citizens. He is a member of Astoria Lodge, No. 180, B. P. O. E., and is vice president of the United Investors' Corporation of Astoria, a building and loan association, which has had a very successful record. Mr. Clinton is a man of sterling character, sound judgment in practical matters and unquestioned integrity, while socially he possesses to a marked degree those traits which make for lasting friendships, so that throughout Clatsop county he commands the sincere respect and good will of the people.

ALFRED BAKER

Alfred Baker, who has experienced many phases of pioneer life in the Pacific northwest, was long numbered among the leading ranchers of Pacific county, Washington, and now resides in Long Beach, enjoying the ease and comfort earned by his former years of well directed industry. He was born in Clinton county, Missouri, August 6, 1844, a son of George M. and Rebecca (Sunderland) Baker, natives respectively of Tennessee and Ohio. In the spring of 1845 they started for the Willamette valley of Oregon with their five children, making the long and hazardous journey in a prairie schooner drawn by oxen, and spent the winter in Portland, which then contained about a dozen log cabins. There another child was born to Mr. and Mrs. Baker but it lived only a short time and was buried on the banks of the Willamette. Colonel T'Vault, the captain of their wagon train, settled in Oregon City, where he later started *The Spectator*, the first paper published in Oregon. In the spring of 1847 the Baker family moved across the river and the father entered a claim in that district which is now known as East Portland. Among his neighbors was J. B. Stephens, who operated a canoe ferry across the river. Later Mr. Baker sold his claim to Clinton Kelly and next located on Belle prairie, where there was more open farming country. Subsequently he went to British Columbia, Canada, but soon afterward returned to Oregon and spent the remainder of his life in the Willamette valley. His wife died in 1847 and was the seventh person buried in the Lone Fir cemetery of Portland.

Alfred Baker was an infant when the family left Missouri and his first schooling was obtained at Belle Possi, Oregon. He assisted in the work of clearing and improving the homestead and thus obtained a practical knowledge of agricultural pursuits. In 1861 he journeyed to North Beach, Washington, and in the following year went to the Caribou mines of British Columbia in company with his father but was unsuccessful in his quest for gold and returned to Washington. He became the owner of a ranch of six hundred and forty acres, situated one mile east of Long Beach, and cultivated the place for many years. As time passed he brought the land to a high state of development and added many improvements to the property. He raised beef cattle and also operated a large dairy. His work was carefully planned and systematically and efficiently performed. Success attended his efforts and in 1918 he was able to retire.

In 1878 Mr. Baker married Mary Jane (Brown) Baker, the widow of John Wesley Baker, a brother of Alfred Baker. Ben Brown, the father of Mrs. Baker, was also an Oregon pioneer and one of the early settlers of French prairie. Mrs. Baker passed away June 15, 1922, on the ranch near Long Beach. By her first husband she had four children: Mrs. Belle Adamson, whose home is on Shoalwater bay; George W. Baker, of Medford, Oregon; and Mary Ann and Matilda, deceased. To the second union were born six children: Alfred M., who lives in Cashmere, Washington; Fred, deceased; Lottie M., who is the wife of Gilbert E. Tinker of Long Beach, Washington, and has a daughter, Mrs. Lolita H. Morris; Benjamin J., also of Long Beach; Roscoe William, a resident of Seaview, Washington; and Colonel Ralph Baker, whose home is situated on the Naselle river in Pacific county.

