



# BEAVERTON

**75** YEARS of  
PROGRESS

**DIAMOND JUBILEE ISSUE**  
**1893-1968**

150

Alice Martin - it's a pleasure!

Don Lued

## This is Our Land--This is Beaverton

This book tells of the people who came to Oregon in the mid-1800's and settled in and around the Tualatin Valley — it tells how they lived and worked, laughed and cried, and how they created the precious heritage which has been passed to their children, and to their children's children. It tells of those who came to Beaverton in the 1900's — and of those who still are arriving daily.

Our fathers were rugged individualists, well accustomed to "making do" with what they had, but they were also noted for their penchant for "joining." They unhesitatingly joined with their neighbors in raising a barn or building a church, or in haying or threshing. They joined churches, granges and fraternal organizations quite enthusiastically. In the 1880's, our fathers quickly put the Beaverton Grange No. 100 at the top of the state list as being the most flourishing. These same people made Capital Lodge No. 257 of the Independent Order of Good Templars (a temperance society) as one of the most prosperous in the region.

Although the effects of the Civil and Spanish-American Wars were lightly felt here in the valley, our fathers were consumed with a fierce national pride. They firmly believed in the necessity of having a strong civilian authority to govern this untamed land. This was a new land where any man so inclined could become a leader of men — education and social position was not a high requirement for holding public office. The hottest topic for discussion back in the 1840's was the organization of the first American Government on the Pacific Coast. Many of our farmers, storekeepers and school teachers were among those at that important meeting at Champoege on the 2nd day of May, 1843.

Industry, thrift and "just plain hard work" were our fathers' prime virtues . . . "a penny saved is a penny earned" was preached in the days when men like Hall, Stott and Denny claimed the soil as their own: their industrious spirit has been our heritage. For those who worked by the "sweat of their brow" this has been a land of abundance, but through their pride of achievement shines the spirit of generosity — no victim of misfortune ever wanted for food, shelter or comforting word.

Tilling of the soil was only a small portion of our father's endless tasks — geographically removed from easy access to the markets of Portland and Oregon City, he literally had to be a "Jack of all trades." He had to be his own carpenter, cooper and cobbler.

Hard money was usually scarce during our earliest days, so most commerce was with the community store where produce could be exchanged for "store pay" — credit on needed staples. The early community store was the center of activity and recognized as a ready source of news and gossip. The door served as a bulletin board, containing public notices, invitations to weddings and burials and the like.

Jesse Griffith operated his establishment at the corner of Farmington and Angel in the finest traditions of the storekeeper. Old-timers nostalgically reminisced of the combined odors of aging cheese, harnesses, cabbages and onions, turpentine and kerosene. Jesse provided a broad porch for politicians and orators to hold forth, or for just plain "settin'." The celebrated Perkins-Kennedy school location debate was held on this porch in 1871. He thoughtfully placed boxes and up-ended kegs around the pot-bellied stove for rainy day discussions. As a further evidence of community service, mail for Beaverton was picked up in Portland and distributed at the store.

Our early settlers were ardent church-goers and they just as ardently "kept the Sabbath." Some of the region's earliest churches were founded in and around Beaverton. Sunday was the day when you might expect distant friends to drop in after church, have dinner and then spend the afternoon and evening "just talking," then spend the night with you . . . and return to their homes early Monday morning.

Beaverton's founding fathers believed in a full day's work — usually fourteen hours beginning with the "first crack of dawn," and rainy days offered little respite from labor: there were harnesses to repair, tools to sharpen and trees to fell. Even the children were kept busy with fetching the cows, chopping kindling, pumping water or pulling weeds from the garden rows.

This is our land — this is the land our fathers created for Beaverton today.

With love and Best Wishes to Alice from Sadie.

# BEAVERTON'S 75 YEARS OF PROGRESS 1893-1968

This is Our Land . . . . .

This is Beaverton

*Beaverton has enjoyed many historical events throughout the past one-hundred-plus years: the removal of the beaverdams in 1867, the platting of Beaverton in 1868, the coming of the railroads in 1871 and the incorporation of the City of Beaverton in 1893.*

*Our past 75 years have been important years. We have seen the city grow from less than 400 souls to almost 14,000 — five business establishments have grown to several hundreds, and we're just beginning!*

*Beaverton's Diamond Jubilee will be an event to be remembered for many years to come.*

*Many of those firms and individuals responsible for the success of this great event are listed in this book — some names appear in ads, some are mentioned in the stories of Beaverton, but all have contributed greatly. We have much to be thankful for.*

*Steven Loy, Mayor of Beaverton*



*Mayor Steve Loy saw to it that Governor Tom McCall received the first "official" Diamond Jubilee button along with an invitation to attend the big event in Beaverton July 20 to 27. (Photo and caption courtesy of the Valley Times)*

## 100 Years Old on Our 75th Birthday

The city of Beaverton was officially made a city in 1893 when the articles of incorporation were filed, but the city was first born a century ago — on the 26th of December, 1868. Joshua Welch became enthused over the prospects of a railroad running through this area, so he began laying out a town and offered to give the railroad a right-of-way. Welch, with the assistance of George Betts, Charles Angel, W. P. Watson, John Henry and other prominent residents of the area laid out "Beaverton", marking out the streets and blocks.

The document reprinted here is in the exact wording of the original as recorded a century ago:

"This certifies that on this 26th day of December 1868 before me personally appeared Joshua Welch

and Adline Welch his wife — the proprietors of the town of Beaverton in Township No. one, South Range No. one West — and known to me to be the persons who laid out the same and had the said Town platted and acknowledged the same to be their act and deed for the purpose of having the same spread upon the Records of said County. And Adline Welch wife of said Joshua Welch on a private examination made by me separately and apart from her said husband acknowledged that she done the same freely, voluntarily and without fear or compulsion of any one.

Given under my hand and official seal hereunto affixed this the above date. Filed for Record December 28, 1868.

J. D. Merryman, Co. Clerk  
Wm. E. Smith, Notary Public



## In The Beginning



The explorations of Lewis and Clark in 1805-06 led to the greatest migration of people -- overland and by sea -- in the history of America. "Oregon or Bust" and the Oregon Trail were uppermost in the hearts and minds of the thousands of hardy pioneers as they made their way west, and upon reaching this promised land fanned out in all directions. Some were infected with the fever of gold, others attracted to the excitement of the sea ... still others were lured to the vast grazing ranges of the high country and to the "green gold" of the mountain forests.

Few of the early pioneers who searched for sudden riches were attracted to the alluvial plains of what was to be later known as the Tualatin Valley, with its settlements to be called Beaverton, Hillsboro, Cornelius and their many neighboring communities. As late as 1840 only a handful of "Easterners" wandered through this forested valley as trappers, fur

traders and missionaries. Very seldom would they pause long enough to establish a permanent home -- most made what they could from Beaver pelts and then moved on to higher ground. Here and there, a trapper or man of God ... wearying of the nomadic life would "take root" and discover that one of Oregon's greatest natural resources was literally underfoot -- rich, black soil capable of growing crops in such abundance as to be almost unbelievable.

This combination of fertile land and peaceful men of the soil set the pace and temperament for this area to be known as Beaverton ... an aura of tranquility that existed almost unbroken for over a century. Not until the late 1940's did this fertile valley come alive with a new vigor and purpose. Pioneers in every sense of the word could see the great promises this land still offered -- much the same as their pioneer forefathers of a century ago -- they also "took root" here, but with homes and factories and shopping districts instead of orchards and fields. Beaverton is now enjoying its second period of discovery: today's pioneers who are building such landmarks as Tektronix, E.S.I., Sawyers, Mears, Varian and the many others had much in common with our earlier men of vision -- men like McLoughlin, McKay, Denny, Hocken, Meeks and Holladay. They all came to look and liked what they saw.

14 Years in the area

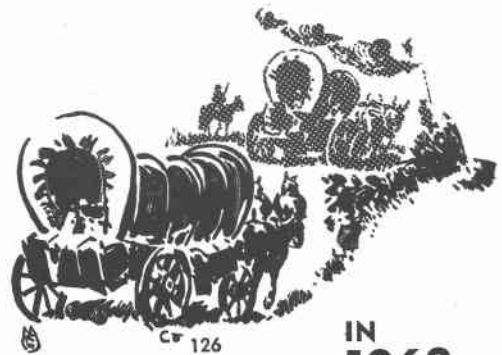


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*"Old-timers" nostalgically recall working alongside the old steam engines and their long flapping belts . . . and the neighbors all working together, moving from one farm to the next 'til the job was done. (Photo courtesy S.P.&S.)*

To confine the history of Beaverton within a sharply defined period of time, loosely known as her formative years, would be doing the city and surrounding area an injustice. Beaverton's history is being created daily, and if the story of her growth is told properly it must encompass many, many of our lifetimes.

## Digging Deep

The forces of nature had much to do with making this rich valley what it is today ... digging deep into our past we find that the Miocene epoch of 13 million years ago formed the basis of our fertile valley.

A student of history may agree that it is sometimes necessary to extend the period of research slightly beyond the recorded history, but one is quite likely to claim that "going back" beyond the dawn of mankind is bordering upon the ridiculous. In this instance the very nature of this land and its subsequent geologic evolution determined in many ways what types of personalities would be attracted here a millennia later.

The existence of fossilized marine life in the vicinity of Gales Creek, and from deep wells drilled by exploring oil companies indicate that this area was once under ocean waters. Our coast range, and perhaps Cooper and Chehalem mountains could possibly have been offshore islands. During the late Pliocene period many millions of years later, this vast area lifted from the ocean depths and great glaciers deposited their debris. Later, a flow of Columbia River Basalt covered the area in thicknesses

up to 1000 feet; following that, a covering of Boring lava. Even with the successive layers of rock and silt covering the ancient ocean floor this area would not be recognized as a level valley ... "bedrock" under Hillsboro is known to be 1,480 feet down; the City of Beaverton found bedrock at 401 feet while drilling well No. 1; around Cedar Mill, West Slope and North Plains, the rock level is 100 feet or less below the land surface. This shows that today's level plains used to be shaped like a huge saucer, sloping downward toward Hillsboro from the coast range to the west and north, the Portland west hills to the east and the Chehalems to the south.

Years later, great washes of sand, clay, silt and gravel known as the Troutdale formation covered the rocky floor -- in some places to a depth of 500 feet. Even before the dawn of man the stage was being set for the arrival of Beaverton's first settlers. Rivers and streams deposited layers of fine soil bringing the average altitude of this region to about 200 feet. This plain was open prairie, and the margins of the valley and adjoining slopes and mountains were forested. Decomposed vegetation gradually converted the alluvial deposits into the rich, black soil quickly recognized by such early pioneers as **Hall, Henry, Welch and Betts.**

Mother Nature did attract our pioneers to the Tualatin Valley and to Beaverton with mineral riches . . . *not with the excitement of gold or silver, but with riches even greater . . .* with minerals such as the nitrates, phosphates, soluble irons and magnesium and fluorides . . . the soil-building and plant producing minerals.



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## Beaverton Had a Wet Beginning

Early descriptions of the Tualatin Valley makes one think that it was one great body of water -- British Army journals described it as "mostly water connected by swamps". The first settlers who came to the "Beaver Dam" country now called Beaverton found a huge lake covering nearly half the present town site.

The picture above, looking west from the Cedar Hills area -- with Cooper Mountain on the left, the Chehalems behind that, and the coast range showing at the top right -- depicts the large lakes formed by the damming of the many streams throughout the valley. Even today there remains evidence of the beaver dams on Cedar, Johnson, McKay and Dairy Creeks -- and many other unnamed creeks between Beaverton and Hillsboro.

According to early records, the valley floor was largely covered with brush, oaks, elms and alders. The higher slopes were heavily covered with Douglas fir and cedar. To the north (right side of picture) the trees gave way to open areas of grassy growth.

A less promising location for a town could scarcely be imagined. **Augustus Fanno** - Beaverton's earliest settler - in 1847 demonstrated the agricultural possibilities of this rich land by raising upon it enormous crops of onions -- the finest on the Pacific Coast. In 1867, **John Henry** came to this area and bought 28 acres from the donation land claim of **William Hall**, two acres of which were beaver dam land. The beavers had long since been trapped off and Henry could see no use for the great lake which covered so much valuable land. So he proposed to neighbors **George Hornbuckle, Thomas Denney, George Betts and others** that they drain the lake and put the soil back into profitable use.

They removed the dam and let the water flow down into Barton's Creek. This proved quite successful -- later the entire community was drained by an elaborate drainage system. The many farms and gardens surrounding Beaverton are still reaping the benefits obtained by the industriousness of our early pioneers -- one outstanding example of this is the remarkable size and quality of the crops being raised and marketed by the Beaverton Horseradish Company to the east of Cedar Hills Boulevard.



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## The "Thing" In The Lake



There's a story — hundreds of years old — of a Spirit Being living in Wapato Lake near Gaston. The Indians claimed that this "thing" would occasionally emerge and capture their children and keep them forever — gruesomely changed and able to utter only one single word, "different, different!"

The Tualatin Indians countered this dangerous spirit by acquiring a spirit power of their own from some natural object or animal. The Indians firmly believed that all natural features of the world were gradually accounted for, and that there was a reason for everything. At times they would also call upon "friendly spirits" to increase their level of protection — one such spirit was the heroic trickster, "Coyote," who in the course of his aimless and sometimes ribald adventures occasionally would find time to do the Indians a favor — such as the time he broke "Bull Frog Woman's" dam so the

fish could escape and be caught by the fisherman.

The life of the Tualatin Indians was generally pleasant, due to our mild climate, wealth of roots and berries, and plentiful numbers of birds, rodents and deer. Relations with the "white man" were mostly without incident, even though they found their hunting grounds gradually shrinking and game disappearing due to the encroachment of the farm lands. Joel Palmer "arranged" for the Tualatins to withdraw from their lands here in the valley to an area near Grand Ronde in the late 1850's.

## Low on the Totem Pole

If there is a "social order" of Indian tribes, our Tualatins would be low on the totem pole. They were considered poor as Indians go, perhaps due to the area in which they lived. Salmon did not spawn in the rivers and streams of the area probably because of the falls at Oregon City, so the Tualatins were forced to "live off the land." They periodically made trips to the Willamette where they were allowed to fish below the falls — sometimes grudgingly by the other tribes. Their cultural level was apparently rather low as they did not engage

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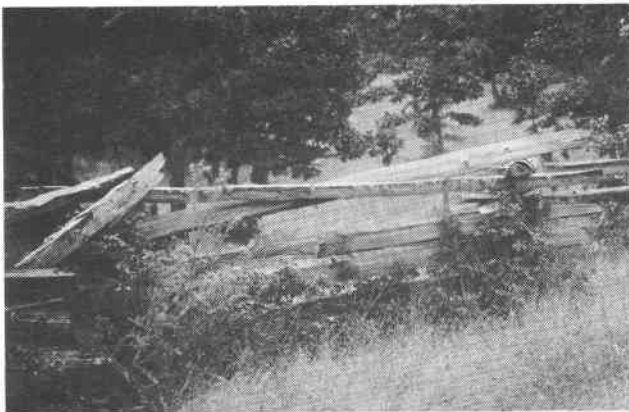


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in handcrafts as did other tribes of the Northwest — very little evidence remains of goods these people “manufactured” as trading stock. The Tualatins had been victims of the severe “cold sick” epidemics of 1829 which swept all the tribes of the Northwest . . . whole families were decimated . . . by 1850, the once numerous Tualatins had only 23 bands in the district. By 1912, only 20 remained of this once great race of people living on their reservation at Grande Ronde. They were victims of the white man’s diseases, intermarriage . . . and of civilization.