Mr. Baker now resides with his daughter Lottie, who became the wife of Gilbert E. Tinker on September 10, 1902. Mr. Tinker was born on Marshland,

Oregon, and through his English ancestors in the paternal line is eligible to membership in the Society of Mayflower descendants. His father, Henry H. Tinker, was born in Ellsworth, Maine, and crossed the continent about 1860, making the long trip in a covered wagon drawn by oxen. For several years he lived in the Sacramento valley of California and then migrated to Oregon, taking up a homestead in the Nehalem valley. About 1870 he located in Marshland, Oregon, and was there married in 1872 to Nancy E. Bryant, a native of Indiana. In 1873 he journeyed to Portland, Oregon, and was employed in the Weidler sawmill for a time. Going to Clatskanie, Oregon, he continued in the same line of work and also engaged in farming. In 1880 he settled in Pacific county, Washington, and purchased a tract of two hundred and fifty-six acres, which is now the townsite of Long Beach. He laid out the town, sold the lots, and in 1887 became the first postmaster of Long Beach. Mr. Tinker erected the Long Beach Hotel, which he operated until December, 1895, when it was destroyed by fire. In 1896 he rebuilt and successfully conducted the hotel until his death in February, 1923. He had long survived his wife, who passed away in November, 1903. They were the parents of six children: Lena A., who was born in Marshland and is the wife of Henry Kayler, of Long Beach, Washington; Gilbert E.; Harry H., also a native of Marshland; Della R., who was born in Long Beach and is the wife of Edward Deputy; Myrtle M., deceased, who was born in Long Beach and became the wife of Edward E. Little; and George B., also a native of Long Beach.

Mr. Baker has spent practically his entire life in the Columbia river valley and has an intimate knowledge of events that have shaped its history. He remembers the time when this productive region was a wilderness and Indians roamed through the dense forests. With deep interest he has watched the progress of civilization in Washington and Oregon and has contributed his share toward the development of the natural resources of this great country. He has a wide acquaintance, and an upright, well spent life has earned for him a high place in the esteem of his fellowmen.

CHARLES E. SEARS, M. D.

The medical fraternity of Portland finds a worthy and successful representative in Dr. Charles E. Sears, who has here been continuously engaged in practice for the past fifteen years. He was born at Rock Island, Illinois, in 1878, a son of Henry H. and Katherine M. (Gillmore) Sears. His father was long active in the milling business. D. D. Sears, the paternal grandfather of Dr. Sears and a representative of the Sears family of Boston, Massachusetts, served with the rank of brigadier general in the commissary department of the Union army during the period of the Civil war.

Charles E. Sears acquired his early education at the place of his nativity, afterward entered the University of Iowa and subsequently matriculated in the University of Illinois, from which institution he was graduated in 1901, having completed the medical course. He first served as interne in the Cook County Hospital of Chicago, later removed to northern Idaho and for five years was connected with Providence Hospital at Wallace, that state. It was in January, 1913, that he came to Portland, Oregon, and here associated himself with Dr. Coffey, establishing the first medical group. Subsequently he formed a connection with the firm of Jones, Joyce & Johnson which continued for eight years. In 1925 he joined Drs. Coffey and Johnston and in the following year formed his present affiliation with Drs. Bean and Montague. Dr. Sears is a clinician in the University of Oregon School of Medicine. He has a clear understanding of the basic principles of medical science and his mature judgment directs the utilization of this knowledge in practice.

In 1906, in Chicago, Dr. Sears was united in marriage to Irma Mentz, of that city, where she received her education. They are the parents of two daughters, namely: Marcella Marcio, who is pursuing an art course in Europe and will complete her studies at Mills College of New York; and Norma Eloise, who is studying dramatics in the Bennett School for Girls at Millbrook, New York.

Dr. Sears is a worthy exemplar of the teachings and purposes of the Masonic fraternity, to which he belongs, and is also a member of the University Club and the

Waverly Golf Club. Along strictly professional lines he has membership connection with the City and County Medical Society, the American Medical Association, the American College of Surgeons, the Pacific Northwest Medical Association and the Northern Pacific Society of Internal Medicine. He has chosen a vocation well suited to his talents and his stability of character and genuine worth have established him high in public regard.

CHARLES R. HAAGSMA, D. D. S.

Though a comparatively recent addition to the ranks of the dental profession in Portland, Dr. Charles R. Haagsma has gained a very satisfactory practice and a well earned reputation as a capable and painstaking dentist. The Doctor was born in Chicago, Illinois, in 1902. His father is deceased. His mother, Mrs. Louise (Gronberg) Haagsma, who was born in Sweden, is still living.