## Indians Won This Fight . . .

The only recorded “incident” with the Indians involved the Klickatats, not the peace-loving Tualatins. The description of this incident was taken from the Beaverton Enterprise of 1942, and was reported by Roy Davidson, a Forest Grove reporter.



The unusual facet of this skirmish between the “whites” and the Indians was that it was not settled with tomahawks and arrows, but was settled in court! According to Davidson, “A farmer named McLeod fenced his property somewhere between Beaverton and Hillsboro, and was careless enough to run his fence across an old Indian trail. The easy-going Tualatins would probably have let the matter pass, but not the more aggressive Klickatats who used the trail as a horse path. They would cut the fence and no sooner would McLeod repair it than they cut it down again.

The desperate McLeod quickly tired of repairing his fence so appealed to the early court of the county but received a setback. The Indians were represented in court by the Indian Commissioner who argued that the Klickatats were being deprived of their rights as the trail was rightfully theirs by “right of conquest.”

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The Tualatins were constantly plagued by the slave-raiding Klickatats from across the Columbia River — they made frequent slave-raids, signalled with the call of the hoot owl. The Tualatins quickly learned to fear the call of the owl; real or imitation.

Evidence still remains in the valley of our earliest inhabitants. They had winter homes near Gaston, Hillsboro, Forest Grove and Beaverton where an occasional arrow head or stone skinning knife is still found. Perhaps the only known Indian rock carvings west of the Cascade foothills are 3 or 4 miles west of Gaston on the Patton Valley Road. The Tualatins (they called themselves "Atfalati") said the carvings were a memorial to a brave and courageous girl who, by well chosen lies, turned back a raiding party of Tillamooks.

By a treaty written at Champoege on April 19, 1851, the Tualatins agreed to relinquish their lands for certain considerations and money. (They were to receive a total of \$40,000 of which only \$500 would be in hard money, and the balance to be paid in goods such as blankets, shirts, tools, etc. — "all of

*Clifford H. Moulton*  
Sales Representative

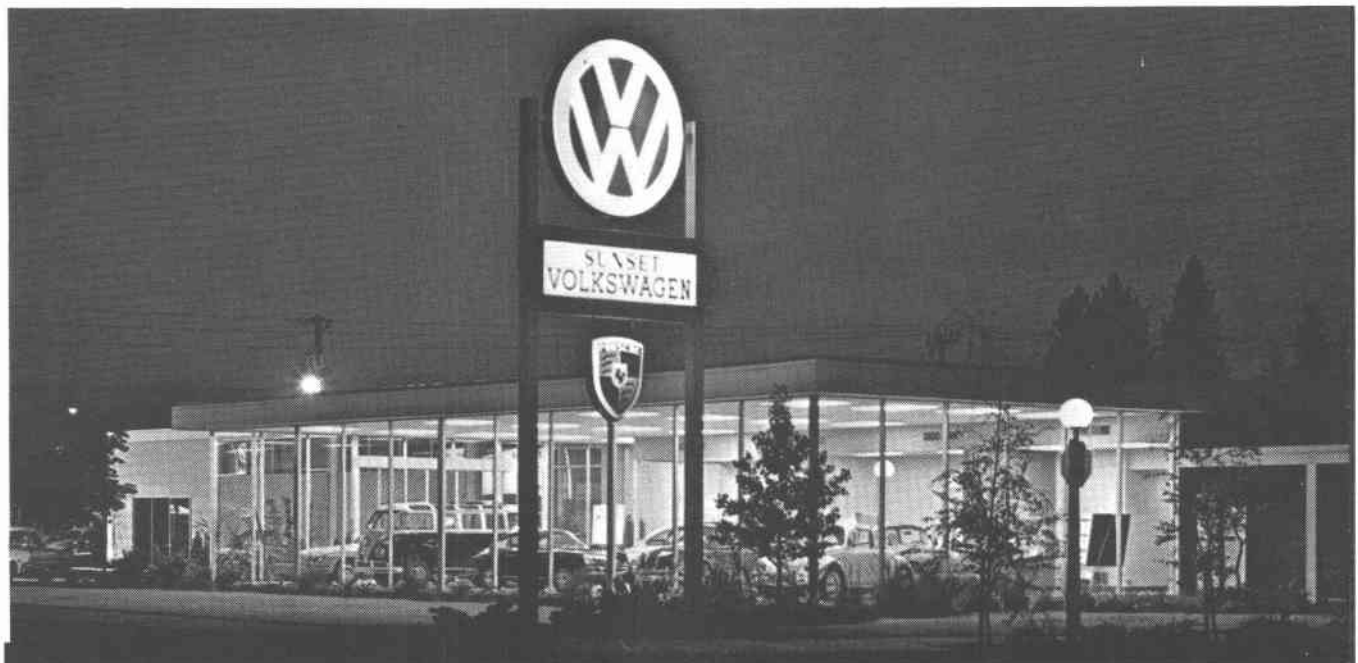
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which are good substantial articles.") The Dayton treaty signed in 1854, of which Palmer had a hand, required them to vacate all lands in the Tualatin Valley and to remove themselves to the Grand Ronde Reservation. By mid-1856, there was not a single Indian encampment remaining in the valley. Only once, following the Tualatins' retirement, did they regain a role of importance . . . in 1860, the United States Cavalry asked the "tame" Tualatins if they "would mind" helping them repel the so-called "wild" Klickatat tribes who had extended their range of operations into the Willamette River area as they had discovered that the slave market in the Tualatin Valley had been eliminated. History doesn't record if the Tualatins rushed to the rescue.

\* \* \* \* \*



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## From Whence all Beginnings Begin . . .

High up on Skyline Boulevard, overlooking the Tualatin Valley and Beaverton, there is a small but tremendously important — and little known — State Park called the “Willamette Stone State Park.” This is the actual location of a small marker designating the intersection of the Willamette Base Line and the Willamette Meridian. Quite often ancient abstracts will refer to geographical locations as being established according to this surveyor’s monument.

All donation land claims in the Beaverton area and entire Willamette Valley were established in location from this stone.

This mark was established by John R. Preston on June 4, 1851, the first Surveyor-General of the State of Oregon. The monument reads, “This stone was the start of the sectionizing of the Public Domain on the North Pacific Coast and the Monument is of particular interest to all Surveyors and Abstractors. Its geographical position is 45° 31' 10.831" in Latitude and 122° 44' 33.551" in longitude. The cover photo was taken at a point just north of this park on Northwest Skyline Boulevard.

## First Donation Land Claim

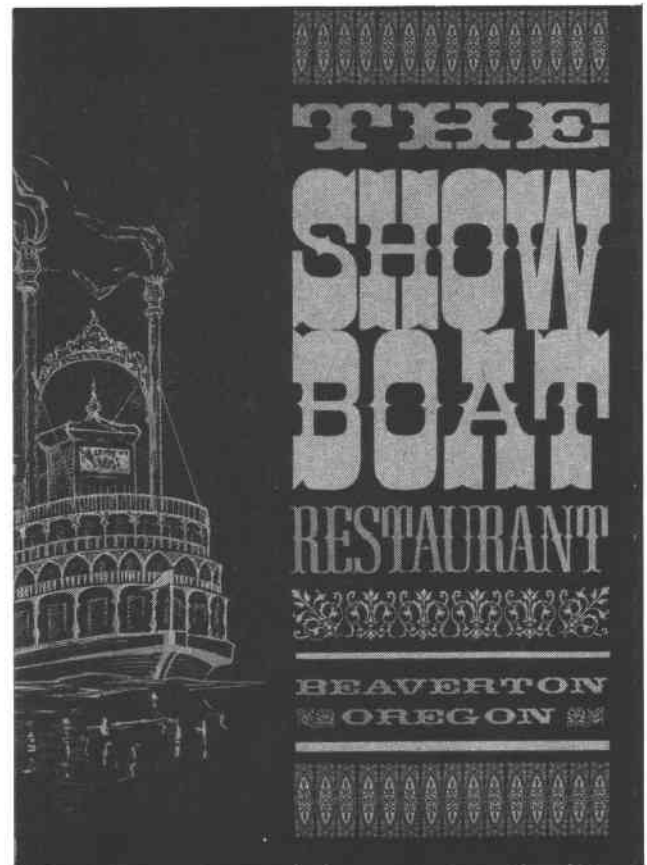
The first donation land claim to be located entirely within the city limits of Beaverton was owned by Samuel Stott, who had arrived in Oregon in September and by the 15th of October, 1851 had settled their claim.

The Stott claim was entirely surrounded by beaver sloughs. Their cabin and orchard were located where the Beaverton High School now stands. Stott Street, a small North-South Street between Farmington and 3rd, and 2nd Street formed the boundaries of their old farm yard.

The Stotts had 8 children, and for several years employed Mary Ann Spencer as their teacher until they moved to land near Wapato Lake in Yamhill County.

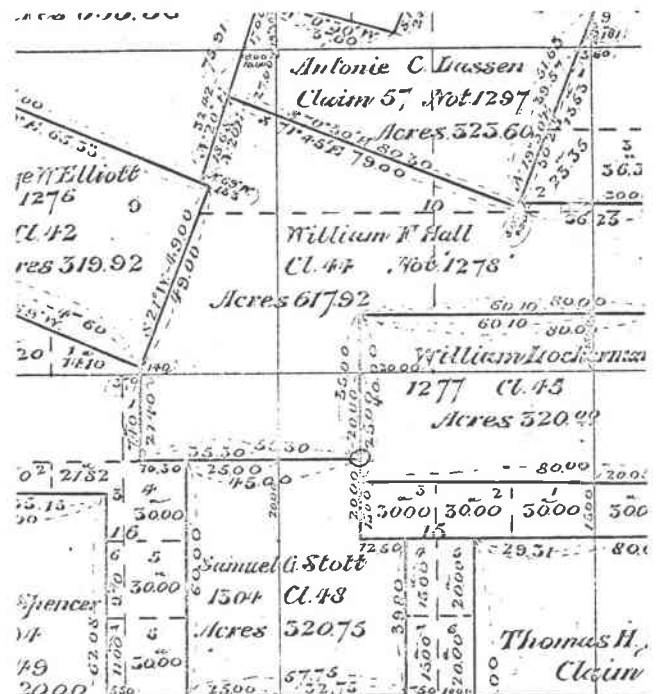
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Farmers in the Tualatin Valley “struck it rich” back in 1867 — eggs were sold to miners in the gold camps of California and Idaho for as much as \$1.00 each!



## A Letter to a Friend

There is no substitute for an eyewitness account of a happening long-gone ... this very personal letter written to an old family friend describes early Beaverton much more poignantly and graphically than an edited historical record could have done. We are indebted to Miss Alice M. Watts of Beaverton for bringing this family treasure to our attention. The author of this letter was Isabelle Watts Strong, daughter of Mary Ann Spencer Watts and William Watts, and describes her girlhood in the Beaverton area during the years following 1862.

*Dear Birdie: (Mrs. Otto Dieckhoff of Alsea, Oregon) The very name of Beaverton thrills me with joy, it was there I lived with my old sainted parents and helped them plant the gospel in that place. The land was on over-flowed beaver dam swamp, so the home steads settled around it on more raised portions, yet on rich swale land and easily cleared on low parts of our homesteads. Ours was of this kind. No one thought the low swamps amounted to anything. In fact, they could not drain it, as it covered miles and miles through the valley. Oh, I can hear those frogs yet, armies and armies of them, all in training to hold all-night concerts.*

*I grew up with Beaverton and every change was a miracle to me. Finally, rich men came to Portland from the east, who knew the untold wealth of beaver dam land. They bought up or took up these mosquito, frog lands, and put whole colonies of Chinese to work to dig a real creek. Little boats skimmed along nicely on it, while all could cross it on bridges. All through the lake, under ditches and drains were dug. Oh, a real garden of Eden was converted from our frog ponds. For centuries the beavers had thought it was their business to build homes and dwell here. The drained land was all composed of leaf mold eight to ten feet deep. Any time in the summer, the farmers could run the handle of their hoes and spades down through the light flour-like mulching and not touch bottom.*

*There were very few houses in Portland then. Even the old Methodist preacher, who married Mr. Strong and me, preached in a shack up on stilts above "high water" in north Portland. The hogs and cattle that ran loose made their sleeping place under the church shack. Often Rev. Flinn would have to stop preaching and all the men and dogs who came to church would all go out and drive the hogs away, so he could proceed with his sermon. Now, don't laugh for God was there.*



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# Railroads Influence Founding of Beaverton



Back in 1870 Holladay's railroad companies agreed to recognize the platted area of Beaverton as a city with the provision that at least one commercial building be constructed. George Betts accepted the challenge and built a log structure on the corner of what is now Farmington and Angel — and immediately sold it to Jesse N. Griffith who used it for a store.

## Holladay-Gaston Battle Spurs Growth — Starts Building Boom

Two industrial giants of a century ago, Joseph Gaston and Ben Holladay, had a great influence upon the development of Beaverton — although neither gentleman lived in the area; other than “just passing through” to check on progress of their railroad companies.

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Murphy's Oregon Business Directory of 1873 described Beaverton as: “a post office in a prosperous farming neighborhood”.

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The famous Federal Land-Grant Act of July 25, 1866 signalled the “high-balling” of railroads down the Willamette Valley, with branch lines into the Tualatin Valley. The big prize was a line from Oregon in California: coveted by many northwest companies, but the race finally narrowed down to two contenders. Two major routes from the rich farmlands into Portland were being considered — the “Eastside” route and the “Westside” route. Beaverton area residents favored the westside routing as it would serve to open the farm lands that lay in the path of this line for commerce with Portland markets.

Joseph Gaston applied for a Land-Grant for his “Oregon Central Railroad Company” to run through Beaverton on the way to California and actually started construction of the road beds when California interests incorporated another railroad company by the same name to use the eastside route. Because of an alleged irregularity in the corporation charter of Gaston's westside line, the original “Oregon Central” was declared void by the legislature. Gaston was not one to give up easily as he contested



*The type of locomotive used when Ben Holladay reached Beaverton on the 18th of December, 1871.*

the legality of the newcomer on the eastside. By early 1868, all progress had come to a complete halt as the two contenders fought it out in the courts.

Ben Holladay arrived on the battle scene and took advantage of the situation by buying control of the eastside company, and then was able to gain control over Gaston's westside line on July 2, 1870 and combined the two companies into the “Willamette Valley Railroad Company.” Holladay continued the construction started by Gaston and steamed into Beaverton on December 18, 1871.

While this battle was raging between Gaston and the California interests, the situation wasn't exactly quiet in Beaverton. Many of the area's residents were positive that the railroad would eventually push through the valley, and they didn't care whose line it was just so it served the area later to be called Beaverton. Joshua Welch began planning a city based upon this hope — he pictured his town as a terminal on the California route. Welch platted Beaverton late in 1868, offering a right-of-way to the railroad even though at the moment it looked as though the court battles could rage on for years.

Ben Holladay established a new “first” in gaining



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on its 75th Anniversary**



control over Gaston's line by demonstrating the value of a well-planned and well-organized public relations program. He also proved the value of hiring paid lobbyists to influence the members of the legislature. Holladay used "every trick in the books" to influence public opinion toward him and his company — he is said to have subsidized newspapers to advocate his cause and sing his praises, "bought off" politicians, and treated with contempt the rights of all who dared to question his career.

Gaston's account years later stated, "Holladay appeared in Salem as the host of a large establishment, dispensing free meat and drinks to all comers, and otherwise equipped with all elements of vice and dissipation." It was later estimated that Holladay spent about \$35,000 for his public relations program, but it apparently was a "buck well spent" as Ben Holladay was the man who greeted Beaverton's pioneer welcoming party as the first trains crossed "Beaverton Ditch" in 1871.

## Electrics Down the Valley

During the early 1900's, many communities in the United States were being served by quiet, clean and dependable electric railways. For a number of years Beaverton wondered if they would be so lucky. Several companies announced grandiose plans to electrify the valley, but of the many proposals, only the Oregon Electric Railway Company and the Portland, Eugene and Eastern Railway (later owned by the Southern Pacific) made the grade. The Oregon Electric shot their main line toward Salem through a low pass in the West Hills south of Bertha with a branch line at Garden Home extending into Beaverton and on to Forest Grove. By the fall of 1908 the O.E. was in full operation in the Tualatin Valley.



Beaverton's Oregon Electric railroad station was a bright spot on our landscape. This view was taken near the present location of the Beaverton Postoffice looking toward the West Hills. (Photo courtesy Mrs. Fred Groch)



Oregon Electric lines branched at Garden Home—one line to Beaverton and Hillsboro and the other down the valley to Salem. (Photo courtesy S.P.&S.)

Gay, bright orange motor cars adorned with arched art-glass transoms over the windows, green plush seats and dark mahogany trim gave Beaverton residents a taste of luxury. Schedules were frequent: by 1909, the fleet had grown to 38 daily trains leaving their Portland terminal. Speed was comparatively high — the "limiteds" averaged 33 miles an hour.

The O.E. was operated by telegraph; they had used a telephone system for awhile but the problem of keeping induced current off telephone lines was a hot one . . . after a few shocking experiences with a line too near a 33,000 volt circuit, the operators had little use for the instruments —sometimes they sizzled "like hot lead."

The first Oregon Electric station in Portland was in a rented building at Front and Jefferson. The owner also rented space in this triangular building to three saloons: one on each corner. Randall Mills,



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in the Oregon Historical Quarterly, related this observation: "More than one traveler in a hurry to catch a train found himself in front of a bar. Sometimes late Saturday nights some of these travelers had stopped at too many similar institutions and were ready for a fight. Occasionally irate citizens of Salem or Hillsboro had to be pacified with a bung starter." It is assumed that Mr. Mills did not intentionally slight Beaverton travelers by excluding them from this general grouping.



*Oregon Electric's deluxe observation car. (Photo courtesy S.P.&S.)*

Regally elegant observation cars were added to the O.E. lines in 1910. At the rear was a roomy, open platform, covered by a monitor and dome and protected from the sun by a gay striped awning. Around the platform was an elaborate brass grill and rail; on the rear, a large illuminated drumhead carried the company's herald. One car bore on its side in gold letters the name "Sacajawea," and the other, "Champoeg." The Champoeg now rests in a private rail museum at Glenwood.

The success of Jim Hill and his Oregon Electric aroused the ire of Alvadore Welch of Southern Pacific. Hoping to minimize the four-year head start of the O.E., he began using McKen gas-electric cars on their established tracks, but the public preferred the all-electrics so they were forced into converting their cars to meet the demand—and competition.

Welch's strategy was to discreetly gain control of the Portland, Eugene and Eastern and then announced he would use it as the operating company for its proposed electrification, while quietly buying several other short lines throughout the state. Early in 1912 it became evident that the S.P. would be in a position to web the entire Willamette Valley with their combined lines, and effectively combat the well-established Oregon Electric.

The Southern Pacific conducted a naming contest for the new line — Lewis A. McArthur of Pacific Power and Light Company won \$25 for his suggested "Webfoot Route," a name suitably acclaimed and promptly forgotten: the public refused to call it anything but the "Red Electric." The S.P. passenger equipment was painted a glossy red, and round windows flanking the rear center door gave the cars the familiar nickname of "bulls-eyes."



*The ticket-agent's office was a beehive of activity when this photo was taken in 1893. (Photo courtesy Oregon Historical Society)*

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*This group of stalwarts composed the pipe-fitting crew at the "Red Electric" shop located where 5th street crosses the S.P. tracks. Elmer Stipe is at right-front, the identity of the others is unknown—taken on the 9th of November, 1913. (Photo courtesy Elmer Stipe)*



*Red Electric's "Bulls-eye" passenger cars used on Southern Pacific's line through Beaverton between 1914 and 1929. (Photo courtesy Elmer Stipe)*

Welch and his Portland, Eugene and Eastern pushed ahead with plans to electrify in "grand style" — new shops were built in Beaverton in 1913 to service the new electric cars. On the 15th day of January, 1914, the P.E.&E. made a trial run from Beaverton to Gaston. Power came from the Cazadero plant of the Portland Railway, Light and Power Company and was transmitted to Forest Grove by a 13,200 volt feeder.

Beaverton was justifiably proud of having the distinction of being served by two major electric railway companies — a period of bliss enjoyed until May of 1931 when the Oregon Electric suspended operations "due to competition," not from the rival S.P., but from the automobile. They should have seen the handwriting on the wall on September 27, 1907 when a Buick drove from Portland to Eugene in less than two days — the driver said he could have made it in one day if he'd tried.



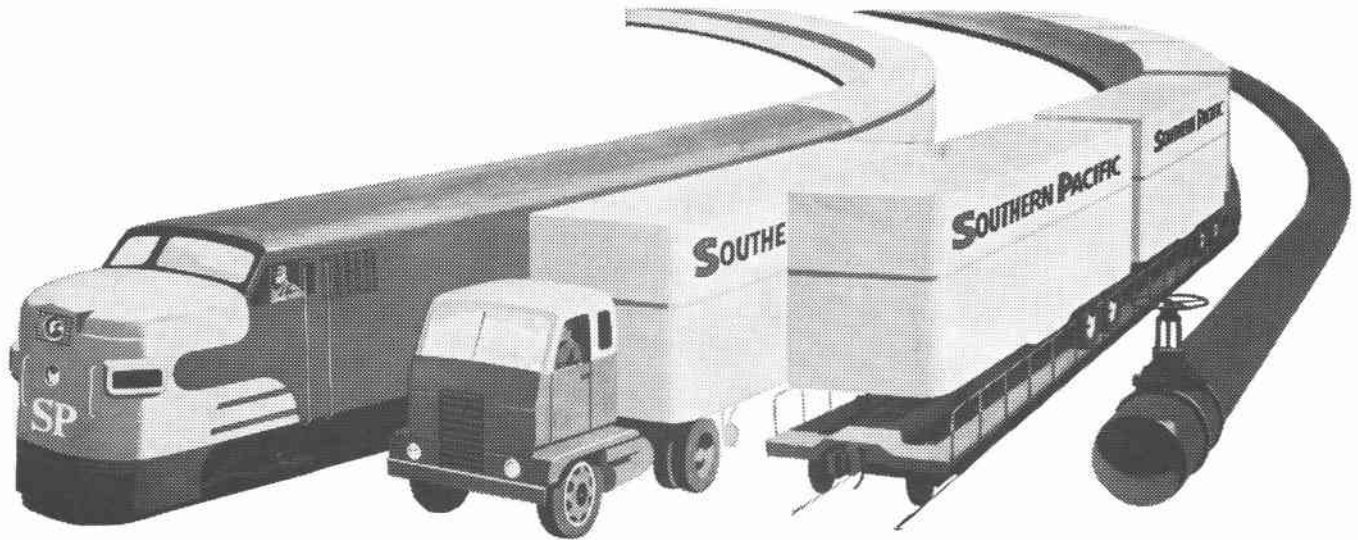
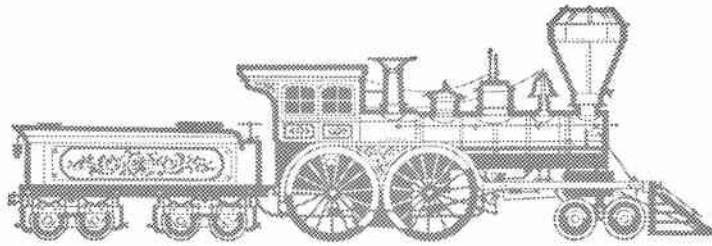
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## Southern Pacific salutes the City of Beaverton on its Diamond Jubilee year

SP's pioneer rails — laid by the old Oregon Central Railroad — were serving Beaverton as early as 1871. The line became a part of the SP system in 1887, six years before Beaverton became a chartered city. We are proud to have played such a role in your history of growth and progress, and we look forward to many more years of meeting the transportation needs and furthering the industrial and economic development of the Beaverton area.

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*Beaverton's first permanent school building—located near "Beaverton Ditch" on the present Safeway Store site. Note the fence surrounding the building, and the stile at the right: this was to keep cows on Broadway and out of the school*

*yard This picture was taken in 1871 and shows the building in its original form—there were several additions made during the next 40 years before being vacated (Photo courtesy Alice Watts)*

## Beaverton's First School Teacher Came To Oregon "Around the Horn"

Beaverton's first official "school marm" — Mary Ann Spencer Watts -- came to Oregon the "hard way."

Peter Spencer and wife Mary Ann traveled east from their home in Cincinnati, Ohio and sailed on a clipper ship via Cape Horn. They arrived in Portland on the 25th day of August, 1851 after 6 months on stormy and wild seas. The Spencers settled on a land donation claim in the area now known as the Hyland Avenue district -- a 320 acre claim with Menlo Drive forming the western boundary and with Farmington Road on the north. 145th Avenue cuts through the middle of the farm.

Peter Spencer did not live long enough to finish a house on his new claim, nor did he live to see his son Horace. Mary Ann told her grandchildren of Peter Spencer's passing -- apparently it was obvious that his hours were limited as all their neighbors came in the evening to pay their last respects, and as they left they told Mary Ann Spencer that "they would be back in the morning." Early the next day a few of them did return with a hastily constructed box for a coffin, and as they reached the

burial plot Mary Ann found that neighbors for miles around were gathered there.

After the service was over, Mrs. Samuel Stott (who lived just east of the Spencer claim) put her arm around Mary Ann's shoulders and said, "come



*Mary Ann Spencer Watts, Beaverton's first school teacher. (Photo courtesy Alice Watts)*



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*Beaverton's first public grade school as it looked to these students in 1911. This building was located on the present Merle Davies School site.*

Cornelius was No. 2; Hillsboro No. 7 and Forest Grove No. 15. Beaverton's School District No. 48 was made "official" on the 14th of May, 1874.

live with us ... we're feeding 10 mouths now so another won't make a bit of difference. Besides, the Stott kids need a teacher." So Mary Ann Spencer returned to her earlier profession as a school teacher: she had taught at a seminary in Cincinnati. The Samuel Stott home with its first class in the three R's was located at the site of the present Beaverton High School.

Mary Ann Spencer's prowess as a teacher quickly became known throughout the growing community, and other children joined her classes. The Stott home soon became too crowded to hold the group so the neighbors "chipped in" with labor and materials and built a one room log cabin on the Spencer claim on Ash Creek (now known as the junction of Johnson Creek and 145th). "Mary Ann's School" was opened for business in the fall of 1852 and was in continuous use until 1871 when a new and larger school was built on the present Safeway store site. Mary Ann Spencer remarried in 1854 to William Watts, a Columbia County pioneer, and continued her teaching career for many years.

## County School Districts Formed

The first school district to be officially organized in Washington County was formed by Rev. Horace Lyman at West Union on June 1, 1851, and has been known as School District No. 1 ever since.



*Cooper Mountain school looked like this sometime early in the 1900's according to Jake Kemmer of Beaverton who furnished this photo. Shown (left to right) are Edna Reusser, Clement Kemmer, Fred Reusser, Loyd Bigelow, Myrtle Bigelow, Bertha Reusser, Mrs. Alexander Reusser, Mrs. Nick Kemmer holding Albert Kemmer, Eva Kemmer, Ivy Peterson — the teacher — and Justin Gassner; sitting, Susie Kemmer and Ivy Livermore.*



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## "Lick'em and Larn'em"

School teachers in the early days of Washington County had to be made of the "sterner stuff" -- quite often the boys would be 20 or more years old before even finishing grade school, and too often would be bigger and stronger than "teach." *The men teachers were considered fair game for the older boys -- they would attend school just long enough to find an excuse to throw the teacher out the window without bothering to open the window first.* If they failed in this they usually finished out the school term considerably subdued.

*This class made history—they were the last to graduate from the old school on Broadway in 1910.*

Large bundles of switches were generally kept in plain view on the teacher's desk, and were replaced frequently as they wore or dried out. Other teachers found it expedient to keep a blacksnake whip handy as a "persuader." Even with such occupational hazards, our early teachers were expected to maintain strict discipline from 7 a.m. to 6 p.m., light the pot-bellied stove, cut wood, read and interpret the law books of the region and preside at school social functions . . . *all for \$1.25 a day.*

## First Public School Location a Heated Issue

Following the platting of Beaverton in December, 1868, "speculative fever" brought about rather lively discussions among the residents of the growing community as they reasoned that the new town would grow up around the school. Aloha-Huber residents wanted the school left right where it was -- "Mary Ann Spencer Watts School" on the Spencer claim -- while those living in the West Slope area wanted it moved closer to them.

Richard Perkins, who lived at Huber Crossing, led



Mrs. Elmer Stipe (right) was teacher for this grade school class -- the first in the new school on the present Merle Davies site. (Photo courtesy Elmer Stipe)

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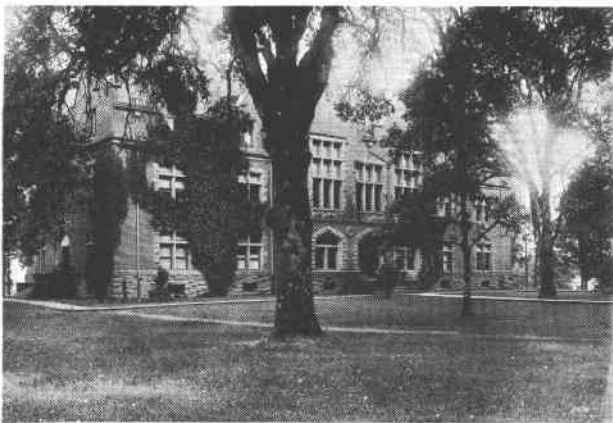
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the fight to keep the school "right where the dad-burned thing is now" ... and **Mike Kennedy** led the opposition to have the school built midway between Beaverton and West Slope. Kennedy's farm was located on the old William Lockerman's claim; near where the present St. Matthew's Lutheran Church is located.

Perkins and Kennedy met at Griffith's new store in Beaverton and "had at it" in a lively debate. A sizable crowd appeared to cheer them on (some claimed they were there to "egg 'em on") and after a full day of heated discussion, they agreed to compromise by locating the new school midway between the old location on the Spencer claim and Kennedy's farm ... which figured out to be a few hundred feet from "Beaverton Ditch" on Broadway (near the present Safeway Store site).

**Ida Watts Burns**, sister of **William Watts** (husband of **Mary Ann Spencer Watts**) was the first primary teacher in the new "off-Broadway" school while **Horace Spencer** (son of **Mary Ann Spencer Watts**) taught the upper grades.

This school was in use from 1871 until 1910 when it was decided that the original building could stand no more additions. At that time the Beaverton School Board authorized the purchase of land from **Meier and Frank Company** for \$1500, and a new building was started at the present site of the **Merle Davies School**. This school then served the area until 1937, when the now existing **Merle Davies grade school** was built and the old one was destroyed.