Charles R. Haagsma received his educational training in the public schools of Chicago, graduating from high school. He then came to the coast and entered the Northwestern Dental College, in Portland, from which he was graduated, with the degree of Doctor of Dental Surgery, in 1926. He immediately entered upon the practice of his profession, establishing his office at 404 Jefferson street, where he has a complete and modern equipment. Courteous in manner, and a master of the technique of his work, he has proven in every way well prepared for his life work and his record thus far has gained him the sincere respect and confidence of all who have required his services. Dr. Haagsma is a member of the Ancient Free and Accepted Masons, has a wide acquaintance and has won many warm and loyal friends since coming to Portland.

A. C. GREENWOOD.

A. C. Greenwood, president of the Union Fuel Company, of Portland, has gained wide recognition as an able and progressive business man and has met with substantial success in this and other enterprises with which he is identified. He was born in Green Bay, Wisconsin, on the 7th of December, 1885, and is a son of Joseph and Angeline (Allard) Greenwood, also natives of Green Bay. The family was early established in Wisconsin. The first to locate there bore the name of Boisvert and was a native of France. He came to this country and settled at Fort Howard, Wisconsin. He afterward changed his name to its English equivalent, Greenwood, "bois" being French for wood and "vert" meaning green. Joseph Greenwood, who died in 1909, was a veteran of the Civil war, having served in Company G, Thirty-second Regiment Wisconsin Volunteer Infantry. During his army service he contracted rheumatism, from which he was an invalid during the last twenty years of his life.

A. C. Greenwood received a good public school education, which he supplemented by a commercial course in a business college. For a time he worked for his father and later entered the employ of the Bird & Wells Lumber Company, first as timekeeper and stenographer but one year later was promoted to the position of head bookkeeper. Eventually he became auditor and assistant manager, which dual position he held until 1909, when he came to Portland, Oregon, as bookkeeper for the Oregon & Washington Lumber Company. Later he entered the employ of the Monarch Lumber Company, being put in charge of dry sheds and finished lumber, and two months later was made yard superintendent. In 1911 he became connected with the fuel business as manager of the Multnomah Fuel Company, which relation he sustained until 1915, when he organized the Union Fuel Company, of which he has been president continuously since. His company takes the output of fuel from the Eastern & Western Lumber Company and has been very successful in its operation, employing from twenty-five to thirty persons. In 1921 Mr. Greenwood organized the firm of Greenwood & Dann and they have engaged in the road construction business, in which they have met with distinctive success, having built over one hundred and twelve miles of highways in Oregon. They own an up-to-date equipment and give employment to two hundred and fifty men. In July, 1928, he purchased Mr. Dann's interest and is now carrying on construction work

under the name of A. C. Greenwood. In all of his affairs Mr. Greenwood has exercised excellent judgment and has conducted his business operations in a way that has earned for him the confidence of all who have had dealings with him.

In 1908 Mr. Greenwood was united in marriage to Miss Lillian Caesar, who was a public school teacher in Wisconsin, and to them have been born five children, namely: Keith and John, who are attending Columbia University; Catherine; Jane; and Robert.

Mr. Greenwood gives his political allegiance to the republican party and has shown a commendable interest in public affairs. He is a member of the Knights of Columbus, of which he was grand knight in 1921. A man of substantial qualities, he does well whatever he undertakes, and through his determined and wisely directed efforts, has earned the prosperity which is now his.