*Pacific University in Forest Grove (1910 photo) originally called Tualatin Academy by founder Rev. Harvey Clark (Photo courtesy S. P. & S.)*

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*Ida Watts Burns (Beaverton's first primary teacher) and brother William Watts -- husband of Mary Ann Spencer Watts. Note the 'classic' styling in this 100 year photograph.*

The first known school in Washington County was thought to be the one founded by the **Rev. Harvey Clark** and "**God Almighty Smith**" about 12 miles from Beaverton, near Tualatin Plains. This school was organized primarily for the education of the Indian children, but was also open to whites and half-breeds. It is important to note that this school was "free to all." This school was recorded as being opened for students on the 11th of November, 1842.

Both Rev. Clark and Rev. Smith were active in the Provincial Government of this area, aiding in its formation. Rev. Clark later was instrumental in the organizing of the Tualatin Academy in Forest Grove -- later to be better known as Pacific University. A large part of the Clark homestead was donated to the university.

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## A Strange Dog Story

Mrs. Mary Ann Watts — Beaverton's first school teacher in 1852 -- told of this unusual event: Her husband was away from home on a business trip so she was left home alone. One day, a strange, large dog came to her door and ran into the cabin and hid under the bed. No amount of coaxing would lure him out so she decided to let him remain there for the night. Late that night she heard a group of Indians moving around the cabin ... the dog went to the door and barked and frightened the Indians away. This furry guardian stayed with her for two more days, then disappeared -- never to be seen by Mrs. Watts again. She later stated that she was certain that "God in his kindness" had sent this mysterious dog for her protection.

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Back in 1865, steamboats carried freight and passengers on the Tualatin, Yamhill and the upper Willamette Rivers. Captain Joseph Kellogg formed a steamboat company with two vessels — the "Onward" and the "Yamhill" — but had to go out of business within a few years as his boats became stuck on the sand bars at the mouths of the Tualatin and Yamhill Rivers "once too often." He applied for government aid in getting the shoals dredged out, but was turned down.

\* \* \* \* \*

## DATES FROM 1892 . . .



The Freedom farm home was constructed in 1892 . . . one year before the City of Beaverton was incorporated. Note the classic design that was so popular with homes of its day. Mr. John Freedom was born in Sweden and purchased the 37½ acre farm in 1892. He farmed and was also involved in selling lumber.



## THE HOME TODAY . . .

Today, the Freedom home has been remodeled and beautifully maintained on a 3/4 acre plot at the end of S.W. 90th off Jamieson Road. In 1964, the home was purchased by Mr. and Mrs. Gordon Harder. This fine example of our early-day homes stands as a tribute to times gone by!

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## Bank of Beaverton Improves with Age



Back in 1910, the Bank of Beaverton was "brand new," when the city's streets were as "muddy as a street in Gunsmoke." W. E. Pegg — then mayor of Beaverton and James Mott were among the organizers.

Pegg was appointed president of the new institution located on Broadway (about where Weiby's Shoes are located today) and Ray Bolger was cashier. Mott chose to serve as a director.



*The Bank of Beaverton was founded in 1910 with W. E. Pegg as president. This view was taken before the move from the Broadway Street location to the corner of Farmington and Watson.*



Doy Gray purchased the bank at about the time of the First World War (exact date unknown) and moved it to the present location of Millers Grocery. Later, Gray moved into a new building across the street at Farmington and Watson and operated the Bank of Beaverton at that location until the critical days of 1933 when banks "took a holiday." Gray did not reopen.

In 1934, Jay Gibson — president of a bank at Gaston — realized the potential of the Beaverton area, formed a new corporation and opened the bank under the name of the First Security Bank. Gibson operated this bank until the United States National Bank of Portland purchased it in 1953. Mr. E. R. Mitchell, cashier of the First Security Bank, became the first manager of the new Beaverton Branch of the U.S. National Bank and guided it through the transition. Mr. James L. Huygens, present manager, was appointed to this position in 1955.

Beaverton was growing rapidly and the U.S. National was growing with it, and soon became too large and too busy for their quarters. Nine years after acquiring this branch, Manager James Huygens mailed these invitations: "You are invited to attend the U.S. National Bank's opening of the new Beaverton Branch building on Tuesday, May 12, 1964. Our new building is located on the corner of S.W. Farmington and S.W. Hall, one block east of our present location. Miss Beaverton of 1964 contestants will be present for ribbon cutting ceremonies at 10 a.m."

*"Ribbon cutting day" for the U.S. National Bank on the 12th of May, 1964. From the left: E. J. Kolar, president; Steve Loy, Mayor of Beaverton; Donna MacKenzie, Miss World Trade; and J. L. Huygens, manager—Beaverton Branch.*



*The United States National Bank building as it appears in its new location on the corner of S.W. Farmington and S.W. Hall, one block east of the original location on Watson.*



*Jay Gibson's First Security Bank at Farmington and Watson. Prior to 1934 this building was the home of the Bank of Beaverton.*



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**U.S. NATIONAL BANK OF OREGON BEAVERTON**  
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# Handset to Offset — Valley Times History

The history of newspapers in Beaverton traces back to the founding of the Beaverton Chronicle in 1891 by Oscar Thayer—some 77 years ago . . . and two years before City of Beaverton was incorporated.

A glance at the page one dateline of this week's Valley Times newspaper reveals that the paper is in its 48th year of continuous publication.

The Valley Times is a consolidation of four weekly newspapers — The Beaverton Enterprise, Multnomah Press, Tigard Sentinel and Aloha News, the Multnomah paper being oldest of the group and providing the link that goes back 48 years.

Following Thayer's Chronicle in Beaverton came Bailey's Saturday Evening Journal in 1903.

From 1909 to 1912, Fry, Emmons and Whitmore edited the Beaverton Reporter.

Earle E. Fisher purchased the Reporter and changed the name to the Beaverton Owl.

A. J. Hicks purchased the Owl after two years of Fisher publishing and changed the name to The Times, the name which was to return many years later.

The late Leon Davis, until recently in the insurance and real estate business in Hillsboro, purchased The Times from Hicks in 1915 and ran it until the National Guard assembled in the spring of '17. When he went into service, Davis simply closed the door and placed a sign on it: "I have gone to get the Kaiser."

R. H. Jones shortly reopened The Times and operated it until 1921.

Howard Boyd started the Beaverton Review in 1922 and in 1923 J. H. Hulett and Glen Miller took over. Glen Miller was publishing the paper in 1939.

Meanwhile, H. H. Jeffries had started the Aloha News and Tigard Sentinel, and had acquired the Multnomah Press and also operated the Multnomah Press.

The Beaverton Review died but the Enterprise carried on. Jeffries sold the four papers to Stan Netherton, now living in California.

Early in 1951, Netherton sold to Ivan Smith, who died early this year, and H. D. and Dan Powell, who consolidated the four papers under the name, The Valley News.

Hugh McGilvra and Elbert Hawkins, present co-publishers, bought out the Powells and Smith and associates late in 1951 and later were joined in ownership by George Hoyt, present manager.

Name of The Valley News was changed to The Valley Times on Sept. 6, 1962, in a move to better serve the Tualatin Valley with a complete "Times" organization including The Tigard Times and The Washington County News-Times at Forest Grove.

The Tigard Times was launched as a subscription paper in February of 1957. The Tri-City News of Sherwood was purchased in 1965 and has changed its name to Tri-City Times to transform it into the Times organization.

Many changes have been made through the years to bring a better product to readers, including a transformation from letterpress to the offset process.

This past year, The Valley Times surged past the 10,000 mark on paid subscriptions to claim first among Oregon community weeklies.

The Valley Times was named first in the nation last year for General Excellence and second on Editorial and News content in competition sponsored by the Accredited Home Newspapers of America and this week announces having won first in both classifications nationally as well as receiving Honorable Mention for a Feature Story written by Brenda Holman.

The Monthly Bride Supplement edited by Lida Belle Swain last year won first in the state in competition by the Oregon Press Women.

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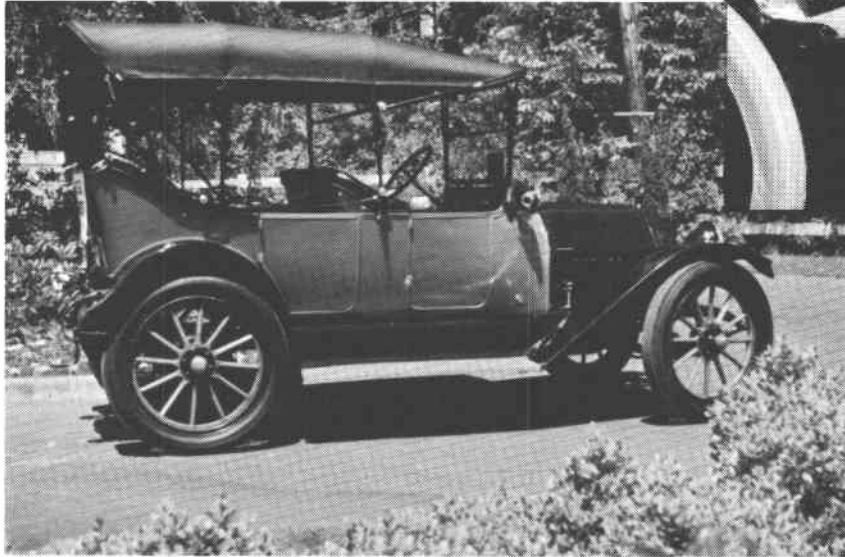
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# A Half-Century Selling Cars

Guy Carr, Beaverton's Chevrolet dealer on Canyon, celebrates 50 years in the automobile business in this area while Beaverton is celebrating her 75th year as an incorporated city.



## FROM CARR'S COLLECTION:

Pictured here are only 4 from Guy's collection — like all "car buffs", he is constantly looking for more.

**ABOVE:** Guy poses at the wheel of his snappy 1912 Ford.

**LEFT:** 1913 Chevrolet Touring.

**DOWN:** 1902 Ford runabout  
1930 Packard

Horseless carriages have figured in the Carr family for over 50 years, as Guy's folks started a Ford dealership in Beaverton in 1913, and Guy joined them in 1918. He sold Fords at Farmington and Angel until 1930 until being burned out, then operated an auto repair service on Canyon Road.

In 1937, Guy took over the Nash dealership and operated it at the present site of Siebert's Furniture store, and in 1940 he bought the Greg Owens Chevrolet Agency and for a time operated both agencies. In 1951, Guy Carr moved to his present location on Canyon Road.

Guy turned over management of his company to his son-in-law, Bob Carl, "so he could enjoy his retirement" but has been busier than ever with cars. Guy's hobby is collecting and restoring old cars — he now has eleven in "mint" condition that he has personally torn-down, rebuilt and painted in his own shop on his farm.

\* \* \*

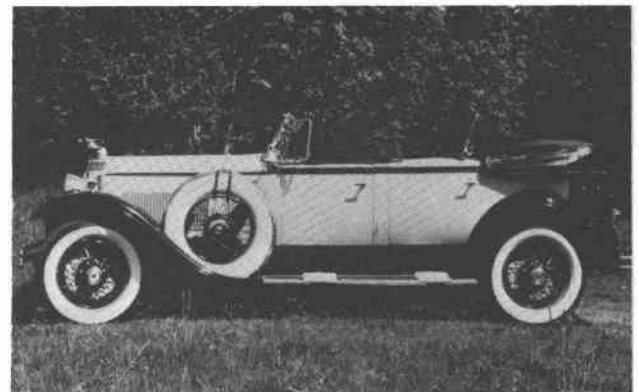
Back in 1917, local ordinances proclaimed that the speed limit for automobiles was 10 miles per hour; 4 miles per hour at intersections.

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## Silk Worm Beats Meek

The invention of the silk hat indirectly had a bearing upon Joseph Meek's future course of life . . . Meek and his Rocky Mountain hunters were forced into settling down as farmers in the Tualatin Plains when the market for beaver pelts dropped to an unprofitable level — the "beaver hat" was no longer in demand.

Meek and his men didn't take kindly to the idea of farming — they had been used to the easier life in the mountains. One of Meek's men journeyed to Oregon City to ask Dr. McLoughlin for credit on his supplies and the Doctor turned him down. Meek protested but the Doctor stood firm — finally, after much haggling, Meek asked, "What do you expect us to do, starve?" Dr. McLoughlin answered by exclaiming, "Go to work! Go to work!" Meek answered by saying that work was something that they didn't want to do.

Meek left an indelible mark in the history of the Tualatin Valley even though he would rather be anything but a farmer. There is a marker on the Sunset Highway that says, "This marks the Land Claim of Joseph L. Meek, famed and unlettered "Mountain Man", who arrived in 1840 after driving

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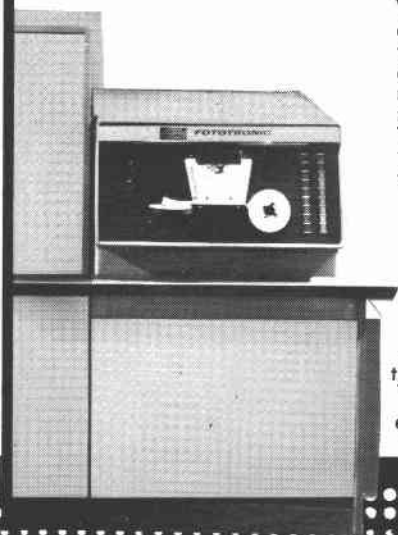
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from Fort Hall to Walla Walla in the first wagon on that part of the Oregon Trail. He was a founder of the provisional government; served as the first sheriff, the first marshal, the first census taker. He carried word of the Whitman Massacre to Washington, D.C., where President Polk, whose wife was his cousin, received him. Named marshal under the new Territorial Government, he accompanied Governor Lane to Oregon. His final Indian fighting was as a soldier in the Yakima War, 1855-56. He died here in 1875. A neighbor called him: "Very popular and as brave as Julius Caesar."

Joseph Meek was married three times, each time to an Indian Princess: the last wife was the daughter of Chief Kowesote, chief of the Nez Perce tribe. Meek definitely "left his mark" as he fathered 12 children.

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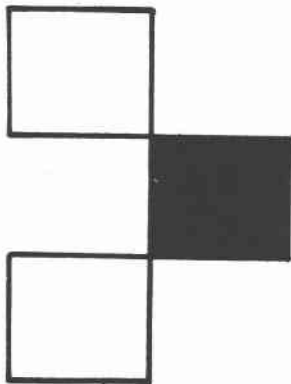
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*Cordwood for the "wood-burners" was an important crop for Beaverton area farmers. It was common to see mile-long stacks piled along the tracks between Beaverton and St. Mary's at the turn-of-the-century. (Photo courtesy S.P.&S.)*

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252 S.W. 1st - Beaverton

## Beaverton's School Teacher

Mike Metzger is quite fondly remembered in the Beaverton area — his strong determination to excel in every endeavor "rubbed off" on all who came in contact with him. Mike came to the Beaverton schools in 1922 as a coach and teacher, but did not remain long in that position, as changes in the curriculum, school buildings and staff put Mike at the helm of the combined school district as a superintendent in 1925.

Mike remained as the superintendent until the high school became a "Union School" — he then moved up to be at the head of this new school while Errol Hassell became the "super" of the elementary schools.

Mike Metzger retired in 1953 after serving 31 years as coach, teacher and superintendent. Mike saw the enrollment of the high school grow from 115 to over 1200 at the time of his retirement — he is well remembered by his former pupils as being "rough, tough and fair."



*A Sunday school picnic taken in 1893, the year Beaverton was incorporated. Ida Burns, the teacher, is at the right. She was Beaverton's first primary teacher in the new school on the present Safeway Store site. This picture is thought to be taken on the Hocken farm near the Beaverton City Park on 4th. (Photo courtesy Alice Watts)*

## Religion Came Early to the Tualatin Valley

Spiritual guidance was first offered to the residents of the Tualatin Valley in 1839 when Rev. J.S. Griffin, Rev. Asahel Munger and their wives were fitted out by the North Litchfield Congregationist Association of Connecticut and told, "go west and spread the gospel." They spent their first winter at the Whitman Mission and arrived here in 1840 to join the newly organized Methodist mission. Rev. Griffin settled on a claim near Hillsboro and became the pastor of the first Congregational Church in Oregon — and the first church in the Tualatin Valley.

In 1842, Rev. Harvey Clark, Rev. Alvin Smith ("God Almighty Smith") and P. B. Littlejohn arrived here from the east to assist their predecessors in bringing Christianity to the Indians and "back-sliding" whites, but they failed to get the support of the home church board, and likewise failed to convert the In-



### ALL DRESSED FOR THE JUBILEE!

See this charming, hand-smocked dress by POLLY FLINDERS. Delicate detailing and perfection in quality!

## KANE'S TOTS n' TEENS

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dians. Rev. Clark and his wife then organized a school for the settlers' children in their cabin and later expanded this school into the Tualatin Academy at Forest Grove. Clark and Smith joined Griffin at that historic meeting at Champoege.

Jason Lee preached at the first camp meeting held in the Tualatin Plains in 1843 — his text was, "Where two or three are gathered together in my name, there am I in the midst of them."

Mr. & Mrs. W.O. Hocken, an 1870 pioneer family, donated land for Beaverton's first Methodist Church — now the site of the new Wesley Hall on 4th Street.

The Hocken farm was bounded by Lombard Street on the east, Watson on the west, Allen Avenue on the south and Broadway on the north. The Beaverton City Park on 4th was also a part of this donation.

Rev. Nelson Clark was pastor in 1885, and Rev. Harvey Hines preached the dedicatory sermon . . . Hines was one of the pioneer circuit riders of the area and was also editor of the Pacific Christian Advocate of Portland. A published description of

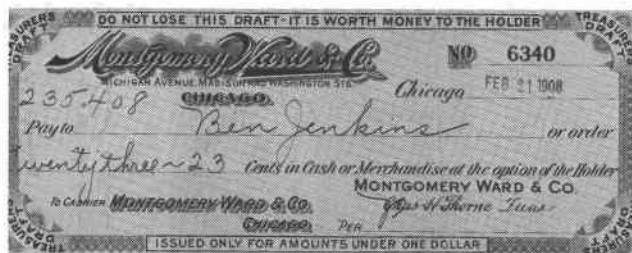
the dedication services read, "a good congregation attended and good attention was paid to the word."

## Catholic Church Dates Back to '76

Masses were said in the different homes in the Cedar Mill area under the direction of Father Joseph Edward Herman . . . later an old block house in Cedar Mill, owned by John O'Brien, was used as a meeting place. In 1880 a church building was completed on 1.4 acres bought for \$14 on Murray Road. In 1882 this building was moved across the road and dedicated in 1884 to St. Anthony of Padua.

Parish headquarters were moved to Beaverton in 1908 with services held in a converted cheese factory located on the property where the Dark Horse and Damerow Ford now stand. The first parish priest was Father Daum, followed by Father James Patrick O'Flynn in 1912. It was in this church that Mrs. Groch and her first husband, Jacob Kemmer, were married.

Some time later a large parish house was built adjacent to the church — this is presently being



Here's a memento from Montgomery Ward's past — this draft was issued 60 years ago in 1908, payable to Ben Jenkins at 4150 S.W. Cullen Blvd.

In 1873, Montgomery Ward sought financing for his new "Golden Rule" mail-order house, but was turned down repeatedly because the money-men thought that his substituting the "Golden Rule" for "let the buyer beware" was an hallucination due to overwork. He persisted and in time proved that it pays to "guarantee satisfaction with every purchase."

Montgomery Ward has enjoyed 10 years of serving Beaverton customers at their location on First and Watson... they've come a long way in the past 95 years!

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used by the Dark Horse. Father Anthony Gerace, present pastor of St. Cecilia's, explained that it was intended to house several priests to serve the parish, which at that time included a church at Cooper Mountain, St. Anthony's in Tigard and St. Matthew's in Hillsboro. (St. Matthew's and St. Anthony's were later formed into separate parishes.)

In 1949, the present church on SE Franklin and 5th was constructed to serve a congregation of 200 families. The old building was torn down in 1951 when Damerow Ford built their show room and garage. At the present time, St. Cecilia's serves 1400 families in the Holy Trinity Parish.

## Sisters of Saint Mary of Oregon

The community of the Sisters of Saint Mary of Oregon was founded in 1886 in Sublimity, Oregon, by His Excellency, the Most Reverend William H. Gross, C.Ss.R. Five years later, St. Mary's home was opened one mile west of Beaverton between the Tualatin Highway and Farmington Road, and the entire community was moved here from Sublimity.

In January of 1902, under the direction of Mother Mary Theresa, Saint Mary's Institute was opened. An addition to serve as a convent and boarding school for girls was built in 1906, which served until 1930 until a fire brought to their attention the need for safer quarters. The new building now known as Saint Mary of the Valley Academy, is of fawn brick in Romanesque architecture, and accommodates over 80 resident grade and high school students.

The present enrollment includes 250 high school students, 150 grade school students . . . from Hillsboro, Forest Grove, Tigard and Portland. Resident students come from areas all the way from Mexico to Alaska.

The academy offers a full four-year high school course, together with special offers in art and music. Besides the academy staff, the Sisters of St. Mary provide teachers for eighteen grade and three high schools in Oregon, plus a grade school in Spokane and Seattle.

The Sisters of Saint Mary also own and operate the Maryville Nursing Home on Farmington Road — opened in 1962 with accommodations for eighty patients. Plans are in progress for a new high school to be erected on their property west of 148th Avenue.

## Travel Yesterday--and Today

Mrs. Carl Andersen, of Andersen's Trailers on Canyon, "discovered" this ad in an 1867 Oregonian at the Oregon Historical Society and felt that it would be an interesting item for this book. Being in the travel business in Beaverton for over 16 years, Mrs. Andersen has been curious about the types of travel equipment used around Beaverton in years past. "Trailers" of 100 years ago were pulled by a team of horses and lacked all the comforts and pleasures of today's models. The Andersens invite you to come in and compare.



## ★ ★ ★ ★ JAMISON'S EXPRESS and PASSENGER LINE

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**THROUGH in ONE DAY!**

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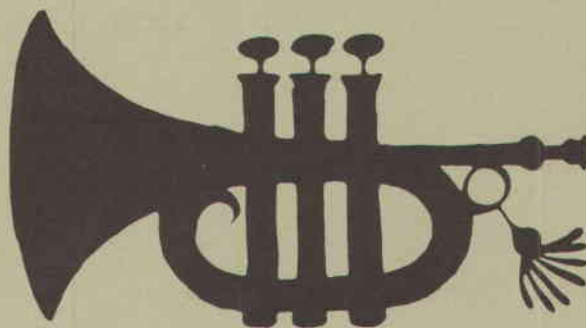
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**644-8730**

11655 S.W. Canyon Rd.

— Beaverton

# A SALUTE TO BEAVERTON



First National takes pleasure in saluting the lively community of Beaverton on occasion of its 75th anniversary.

Your friends and neighbors of the Beaverton Branch of First National take great interest and pride in the growth and progress of the city. They know local business and local problems, and are ready at all times to be of service for any financial need.

Your First National branch is not merely a place to go when you need money. It is a well-trained team of people, ready, willing and able to assist you in any phase of home or business financial management.

This is, in fact, the secret of First National's 103 years of growth—people, serving other Oregon people with every banking need.

## BEAVERTON BRANCH



MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

**Beaverton Diamond Jubilee, Inc. and the Citizens of Beaverton, Oregon**

**PROUDLY PRESENTS FOR YOUR ENJOYMENT**

# **THE BEAVERTON STORY**

**A HISTORICAL SPECTACLE**

**— 5 NIGHTS —**

**JULY 23-27th**

**PRODUCED BY THE ROGERS PRODUCING  
COMPANY — FOSTORIA, OHIO  
JOHN DEAN, DIRECTOR  
Sandy Safford—Assistant Director**

**SPECIAL STAGE ERECTED ON THE  
FOOTBALL FIELD AT THE  
BEAVERTON HIGH SCHOOL**

## **Prologue**

Miss (or Mrs.) 75th Anniversary crowned every night prior to each performance. To honor her are the youth groups of the Beaverton area.

## **Ballad of the First Man**

See the first inhabitants of America as they perform a ritual to their god. Then they are moved away as the pioneer comes . . . leaving a trail of tears in a wound that will never heal.

## **Ballad of the Frontier**

Hear and see the story of the first two settlers of Beaverton—their troubles and their love of the land. Then move on to the first school in Beaverton and a day in the life of the first school teacher; Mary Spencer Watts.

## **Ballad of Brother Against Brother**

Visit the south on a day that will live in the minds of Americans throughout the ages. Hear the immortal speech that came from one of the most beloved presidents of all time.

### **VALLEY OFFICE EQUIPMENT**

Sales, rentals and repairs of office equipment. See our "antique" typewriters — and newer ones too!

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## **Ballad of the First Modern**

A visit to the baseball diamond as it was in 1900. See the greatest rivals of the Tualatin Valley compete — Beaverton and Hillsboro.

## **Ballad of the First World War**

Beaverton's sons march off to war in the first international test of America's great power. See some return, but with some mothers left with empty arms and an ache in her heart.

## **Ballad of the World Gone Mad**

"Do-wacha-do" . . . See the nation swing with some of the wackiest gimmicks and dances that have yet to be surpassed.

## **Ballad of the Second World War**

Beaverton's sons march again to preserve the freedom of the world. Relive the falling of the Nazi Swastika, and the symbol that has become the representation of freedom . . . the Iwa Jima flag being raised before your very eyes.

## **Ballad of the Age of Ulcers**

What next? Where does our heritage lie? Is it to be blown apart and left in a pile of cinders? What is the answer?

**FIREWORKS EVERY NIGHT!**

# CAST OF THE BEAVERTON STORY

(an incomplete listing at press-time)

**NARRATORS**  
Jean Strause  
M. L. Sipe  
Jim Baker  
Dick Botteri  
Bette Davis

# THANKS!

The Executive Committee of the Beaverton Diamond Jubilee would like to give special "thanks" to the following firms for their generous contributions which has made this event a success.

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Happy Diamond Jubilee, Beaverton!

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We've enjoyed growing with the area —  
Congratulations to Beaverton on her 75th!

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**U.S. National Bank**  
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*The participation of these firms have made possible the publication of this program*



# PROGRAM OF EVENTS

July 20 ——— Saturday

**2:00 P.M. WATER BALL FIGHT:** 15 teams of Oregon firefighters from neighboring communities will compete in a contest of skill and accuracy with fire hoses and water stream. This exciting "fireman's sport" will take place at First and Stott Streets. Plenty of dry viewing places for all.

**All Day CARNIVAL:** A gigantic carnival with exciting rides, games and concession booths will offer fun for everyone. The carnival will be located on the site of the proposed Valley West Shopping Center, Beaverton-Hillsdale Highway. Loads of parking spaces.

**7:30 P.M. PARADE:** The grand "Diamond Jubilee Parade" will wind its way thru downtown Beaverton, complete with gaily decorated floats, marching units, bands, antique cars and pretty girls. Congressman Wendall Wyatt will be an honored guest in the parade.

**Evening: OLD FASHION BEER GARDEN:** This refreshment center is sponsored by the Beaverton JC's and the Beaverton Fire Department. It is located near the parking area of the Valley West Shopping Center site.

July 21 ——— Sunday

**9:00 A.M. DOG SHOW:** An "all breeds" dog show, sponsored by the Beaverton Kiwanis, will be held at Merle Davies School playground. Refreshments will be served all day.

**1:00 P.M. FLOWER SHOW:** Local area Garden Clubs and professional exhibitors will arrange a dazzling horticulture display for the public to view at Merle Davies School. The entire playshed area and the school gym will be filled with floral arrangements, shrubs, trees and plants.

**1:30 P.M. BASEBALL GAME:** A special section at Portland's Municipal Stadium will be reserved for Beaverton baseball fans to enjoy the Sunday doubleheader between the Portland Beavers and the Spokane Indians. A between game show by Jubilee officials will entertain the fans and serve to invite all the "city folks" to Beaverton's birthday party.

## BEAVER EMPLOYMENT SERVICE

Helping Beaverton grow . . . all phases of employment for men and women.

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**All Day CARNIVAL:** Valley West Shopping Center, Beaverton-Hillsdale Highway.

July 22 ——— Monday

**1:00 P.M. FLOWER SHOW:** Second day of the fabulous Flower Show display. Authorities on horticulture will be available during the day to discuss flower arrangements, plant growth and other aspects of good gardening.

**Afternoon: QUEEN'S VISIT TO MERCHANTS:** Court will visit several local business houses in the downtown area to meet and greet her Beaverton subjects.

**ALL DAY: HOSPITALITY CENTER:** Official opening of the Jubilee Hospitality Center located at Diamond Jubilee Headquarters, 42 N.W. Broadway. Beaverton area pioneers will be especially welcome and are requested to register in the "Jubilee Pioneer Book". Old timers will find old friends at the hospitality center and a comfortable place to chat over coffee and cookies.

**CARNIVAL:** Fun, games, rides and refreshments.

**EVENING: OLD FASHION BEER GARDEN:** Valley West Shopping Center site.

July 23 ——— Tuesday

**10:00 A.M. OPENING CEREMONIES:** A brief ceremony will be held to officially open the Beaverton Diamond Jubilee celebration — the 75th birthday of the City of Beaverton. The ceremony will be conducted by Mayor Steven Loy, members of the City Council and Jubilee officials at City Hall, 450 S. Hall Street.

**12:30 P.M. V.I.P. LUNCHEON:** This special event will be held at the Beaverton Elks Club to welcome governmental officials visiting the Jubilee. Community and business leaders instrumental in organizing and promoting the Diamond Jubilee will also be honored guests. State Senator Victor Atiyeh will be in charge of this invitational affair.

**1:00 P.M. FLOWER SHOW:** Final day for the beautiful flower show, Merle Davies School.

**AFTERNOON: QUEEN'S VISIT TO MERCHANTS**  
**EVENING: OLD FASHION BEER GARDEN**

## PLYWOOD CENTER CO.

Plywood and paneling specialists, serving Beaverton for over 13 years!

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8:30 P.M. **"THE BEAVERTON STORY"**: The first performance of the historical spectacle, "The Beaverton Story", with a cast of over 300 local participants. The history of Beaverton and Oregon will be re-created in nine episodes on a specially built 250 foot long stage erected on the football field at Beaverton High School. A fireworks display will follow each performance of the pageant.

July 24 ----- Wednesday

**AFTERNOON: QUEEN'S VISIT TO MERCHANTS:** Downtown Beaverton.

2:30 P.M. **JUBILEE WOMEN'S STYLE SHOW:** The Beaverton Elks Club will be the scene for a fashion show to display late summer and early fall fashions by Beaverton's "Dark Horse" fashion center. The public is invited. Tickets may be obtained at the door. Old fashion hoop skirts, pantaloons and bonnets will be temporarily forgotten while women of the area view the "new look" for tomorrow.