J. CONRAD LUCKEL

J. Conrad Luckel is living retired after many years' active identification with Portland's manufacturing interests as president and manager of the Luckel, King & Cake Soap Company. He has passed the Psalmist's allotted span of three score years and ten and for nearly a half century has been a resident of northwestern Oregon. He was born in New York city on the 16th of May, 1855, his parents being Phillip and Charlotte Luckel, both of whom were natives of Germany. The father learned the tailoring trade in that country, whence he emigrated to the United States in 1853, locating in the city of New York, where he followed tailoring for a period of eighteen months. He then removed to Batavia, New York, and was there successfully engaged in business as a tailor throughout the remainder of his life. To him and his wife were born five children, as follows: J. Conrad, of this review; Charles, who is deceased; Louis, a resident of Houston, Texas; Josephine, who lives on the old homestead in Batavia, New York; and John, a resident of Portland, Oregon, who is married and has three daughters. These are: Mary, a graduate of the University of Oregon at Eugene; Nancy, who is a student in the University of Oregon at Eugene; and Jean, a high school pupil of Portland.

J. Conrad Luckel received a grammar school education in Batavia, New York, and after putting aside his textbooks learned the trade of a tinsmith. It was in 1877, when a young man of twenty-two years, that he came to the Pacific coast, locating first in San Francisco, California. Because he needed money and was unable to find work at his trade he accepted the first position offered him, becoming an employe of the New England Soap Company, in the service of which he thoroughly acquainted himself with the business of soap manufacturing. In 1880 he arrived in Portland, Oregon, and at once began making plans leading to the organization of the Columbia Soap Company. Though possessed of but limited capital, he was imbued with strong determination and an ambitious spirit which soon manifested itself in the growth of his business. The following officers were elected: J. C. Luckel, president and manager; F. P. King, vice president; Charles Cottell, secretary and treasurer; and William M. Cake, attorney as well as partner in the concern. The business was begun on a small scale but gradually increased as the quality of the product became known, and today the company's three brands—Steam Refined Borax, Golden Star and Royal White—are in general use throughout the northwest.

The following article was issued by a contemporary writer: "The buildings of the Luckel, King & Cake Soap Company cover three-quarters of the full block of ground, owned by the corporation, at 642-648 Hood street. The business was established thirty-six years ago, and it evidently has been a lucrative one. J. Conrad Luckel, president and manager, devotes all his time to the factory, and is himself a practical soapmaker. These structures were built specially for its use, are kept in good order, nicely painted at all times, and there is an air of thrift about the place which is refreshing. Its warehouse shows scores of tons of the finished product, among which are goods of the highest merit. Its Royal White laundry soap, it is declared, is not anywhere surpassed. It is renowned throughout this northwestern country, and has large sale among the merchants of the interior cities of Oregon, Washington, Idaho and adjacent territory. 'We have forged our way to the front,' Mr. Luckel stated, 'by persistency and hard work. We have penetrated every settlement in the territory we cover, and you will find our soaps on the shelves of all small as well as the largest