**ALL DAY: CARNIVAL**

8:30 P.M. **"THE BEAVERTON STORY"**

**EVENING: OLD FASHION BEER GARDEN**

July 25 ----- Thursday

11:00 A.M. **KIDS PARADE:** The younger set will shine today. Under the direction of the Tualatin Hills Park and Recreation Center, Beaverton kids will have their own parade in the downtown area. Home made floats, decorated scooters, bikes, wagons, etc., costumed marchers and some surprise entries will delight onlookers.

1:00 P.M. **INDUSTRIES SHOW:** Major industries in the area will create a "Beaverton of tomorrow" at the Industries exhibit to be held at Merle Davies School. A tour thru these displays will be both interesting and informative for area citizens.

**ALL DAY: CARNIVAL:** This is kids' day at the Carnival. Reduced prices will be the order of the day for the youngsters.

**AFTERNOON: QUEEN'S VISIT TO MERCHANTS**

8:30 P.M. **"THE BEAVERTON STORY"**.

**EVENING: BEER GARDEN**

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**14105 SW T-V HIGHWAY**

**645-5159**

July 26 ----- Friday

**ALL DAY: OLD FASHION BARGAIN DAYS:** Beaverton stores will turn back the clock to feature prices from yesteryears. Sidewalk sales and special "Hour sales" will add to the fun. Souvenir plates and gold coin mementos will be sold as keepsake items during Bargain days.

**CARNIVAL:**

1:00 P.M. **INDUSTRIES SHOW:** Merle Davies School.

8:30 P.M. **"THE BEAVERTON STORY"**

**EVENING: OLD FASHION BEER GARDEN**

July 27 ----- Saturday

**OLD FASHION BARGAIN DAYS:**

**CARNIVAL:** Valley West Shopping Center site.  
10:00 A.M. **INDUSTRIES SHOW:** Merle Davies School. Final day.

11:00 A.M. **JUBILEE TRAIN:** A 10 car Jubilee Special will leave 10th & Hoyt Streets, Portland, 9:30 A.M. for a 27 mile trek to Beaverton. The train, traveling along the Columbia River, will cross the Tualatin Mountain. Passengers will enjoy the view from a trestle 320 feet long and 200 feet high, as well as passing thru a 4,000 foot long tunnel. The return trip to Portland will begin at 4:30.

**OLD FASHION WESTERN PIT BARBECUE:** A delicious barbecue will be served from 11:00 A.M. till 7 P.M. at the Valley West Shopping Center site. Menu includes generous servings of beef on a bun, tasty potato salad, baked beans and beverage. This event is sponsored by the Beaverton Lions International.

1:00 P.M. **AIR SHOW:** This is "Charlie Bernard Day". The Diamond Jubilee honors one of Beaverton's long time residents and a landmark in the area, the Bernard Airport. A spectacular air show will feature antique and experimental aircraft. Old time planes as well as today's Jets will fill the air over the City. There will be helicopter and plane rides available for added thrills.

8:30 P.M. **"THE BEAVERTON STORY"**: The final performance of the historical pageant will again be followed by a fireworks display.

### **THE WIGWAM**

Sporting Goods and Fishermen's Supplies — the largest camping equipment display in the Pacific Northwest!

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*The participation of these firms have made possible the publication of this program*

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Jack Weiby — Vice President

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George Krueger — Asst. Gen. Ch.  
Mrs. Classen — Secretary

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Don Lien — Historical Program  
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Bob Davies — Concessions

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Beverly Meyers — Asst. Co. Ch.  
Mrs. Clara Charneski — Celebration Belles  
Mrs. Boots Willows — Ladies Sunbonnets  
Dan Harper — Brothers of Brush  
Mrs. Kathy Douglas — Prom. & Caravan  
Laurel Dennis — Asst. Prom. & Caravan  
Cliff Olson — Kangaroo Court

## Beaverton Diamond Jubilee, Inc.

## SPECTACLE TICKET DIVISION

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Duane Christie — Advance Sale  
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Bernard West — Audience Area

## SPECTACLE DIVISION

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Howard Turpenning — Cast  
Elwin Kinney — Construction  
Jack Candioglas — Grounds  
T.V. Recreation Dist. — Costume

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Bob Brass — Speakers  
Carol Schober — Speakers  
Lee Johnson — Speakers  
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Mrs. Toni Hassell — Historical Windows  
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Jim Parker — Parades  
Jim Allen — Parades  
Mary Bartlett — Music  
Mrs. Walter Payne — Hospitality Center  
Mrs. Alice Rossi — Pioneer Events  
Don Newell — Traffic & Safety  
Rocky Losli — Traffic & Safety

## SPECIAL DAYS COMMITTEE

Ray Vanderzander — Gen. Chairman  
Rod Adams — Chairman  
Mrs. Payton Reid — Chairman  
Bob Girard — Chairman

## FIREWORKS & JUBILEE

Elbert Hawkins — Chairman

## TRANSPORTATION

Lee Fisher — Chairman

## QUEEN'S AWARDS

The following firms have very generously donated to the Beaverton Diamond Jubilee Queen's contest:

Showboat Restaurant & Lounge.  
The Dark Horse, Charles F. Berg Inc.  
Persian Kitten Beauty Salon Mack's Finer Meats  
Suburban Photo Shop Nendel's  
Clark Jr. Mode O'Day Rodgers Company  
Martinizing Cleaners & Dyers Hamilton Fur Co.  
The Hubbles Weiby's Shoe Store  
Beaverton Pharmacy Jennie's Yardstick  
The Prime Rib West Smith's Jewelers

## SUSTAINING EVENTS

**HISTORICAL WINDOWS** will be prepared for viewing during the Diamond Jubilee week.

**HOSPITALITY CENTER** will be open each day from 10 A.M. to 5 P.M. for the registration of visitors, guests and former residents. The center is located at the Diamond Jubilee Headquarters, 42 N.W. Broadway.

**CARNIVAL RIDES**, games and concessions will be opened each day at noon. The carnival is located at the Valley West Shopping Center grounds on Beaverton-Hillsdale Highway.

**OLD-FASHIONED BEER GARDEN**, sponsored by the Beaverton JC's and the Beaverton Fire Department will be open evenings (except Sunday) at the Valley West Shopping Center site.

## PRE-SHOW EVENTS

One-half hour prior to each evening's performance of the "Beaverton Story," these special attractions are offered. Come early to enjoy them!

**TUESDAY, July 23:** Ladies Barbershop Quartet

**WEDNESDAY, JULY 24:** Squire 4

**THURSDAY, JULY 25:** Beenotes

**FRIDAY, JULY 26:** Beard judging

**SATURDAY, JULY 27:** Pioneer & Promenade Awards

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## "Put the AREA in Our Name"

Fred Wolfer, manager of the Chamber of Commerce since 1961, made his point very emphatically: "Don't call it the Beaverton Chamber — refer to us as the 'Beaverton Area' Chamber of Commerce!" Fred said this part of Washington County has grown so fast these past few years that a chamber serving the city alone would be inadequate. To prove his point, he offered these few comparisons to illustrate how this area . . . the Beaverton Area . . . is growing "by leaps and bounds."

"Washington County population has risen from 61,269 in 1950 to over 125,000 in 1967 — and the population of the City of Beaverton has risen from 2512 to 13,200 during the same period." (In 1920, Beaverton listed only 715 residents; in 1930 it had increased 60% to 1,134.)

The 1880 edition of the Pacific Coast Business Directory listed only 5 businesses in Beaverton: A.J. Hamilton - railroad agent, postmaster and merchant. Davies and Son steam sawmill. A.H. Danks - wagon master. Ed Squires - blacksmith and carriage manufacturer. Orrin S. Allen - carpenter and painter. "In 1951, we listed 251 business establishments in the area, and today it's well over 800 and still going strong!"

"Fifteen years ago there were roughly 5000 telephones installed around here — today it's closer to 50,000."

Wolfer thought that the family-income level was quite high for an area as diversified as this one is — just under \$10,000 — and they have four major banks and four savings and loan companies in the area in which to put their money."

According to Jim Landers, Beaverton Postmaster, Post Office receipts have gone up from \$103,419 in 1954 to about \$1,000,000 this year.

Fred said, "here's something else to make you raise your eyebrows — we list 59 major industries in the Beaverton area, and of this 59, 32 have opened their doors just within the past 6 years. We have almost 1000 acres of prime land zoned industrial along both railroad lines and major highways, so we have room for many more."



"So, when you speak of the Beaverton Chamber of Commerce, be darned sure you say 'Beaverton Area' — we cover the northwestern part of Washington County and a small portion of southwest Multnomah County. We go west to Reedville, south to Progress, north to Cedar Mill and east to West Slope and Raleigh Hills — an area boasting a buying power of almost 100,000 people."

The Beaverton Area Chamber of Commerce was organized in 1953 with a charter membership of 108. William Dudall was the first president and J. Arthur Young was the organizing secretary. Ed Kuhner of Time Finance was the 1967-68 president and Jack Rosenberg of the First State Bank of Oregon is the new president, with term of office commencing July 1.

When asked what notable accomplishments the chamber could boast of, Fred Wolfer laughed and said, "none." He explained, "the chamber really has quite a list of 'brags,' but we're actually serving as the voice of the community — if there are any bouquets to be handed out, they should go to the Beaverton area, not to the Chamber. We are involved directly and indirectly in almost all new industries, better schools, new roads, improved lighting — any number of projects big and small. The next time you see "Beaverton" on a sign along some freeway, you'll know that your Beaverton Area Chamber of Commerce has been there."

\* \* \* \*

*This page sponsored by:*



**COAST TO COAST STORES**  
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**BEAVERTON AREA**  
**CHAMBER OF COMMERCE**





An action-packed scene from "Shackles of Fear," one of 15 thrillers produced by Premium Pictures — George Larkin,

the villain on the left; Al Ferguson, the hero in the center and Ruth Stonehouse. (Photo courtesy Elmer Stipe)

## Camera's Click Launches New Portland Firm

### Premium Picture Production Making Photoplay at Beaverton Studio Lot

This headline in the Oregonian of August 27, 1922 proclaimed a "new industry that would be an Oregon asset." The Premium Company was officered by J. J. Fleming, Dr. Earl Smith, Dr. G. E. Watts and F. M. Cook — all prominent Portland businessmen. Dr. Watts was the founding force behind this new venture: he was an amateur photographer who had developed a method of superimposing action on film.

Stock was sold to buy a 33 acre studio site on S.W. Erickson in Beaverton, and to construct "one of the largest studio structures on the coast." This gigantic frame structure was more than 400 feet long with a 30 foot high ceiling. The mammoth stage covered a 90 by 200 foot area. Truck loads of electrical equipment and properties were stored in the building, which included company offices, dressing rooms and other accommodations. The studio even boasted of having its own private water supply. The A. J. DeMoude Co. now occupies the last remaining building on the lot, which had been used for storing

and developing films.

President Fleming, upon his return from Los Angeles with a "hand picked" company, stated, "I have found here not only a warm welcome that makes me feel at home, but scenic and photographic effects which are astonishing and for which picture people have searched the country over." It is assumed that Fleming meant to include the Beaverton area in this accolade.

The Premium playing company included these notables in the area of silent epics: George Larkin, Miss Stonehouse, Miss Anson, Frank Whitson, Karl Silvera, Bill Gould and Al Ferguson. William Craft directed the first moving picture — "The Flash", said to be a thrilling story of politics and newspaper adventure featuring Ruth Stonehouse and Lura Anson.

The star of most of the Beaverton-produced films was Al Ferguson, a prototype of the stalwart, moustached, silent-era film hero. 15 films were produced by Premium Pictures including "Shackles of Fear," which featured "rapids, fires, fights and thrills." This film was shown as a benefit for the Beaverton fire department in 1922.

*This page sponsored by:*



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*"On location" at Mt. Hood's Lost Lake for the Premium Picture Co. This was taken in 1922 (Photo courtesy Elmer Stipe)*

Elmer Stipe was a stockholder in the company and remembered the day when Madame Ernestine Schumann-Heink, noted opera singer of World War I fame, visited the Premium Picture studio in Beaverton. The great star began singing in a voice so resounding that it held the actors, cameramen and crew spellbound. Her voice rang from every wall of the building, and to the ceiling 30 feet above.

Madame Schumann-Heink reportedly had a family interest in Premium Pictures as her son worked at the studio for about 8 months while waiting to be cast in one of the epics. Local residents remembered the son as "short on talent but long on fame" — he finally quit in disgust after failing to be cast in a starring role.

President J. J. Fleming proudly announced during the filming of the first pictures, "Well, we're here, and we are here to stay. We will set about making honest money by the production of the best possible motion pictures in the best possible environment, and we hope to put Portland and Oregon on the motion picture map in great, big letters". The Premium Picture Production Company finally went bankrupt late in 1924.

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*The "Stiper" plane built by Yates in 1929. The hangar in the rear was formerly the studio for Premium Pictures*

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## Come . . . . Fly With Me . . . in My Flying Machine

Beaverton has had many "firsts" — among them a plane manufacturing plant located on the oldest flying field in the northwest. (The Bernard Airport is celebrating its 50th birthday as Beaverton celebrates its 75th.)

Following the demise of the Premium Picture Company, their large studio building was converted in-

## EVERETT'S GARDEN CENTER and NURSERY

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to a hanger-factory for the Yates Aircraft Corporation. By coincidence, Dr. Watts, who had been chief financier of the movie company, was also interested in flying and backed one of the first four-passenger, low-wing cabin monoplanes built in Oregon.

The 1938 Oregonian stated, "perhaps the busiest non-commercial airport in the United States is in Beaverton, where exists the added distinction that most of the planes are amateur-built." Early Beaverton aviators not only had to know how to fly, but had to know every nut and bolt in their machines. The home-built flying machine industry flourished in Oregon due to laxity in Oregon's aeronautic laws.

George Yates designed and built most of the planes flown from this field — a "classic" among them is the "Stiper" built for Elmer Stipe in 1929. This plane was unusual in many respects as it was the first to use the "in-line" motor with cylinders inverted for better visibility. Another "first" was that it was the first to use low-pressure tires by Good-year, and it was the first to have brakes. The Stiper was also the first to be flown from the Bernard Airport. Yates experimented with geodetic construction techniques on this plane — the fuselage resembled a basket woven of steel tubing.

Elmer Stipe flew this plane for many years around Oregon — said it cruised at 100 mph — until being grounded by stricter federal laws. He removed the wings and had it towed to a barn east of Beaverton where it was destroyed by vandals during the last war.

When John Taggart purchased the Beaver Theatre (on Broadway) in 1949, he tore out the existing level floor in order to replace it with a sloping one. Under the old floor he discovered an organ pit with parts of the old organ still there. This building was originally built sometime prior to the first World War and was used for traveling stage shows until the "silents" came along. Ticket stubs found in the organ pit were imprinted 9 cents.

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Beaverton**

Dr. F. M. Robinson came to Beaverton in 1887 and was the only doctor in the area for many years. He was a graduate of the Willamette University Medical School. Dr. Robinson's house still stands at its original location on Broadway, just behind the Beaverton Bakery. A small building in front served as Beaverton's first and only drugstore for many years. School children used to collect bottles that the doctor would pay a penny for — he used them (after they were washed) — in his drugstore.

## Canyon Road Important Link

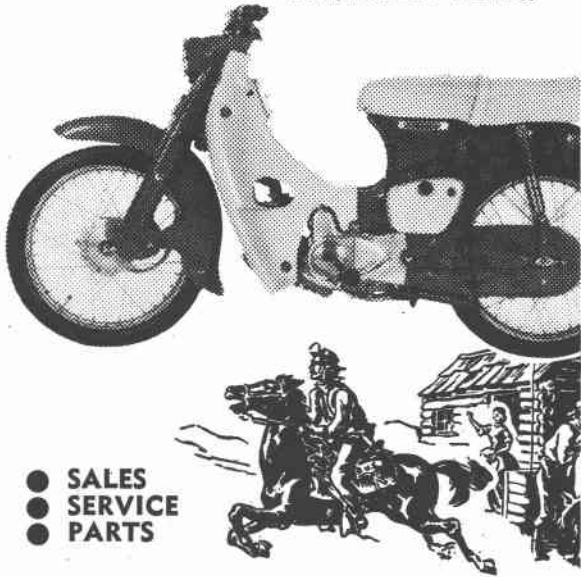
Portland merchants recognized the importance of commerce with the Tualatin Plains over 100 years ago . . . and took steps to improve communications with this area by organizing (in 1851) a company to build a wagon road through Tanner's Creek Canyon. Tanner's Creek was so named because of a tannery located just east of Sylvan.

The merchants had learned that St. Helens was also eyeing the profit potential from produce grown in this valley and were planning a road through Cornelius Pass to connect with this area. **General Stephen Coffin**, one of Portland's Townsite proprietors said, "We need that produce — we'll push our road through first."

The proposed road bed was not much more than a horse trail, deeply rutted and slippery with numerous springs and streams. Some parts of the trail had been filled with rocks and rubble but it was quite impossible to use after a rain. Planks from a water-front mill in Portland were first placed in position on the 15th of October, 1851 over the old road bed—and were replaced many times during the following decades.

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Early reports record the trip over the new road into Portland as a "shaking experience, fair to loosen ones' bones from his body." During wet weather, a trip down this road was considered quite a challenging experience as the planks became slippery and slimy. One Beaverton resident told of heading down this road with a wagon load of apples when the team became "spooked" from slipping on the wet planks and took off down the hill at a full gallop — with apples strewn all along the way.

Not until 1926 did the voters approve a bond measure to pave and improve Canyon Road.

Recent construction on Canyon uncovered a few of the original planks: waterlogged but still firm and recognizable as a part of our past.

## The "Red Light" Hung High

Up to 1949 Beaverton had only one regular police officer on the "force" — **Henry Mayfield** remembers when he served as Chief of Police and as the entire police force for the city. Henry used his own car in making his rounds and Mrs. Mayfield took calls for help on their home phone. Not having a



radio in his car, Mrs. Mayfield would turn on a red light hung high on a telephone pole near Watson and Broadway: Henry would call home whenever the light was on.

Beaverton's first Police Chief was **Fred Antrobus** — according to records he was appointed in 1938. Fred did not have a police car for patrol work, so he walked his beat.

Following Mayfield's retirement in '49, **Chief McCarthy** was appointed and served until 1959 when **Chief Danforth** took over; **Roy Larson** came next and stayed on the job until **Don Newell** was appointed in 1967.

Chief Newell states that Beaverton now has one of the best equipped forces for a city of its size "anywhere." The force now consists of five completely outfitted patrol vehicles, the latest in radios and a regular crew of 22. The police officer of years ago was quite often underpaid and lacked the skills required today. The modern policeman must have a thorough knowledge of all phases of law enforcement as well as having an understanding of community relations. Chief Newell claims that Beaverton's force today meets these requirements.

\* \* \*

## Memories of a Fire Fighter

In 1919 the City of Beaverton made its first solid investment in fire fighting equipment by purchasing an old hose cart with 500 feet of 2½" hose, and a chemical cart holding two 15 gallon tanks. The first fire station was the chicken house on Broadway and West Street where this equipment was stored.

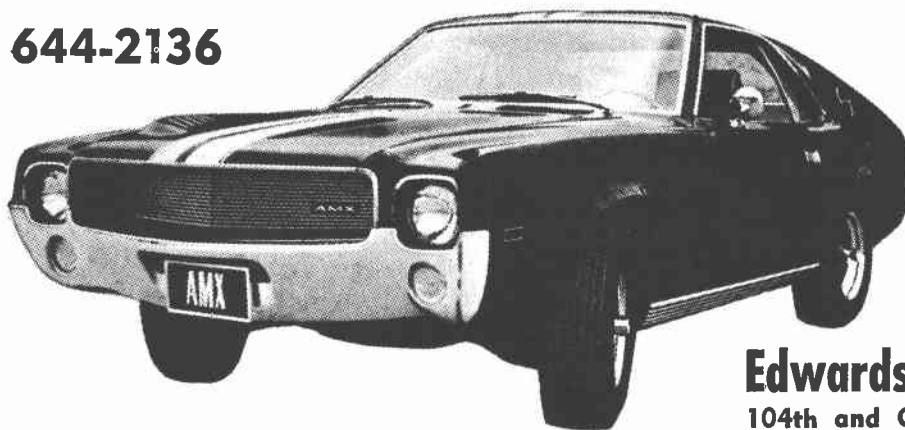
When a fire broke out, a call would be placed to Thyngs Confectionery Store around the corner, and a "voice alert" would be sounded up and down Broadway until enough volunteers were mustered to pull the carts.

Around 1925, the hose cart was augmented by the donation of a Stutz Bearcat from Dr. Smith of Hillsboro. The entire force consisted of 15 to 20 volunteers — all unpaid, with **Francis Livermore** acting as firechief. Other chiefs in later years were **Paul Ringle** (1926), **Chester Beach** (1929) and **Harvey Williams** in 1931. The fire department was officially organized by the City Council in 1931 with Williams as chief shortly after a fire broke out and the "Stutz" remained locked in the garage because no one could find the key. The house burned to the ground.

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104th and Canyon Road — Beaverton

The Beaverton City Council agreed to pay its firemen in a historic meeting in August, 1934. The wages agreed upon: Chief, \$3.00 and 50 cents to the firemen for each drill or fire.

In 1935, the city bought a Chevrolet truck, and volunteers outfitted and painted it in Elmer Stipe's and Guy Carr's garages until it resembled what they thought a fire truck should look like

The first salaried firechief was **Archie Olson** — in 1968 — but the volunteers were kept at their earlier pay schedule of 50 cents per fire call. Today the city boasts of three pumper engines, 22 regulars and 15 volunteers: handsomely housed in the Municipal building on Hall Street. (These memories were furnished through the courtesy of **Harvey Williams**, Assistant Fire Chief and Fire Marshal for the City of Beaverton.)

## Who's Who in Abstract

Tracing the "family tree" of a particular piece of property in Beaverton reveals a number of interesting facts and names from our past. The deed records of lot No. 10, Steels Addition, located at Canyon Road and Short Street goes back to 1856

when **William Hall** sold a portion of his donation land claim No. 44 to **Samuel G. Stott**.

**William Lockerman's** claim No. 45, dated 1867 and **Stott's** claim No. 48, dated 1866 also figured in the family tree of lot No. 10 as they were adjoining tracts of land and portions of each were sold and resold throughout the past 100 years. As proof of our watery past, the description of the physical boundaries of the Stott claim reads in part: "31/100 rods to inaccessable point in Beaverdam Lake."

\*On the 12th of November, 1856, **William Hall** sold 55.51 acres of his claim No. 44 to **Stott**, who in turn transferred the same piece of land to **Joshua Welch** two days later. A year later, Hall sold another 12 acres — this time to **Welch**.

Then, in 1865 Welch sold 58 acres to **James McKay** and McKay resold this same 58 acres (originally from Hall's claim No. 44) plus an additional 1.34 acres from Lockerman's claim No. 45 to a man named **Matthew Patton**. At this point portions of Hall's, Stott's and Lockerman's claims are now covered in a warranty deed as being one tract of land. This 59.34 acre tract was then sold in 1868 to **Priscilla Watson** who kept it for 3 years and



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The L. D. Heater Company and its subsidiary, the Lyle Corporation, exports and imports on a world-

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wide basis. Fifty-one years ago, Lacy D. Heater was the salesman and Mrs. Heater was the "packer and shipper" — by 1921 they were in their first wholesale store, and several moves later the L. D. Heater Company joined the growing Beaverton area.

**L.D. HEATER MUSIC CO.**

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sold it to James and George Steel in 1871. George transferred ownership in 1873 to James, who apparently had been accumulating property around Beaverton for a few years.

On the 10th day of February, 1881, James Steel announced the dedication of streets and roads in the Steels Addition to the City of Beaverton, as an addition to the area previously platted by Joshua Welch.

The streets included in this tract are Angle, Short, Mill, West, Straight, Meander, Water, Centre, East, Main, and Gross. The roads named were Beavertown, Lake, Junction and Hamilton. Lots numbered 9 through 20 were also included in this addition. Steel sold these lots to J. N. Fisher in 1882 — a total of 49.99 acres which was made up of portions of the original Hall, Stott and Lockerman claims. Fisher transferred ownership of all lots to Van B. Delashmutt with the single exception of lot number 10. The following year Fisher sold 2½ acres of lot 10 to James Huntington and borrowed money on the remaining portion, with Kenyon Crandall "holding the paper." Fisher was unable to repay the \$100 mortgage so the remaining portion of lot No. 10 was sold at a sheriff's sale to Crandall for \$150.

Early in 1899, Crandall sold this portion of lot No. 10 to Eusepio Rossi, and ownership passed to his wife, Teresa Rossi, upon his death in 1904. Teresa's will stipulated that the lot be transferred to her son August Rossi. In 1906, August leased the lot to F. W. Cady and E. G. Anderson for the sum of \$15 per annum.

Then, in 1909, August Rossi deeded a portion of lot No. 10 to the Oregon Electric Railway Company, so lot No. 10 "shrunk" again to its final size of 5000 square feet — 50 by 100. Quite a "come-down" from the original 1280 acres contained in the original consideration of the Hall, Stott and Lockerman claims. On the 17th of March, 1920, August Rossi sold this lot No. 10 to Elmer Stipe and his wife Dora.

## 'White Elephant Aptly Named'

The White Elephant restaurant and lounge at 120 NW Canyon Road in Beaverton has had an interesting history of "ups and downs." Back in 1938 it was just an empty lot, then Elmer Stipe, in partnership with L.A. Classen, built a cold storage locker on the site.



The locker was in use for twenty years before a "watering hole" was built at the rear of the locker building and the Tico Taco restaurant was added to the front. Meanwhile, the locker was still being used.

Then, some "outside money" came in and completely remodeled the entire building, removed the locker, and added the glass cage in front. Now it was called the "Town and Country." The cage was a real eye-catcher as you drove down Canyon, and the floral display inside was something to see: that is, if you could see through the fog that swirled up from the fountain and pool.

The Town and Country quickly "folded," and Herman DeVault and Jake Hoffard took over, with Jake as the manager. Herman's first comments were, "this place has had a string of bad luck, we might as well admit that it has been somewhat less than successful by renaming it the 'White Elephant'." Today, it's obvious that Herman and Jake have broken the "jinx."

## WHITE ELEPHANT

120 N.W. CANYON RD, BEAVERTON 646-5141

Earl Fisher Beaverton's most colorful mayor, was for a time a school teacher. He told of his experiences in reaching Cipole -- an onion growing community near Sherwood. He had a choice of walking 12 miles morning and night or taking the train from Beaverton to Tigard, then walking 5 miles. Fisher said that he quite often arrived soaking wet, and then had to light the stove and carry water. Being the janitor also, he had to clean up the place before heading for home in the evenings. With nothing to do during his lunch hours, he helped his boys grub stumps so they could have a baseball diamond.

## Telephones Here Before Beaverton

We take them for granted -- they are always available when we need them, but we seldom think of how our local 'phone service grew. The telephone was still very new when it was first used here in the Tualatin Valley -- it was only 10-years old when S.G. Hughes began his operations in Forest Grove in 1888. Hughes made and operated a primitive magneto ring-down switchboard: but very effective.

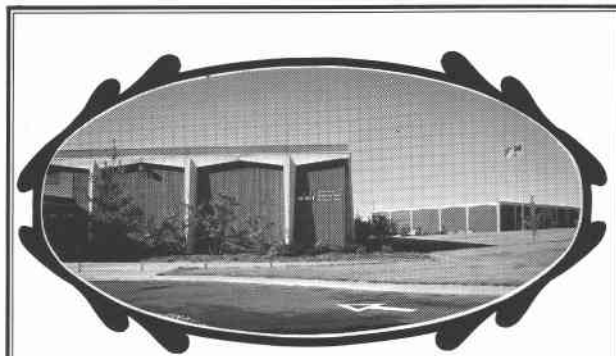
Today, the Beaverton District of General Telephone serves nearly 43,000 customers in the communities of Beaverton, Newberg, Scholls, Sherwood, Tigard, Stafford and surrounding areas.

The telephone system of 1968 is a result of many independent companies consolidating into one larger, more efficient company. Among the notable independents in the northwest were the Coos & Curry Telephone Company, Del Norte Peoples Telephone Company, Montesano and Camas Telephone Companies, and Lewis River Independent Telephone Company. Charles Hall and Earl Gates, owners of the Coos & Curry Company, brought together these several independents under "one roof" and then acquired the Western Oregon Telephone and Telegraph Company, operating throughout this general area. In 1928, these combined companies were reorganized as the West Coast Telephone Company, later to be governed by the Western Utilities Corporation.

General Telephone & Electronics Corporation merged the Western Utilities group (including West Coast Telephone) into the General System who now serve more than 426,000 telephones in Oregon, California, Washington, Idaho and Montana.

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**GENERAL TELEPHONE CO. of the N.W.**  
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*Although ESI's participation dates back only to 1963, we are proud to have been able to contribute in some measure to the growth of the Beaverton area. We congratulate you on your 75th Anniversary!*

**Electro Scientific Industries, Inc.**

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## Industry Attracted to Beaverton

Within the past 15 years, Beaverton has become the research and development center of the Northwest. Realizing that research, development, electronics and allied industries are the key to the future, Beaverton has attempted with amazing success to attract this type of industry.

Typical of the light industry situated in this growth area are the Oregon Primate Center, Electro-Scientific Industries, Tektronix Inc., Georgia Pacific, General Motors, Structural Laminates and a host of others reading like a "who's who in industry."

Total jobs available in Washington County in 1967 totalled over 40,000 — just ten years ago the figure



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## the Industrial Park . . . . .

was less than half. The 1960's claim the distinction of being the era when Beaverton ceased to be a "bedroom community" and became completely self-sustaining when ample job opportunities were made available for those living here.

### Industrial Parks Offer Growth Space

Southern Pacific led the industrial park development in 1954 when they acquired a 277-acre tract southeast of Beaverton for future industrial development. Before the property could be used for industry, over \$1 million was spent for grading, building of roads and installation of utilities.

Western Corrugated Co. was the first customer in 1956 when they purchased about 19 acres for construction of a container and paper bag plant. General Motors "bought" in 1957 for their truck parts warehouse.

Overmyer Warehouse purchased an 8-acre parcel in 1965 on which a 120,000 square foot ware-

house was constructed. Last year, Coca Cola purchased a 21 acre site along Western and Allen Avenues for a syrup manufacturing plant.

S.P. says there remains about 180 acres to be developed, but that it is "melting away fast." The types of light industry being attracted to the S.P. park and to others in the Beaverton Area are compatible with zoning requirements, and with the high standards that have been set for orderly growth. You'll see no belching smokestacks in the Beaverton area industrial parks.



*The view today of Southern Pacific's industrial park*

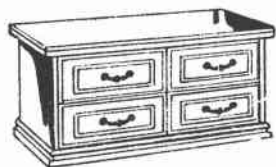
### Many Other Industrial Parks Planned

S. P. & S. announced late in 1967 that the Windolph Estate had been purchased for future development. The 280-acre tract is bounded by Walker Road, 158th Street, Jenkins Road and an extension of 145th.