stores. Our traveling salesmen have confidence in their goods, hence work with a will and are uniformly successful. Our trade is constantly growing. Our output shows a cheering increase each year, and we look to the future with optimistic eyes. There is but one drawback to the manufacturing business in Portland. This is the indifference of the purchasing public. If buyers only could be convinced of the advantage to themselves in keeping their money at home, the problem would be solved. Millions upon millions of dollars go from the Pacific coast to the east each year for manufactured products the equal of which is made in this territory and sold as cheaply as the articles brought from the outside. If this money were kept at home present factories would increase their capacities, new ones be established, the idle be employed and lasting prosperity would be established not only in Portland but throughout the Oregon country. There is not a tangible reason in the world why this should not be. There can be no substantial excuse for our people pouring their wealth into the coffers of those so distant as to have no interest in the welfare of the west—yet they do it because they do not think. Every dollar spent for something made on the Atlantic coast when its equal is produced on the Pacific, is a dollar placed beyond the reach of western people and western enterprises. It makes no difference who spends that dollar, the result is the same. It may even be the widowed washerwoman. If her dollar were kept at home it would likely eventually reach the purse of someone who would hand it back to her in return for work, but who, on the other hand, could not afford to employ her for lack of money. That dollar she had sent east was kept there. It had no chance to get into the hands of one who would return it to her as compensation for her toil. It is a story which could be extended ad infinitum, yet I cannot but feel that if under the auspices, for example, of the Chamber of Commerce, a dozen or even more mass meetings were called in the several sections of the city and these matters were explained, buyers would be made to understand the injury they are inflicting upon themselves by sending their money away for that which they can obtain at home. I know that as good soap is made here as anywhere in the world. By this I mean those kinds in everyday use, and I likewise know prices are not higher than those paid for eastern goods; yet, believe me, the stuff shipped in is taken without question, and away flies the cash to the bank accounts of those who have not an atom of care for the welfare of our people—no concern for us at all, beyond the profits they make on their merchandise. A strenuous campaign of education would be necessary to change this condition, and if our commercial body, aided as it would be by *The Journal*, could effect it, it would have performed the most beneficial task it could undertake. We aim to buy in Oregon everything entering into the manufacture of soap that is produced here. We are compelled, however, to go to Texas for cottonseed oil, and to San Francisco for oil of the cocoanut, and to procure caustic soda elsewhere. But our tallow and all other ingredients to be had on this coast are bought here, and doubtless much of the money spent at home comes back to us in exchange for the finished product. We have not the least doubt of this, and if it were possible to prevail upon the people to buy home goods when possible to obtain them, the cry of distress in this region would be at an end.' Mr. Luckel says that cottonseed oil has risen in price from thirty-five cents a gallon before the declaration of war in Europe, to sixty-three cents at the present time, caustic soda from two dollars and twenty-four cents to four dollars and fifty cents per hundred pounds, and all other substances have increased in price in like ratio. There are fifteen employes in this factory, and they are paid from two dollars and a quarter to four dollars per day. This is exclusive of those working in the tidy office building adjacent to the factory."

A few years ago Mr. Luckel disposed of his interests in the Luckel, King & Cake Soap Company and retired from active business life. He owns an attractive home at 615 Front street in Portland, where he resides during nine months of the year, while the three summer months are spent in his beautiful cottage at Seaside, Oregon, with his wife, who enjoys with him the fruits of their toil in earlier years. Mr. Luckel was married in Portland, in September, 1882, to Christina R. Walch, who was born in Germany and came to the United States in her girlhood.

Mr. Luckel rendered effective service to his fellow townsmen as a member of the city council of Portland for several years and has ever manifested an active and helpful interest in all projects looking toward community welfare and civic advancement. He has witnessed the development of Portland from a small country town to one of the finest cities in the west and has contributed in material measure to its industrial

growth. Fraternally he is affiliated with the Woodmen of the World, while his religious faith is indicated by his membership in the Evangelical church of Portland, in the work of which both he and his wife take a very active part, as they do in Children's Homes, Old People's Homes and mission work.

CHARLES SAMUEL JACKSON

Charles Samuel Jackson was a newspaper genius. His genius consisted in an infinite capacity for detail, a real desire to be of service to the public, and indomitable courage in fighting for what he believed was right. He came to Portland and established a successful daily newspaper in a field where the opposition newspaper was strongly entrenched and where all of his predecessors had failed. Mr. Jackson was born September 15, 1860, on Jackson's Creek, a tributary of Chesapeake bay. The Jackson plantation lay between the Rappahannock and the Piankatank rivers in Virginia. His father, James H. Jackson, was born on the eastern shore of Maryland. His mother, whose maiden name was Ann Bass, was born in Middlesex county, Virginia. James H. Jackson, his father, was a merchant. In 1876, when Mr. Jackson was sixteen years old, his father offered to give him the money to visit the Centennial Exposition at Philadelphia. This had been a dream of his and one that seemed impossible of fulfillment. After thinking the matter over, he said, "Figure out what it will cost and give me the money instead." His father did so and Sam Jackson, with this money bought a small printing press and some type and set up in business for himself, printing calling cards and business cards. While visiting relatives in Baltimore, he met Colonel and Mrs. Nelson A. Miles. Mrs. Miles said to him, "Sam, what you ought to do is to go out west and grow up with the country. You'll never amount to much here, but out west you'll find plenty of opportunities to get ahead."

When he had saved enough money to pay for a railroad ticket to Oregon, he filled his carpetbag with peanuts so that he would not have to spend money at the lunch stations enroute, and started for Portland. He arrived in Portland with his carpetbag full of peanut shells. When asked why he had not thrown the peanut shells away, he said, "If people noticed my carpetbag was empty, they would think I was broke." One of the first people he met in Portland was Lieutenant Ed Farrow, who was stationed at Fort Vancouver. The Farrows and the Jacksons were related. Lieutenant Farrow advised Sam Jackson to go up to Pendleton, where Lieutenant Farrow's brother Mort Farrow, was located. Mr. Jackson took the boat to Umatilla and from there he went by stage to Pendleton. At Pendleton Mr. Jackson landed a job as stage agent on John Hailey's stage line. In those days Pendleton was considered a tough town. In fact, it was rather proud of its reputation. Mr. Jackson started a circulating library. He also served as correspondent for the local paper, the East Oregonian, furnishing them items about the passengers who left on the stage, as well as those who arrived. The East Oregonian at that time was not a profitable enterprise, so the owner was glad to sell Mr. Jackson a half interest, taking what little money he had and accepting his note for the balance. That Mr. Jackson was a born newspaper man, was proved by the fact that though an inexperienced boy, he was able to go out and secure subscriptions for the paper, to write interesting and breezy articles while traveling through the country, and to put the paper on a paying basis in a comparatively short time. He inspired others with his faith in the future of Pendleton and of the East Oregonian and secured credit for new and needed equipment. He learned by doing, for he served in almost every capacity on the paper. He early took the lead in all civic enterprises and as long as he was there, the East Oregonian not only championed every enterprise that would be helpful to Pendleton, but Mr. Jackson personally headed every subscription list with a generous donation. Year by year the East Oregonian grew in circulation and prestige, until it was one of the most widely copied papers published in the Inland Empire. Portland had long been known as a one-paper town. H. L. Pittock and Harvey W. Scott owned the Morning Oregonian and the Evening Telegram. Time after time other papers had been started but one after the other they had all succumbed. Mr. Jackson believed there was room in Portland for another paper—one that would serve the interests of the people and fight their battles. The Oregon Journal had been established during a political campaign, had run a few months and was about to cease

publication. Mr. Jackson came down from Pendleton, took hold of it, breathed the breath of life into it, and built it up from a circulation of about fifteen hundred copies to over one hundred thousand. Mr. Jackson died in the harness and his wife, Maria Clopton Jackson, and their son Philip L. Jackson, are carrying on the work he began.

While traveling through Umatilla county securing subscriptions for the East Oregonian, Mr. Jackson stopped at Foster, a small settlement not far from Umatilla. He saw a young lady pumping water for her horse. He volunteered to do the pumping. This young lady little thought at that time that she would within a year become the wife of Mr. Jackson. She is the daughter of Francis Bacon Clopton and Mary Boyd Clopton. Her parents are both Virginians. They were married at Lynchburg, Virginia, November 17, 1858. Her father was a civil engineer and served as a captain in a Virginia regiment in the Confederate army during the Civil war. Her mother was educated at St. Mary's school at Mt. Holly in Burlington, New Jersey, Bishop Doane, a well known Episcopal clergyman, being president of the school. Mrs. Jackson's people on her father's side came from Stratford-on-Avon to Virginia in the early days of Virginia's settlement. The Cloptons and Boyds are related to many of the well known families in Virginia, and have helped make history in Virginia and elsewhere in the south. Mr. and Mrs. Jackson were married on March 9, 1886. They had two children, Francis and Philip Ludwell Jackson. Francis was drowned at sea, the ship striking on a reef. Philip L. Jackson served as captain in France during the World war. He is now publisher of the Journal. Mr. Jackson died December 27, 1924, leaving as his monument, the Oregon Journal, one of the leading newspapers of the west.

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