## STANTON FURNITURE

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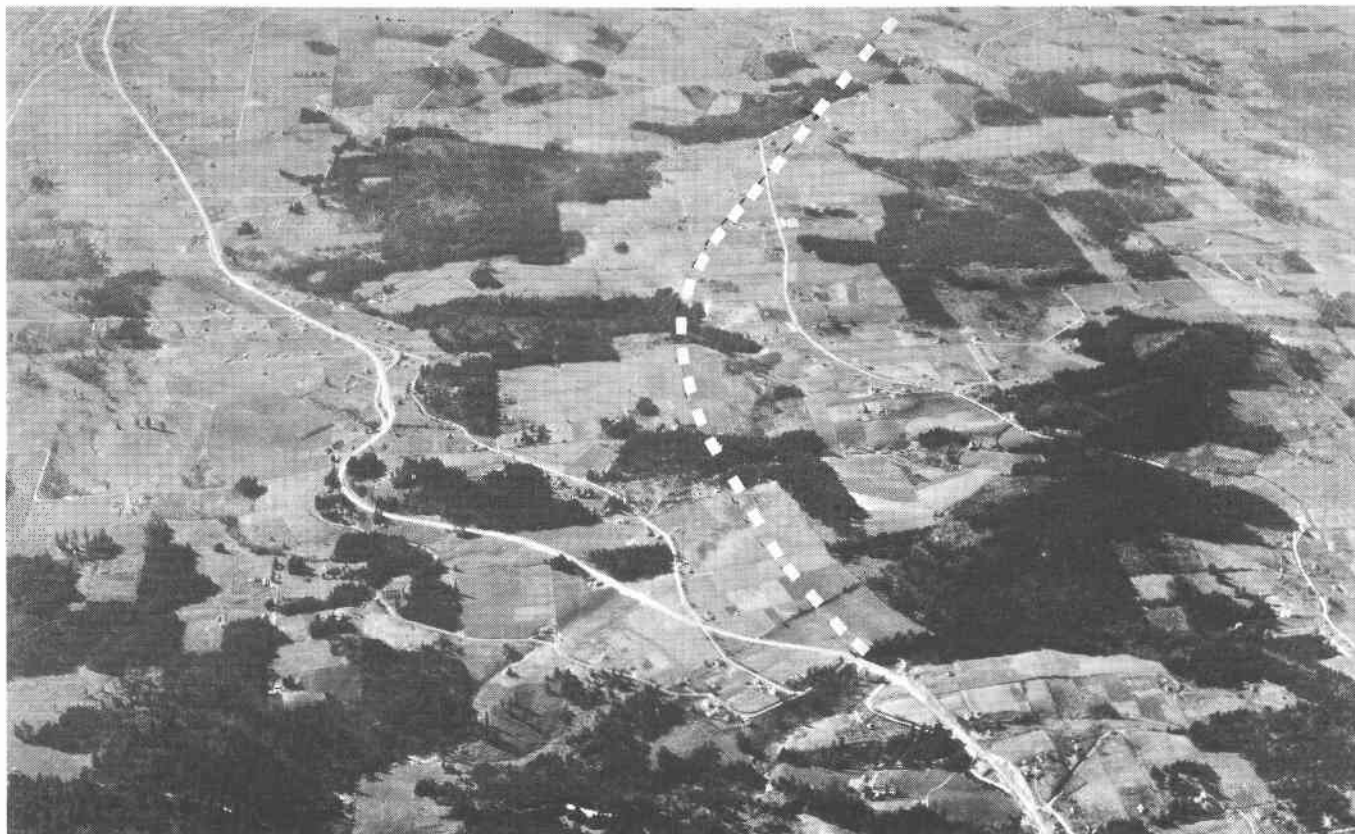
**10115 SW Beaverton -  
Hillsdale Hwy.**

MI 4-7333  
Open Mon.-Fri. Nights 'Til 9



Restrictive covenants established by S. P. & S. will permit only that type of light manufacturing that is in harmony with the others already established. This park will not be ready for occupancy until late in 1969 when roads, underground utilities and sewage disposal arrangements will be completed.

A large area between Beaverton and St. Mary's (145th and T-V Highway) will be developed into still another industrial park within the near future. South of Progress, near the freeway, another industrial park is being developed.



## Tektronix Trust Buys 313-Acre Tract

The August 9, 1956 issue of The Valley Times announced, "The purchase of the 313-acre Algesheimer tract northwest of Beaverton by the retirement trust organization of employees of Tektronix, Inc." "As

*This is a birds-eye view of the Tualatin Valley just north of Beaverton—taken in 1931. Tektronix wasn't even a dream yet, Cedar Hills was 15 years from becoming a reality and the Sunset Highway was just a dotted line. The 300 acre Tektronix industrial park (left, center) was 25 years into the future when this photo was taken. (Photo courtesy Delano Photographics)*



an industrial center, the tract would become the second of like size in the immediate Beaverton area to seek establishment of light industry.

The original Sunset plant occupied 23,000 square feet on a 10-acre site. Their first oscilloscope was built in 1947 in an 11,000-square-foot building in Portland, and total employment rose to 18 by 1948.

The Tektronix industrial park, 22 years later, contains 16 major buildings owned by Tektronix plus two "outsiders;" Mears Controls and General Electric. Total square footage of "Tek" buildings now nears the one million mark — 963,000 to be exact. The Technical Center building completed in 1966 contains 230,000 square feet on four levels. The 15th and 16th buildings — warehouse and operations center — were completed in 1967.

Tektronix now employs over 7000, of which nearly 6000 are employed in Oregon, some 300 serve in domestic field offices and about 700 are overseas.

The history of the Tektronix park property "goes back" over 100 years; Mrs. Anna Algesheimer owned a third interest in the acreage and the estate of the late Mary H. Ross, a sister, had a two-thirds interest. The huge tract was long identified as the "Old Hartness Place," a donation land grant of the 1860's.



A "closeup" of the metals building with Bernard's airport in the upper right. Homes and apartments now fill the area along Jenkins Road (left-center) and Albertson's and Sunset Lanes were years in the future. The metals building later had its "face lifted" to conform with the architectural styles of the other buildings surrounding it. (Photo courtesy Tektronix)

The Tektronix industrial park in 1958—Canyon Road (T-V Hwy) in the foreground. The lower arrow points to the first warehouse building, and the upper arrow points to the Metals building. The Oregon Electric Railway passes through the center of this scene on a diagonal line. (Photo courtesy Tektronix)



## ***Tektronix, Inc.***

A Washington County industry now 22 years young and growing with the region.

As the world's principal manufacturer of cathode-ray oscilloscopes, we're also part of the growing electronics industry which has mushroomed throughout the United States largely since the early 1940s'. Yet, we can trace our technological history to Karl Braun of Germany who developed the first cathode-ray tube in 1897.

We invite you to visit our exhibit at the Beaverton industrial show at the Merle Davies School, July 25-27.



***Tektronix, Inc.***

Beaverton, Oregon 97005  
An Equal Opportunity Employer.

## Beaverton -- "a Slow Starter"

The population of Beaverton has increased slowly and rather unspectacularly for several decades — when Beaverton was incorporated in 1893 the total number of souls recorded was only 386. During the next 30 years only 200 more joined the community. In 1930 we boasted of having 1,138 in the city, but by 1940 we suffered a loss of 86. Not until the late '40's did Beaverton begin to grow with enthusiasm: the 1950 census, of 2,512 more than doubled the 1940 figure of 1,052 — 1960 doubled again to almost 6,000. This last decade has shown the greatest percentage of increase, shooting to over 13,000 according to 1967 figures, and this decade isn't over yet!

The population of Washington County hasn't made quite the spectacular climbs that Beaverton claims, but it's not far behind. County figures have risen from 21,522 in 1910 to 61,269 in 1950: 1960 claimed 92,237 and 1967 figures showed over 125,000 with most centered around the Beaverton area.

*Many buildings shown in this 50-year old picture are still in use today—and quite a few new ones added to the Beaverton scene. (Photo courtesy Oregon Historical Society)*



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## Beaverton Has Growing Pains

Not too long ago, we "went to the store" for our needs — now the store is coming to us. Shopping areas, catering to every desire and want, are springing up near every major population center. Today we have magnificent shopping complexes like Raleigh Hills Plaza, Bel-Aire in south Beaverton, Valley Plaza to the east, Beaverton airport area, Villa-Mart shopping near the S.P. park.

Tomorrow Beaverton will have Valley West Shopping Center — Oregon's second largest. This center, located between Beaverton and the Baza's store, is scheduled for completion in the early 1970's. Over 50 businesses will be located on this 37-acre, \$17 million site — a 120-unit motel is also planned in the area.

"Monopole" was a brand of canned goods popular in 1910. M. P. Cady "delivered" in the wagon—probably a Studebaker. Cady in the dark suit, the driver (unknown) in overalls. (Photo courtesy Elmer Stipe)

## The Store Yesterday



Back in 1916, this two-story brick building was a source of great pride. Millers Grocery now occupies the corner space with Dean's Drugs on the right. The muddy street in the foreground was the source of many complaints from Beaverton citizens. (Photo courtesy Elmer Stipe)



11030 SW Canyon Rd.  
Beaverton

11670 SW Pacific Hwy  
Tigard



**DOUGHTY'S APPLIANCES**

FEATURING ALL MAJOR BRANDS

Griffith's store was the social center of Beaverton for many years — and served as an unofficial post-office for the area residents. This general merchandise store was also the site of the famous Perkins-Kennedy feud to determine where Beaverton's first public school was to be located.

Jesse Griffith was the son of John Griffith, one of the original Rocky Mountain men who had settled in the Tualatin Valley after finding that the market had gone sour for beaver pelts.

## and Today . . . . .



*Bel-Aire's shopping center on S E. Allen in south Beaverton.*



*Baza'r Shopping Center in the foreground, looking toward Beaverton. The new freeway scars can be seen directly behind the building and the open area beyond will become the Valley West Shopping Center. (Photo courtesy Mather Photo Corporation)*

## First Major Business on Beaverton-Hillsdale Highway

Lou Parker, owner of the Parker Furniture store on the Beaverton-Hillsdale Highway has "deep roots" established in the Beaverton area. Lou Parker has been furnishing homes around the valley since 1954 when he owned a small shop at 11360 S.W. Canyon Road.



*Parker Furniture's 30,000 square foot building on the Beaverton-Hillsdale Highway.*

Two years later Parker's Furniture moved to Cedar Hills . . . but was attracted by the potentials of southeast Beaverton area so he moved again in 1960 to his present location at 10375 S.W. Beaverton - Hillsdale Highway. The quality of his merchandise reflects his pride in the area.

Lou said, "You can be successful wherever there are people if you work hard enough." He also owns a 14,000-square-foot store in Aloha at 17305 S.W. Tualatin-Valley Highway and is a partner in 24,000-square-foot Canyon Furniture on Greenburg Road.

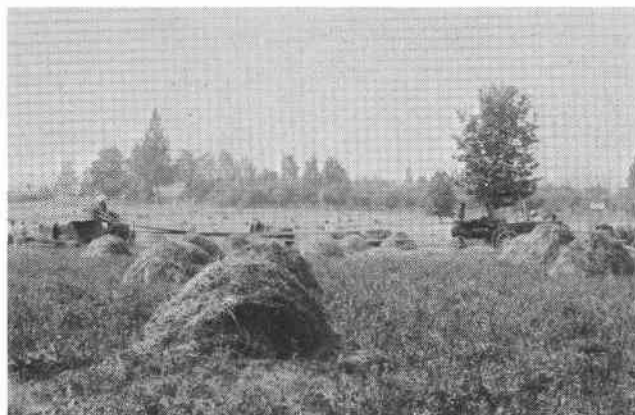
Lou Parker is filled with enthusiasm for the future of the Beaverton area — he lives in the West Hills, not far from his work — he has seen the area grow, and he believes that our growth is just beginning.

### **PARKER FURNITURE**

**10375 S.W. BEAVERTON-HILLSDALE HWY.  
BEAVERTON 644-0155**



*At the turn of the century there was no substitute for doing it the hard way. This is a view of apple seedlings at Oregon Nursery Co. at Orenco. (Photo courtesy of S. P. & S.)*



## Farm Land . . .

Early descriptions of the Tualatin Valley makes one think that it was one great body of water -- British Army journals described it as "mostly water connected by swamps". The first settlers who came to the "Beaver Dam" country now called Beaverton found a huge lake covering nearly half the present town site.

A less promising location for a town could scarcely be imagined.

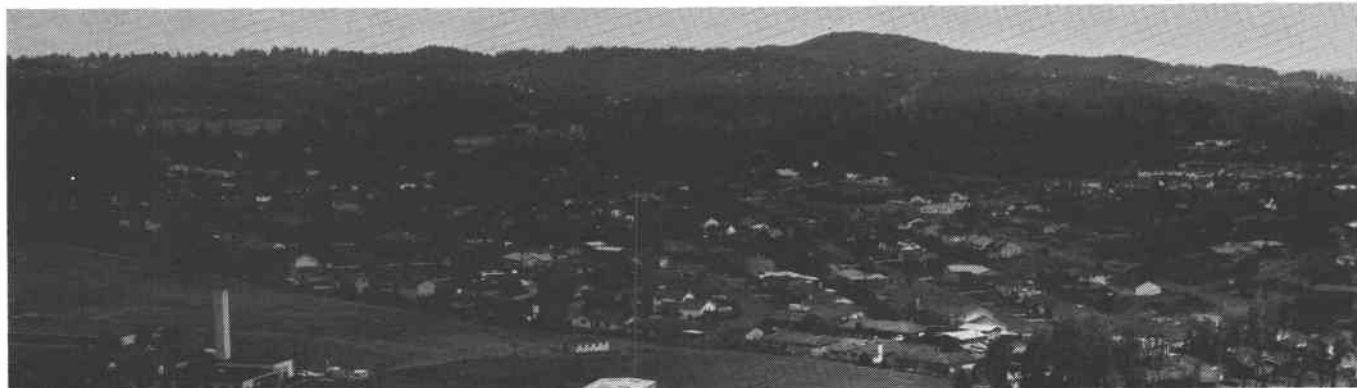
*The photographer said this was taken one mile south of Beaverton showing a hay and apple orchard. Today this land is called Wilson Park. (1910 photo courtesy of S. P. & S.)*



*sponsored by:*

*Sixty years brings many changes--this open country, somewhere between Highway 217 and 145th Avenue is now filled with rows of homes, kids on bikes and backyard gardens. (Photo courtesy S.P.&S.)*

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## to Home Land!

The 1840 census listed approximately 150 white residents in the entire Willamette Valley . . . and that included the Tualatin Valley too! When the United States Government so generously offered free land to the homesteaders little did they know how many people would be crowded onto this land within a short 100 years.

Washington County building permits (outside incorporated area) for 1967 totalled \$35 million—up from \$28 million in 1966. Beavertons building permits totalled over \$10 million—up from \$7½ million the year previous. An all time high!

*Homes dot the landscape in this area southeast of Beaverton in ever-increasing numbers.*



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**OREGON CITY:** 133 Oregon City Shopping Center 656-1614

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## Beaverton's Bedroom Community

The ten year period following the mid-1940's was a transitional stage for the Beaverton area. The area rightly earned the title "bedroom community," with more residents in the area than there were jobs available. The type of individual "sleeping here" but working elsewhere was evidenced by voter apathy in earlier elections held in the city — in one classic example, when the new Beaverton City Budget was up for approval in 1962, only 4 per cent of the voters cast their ballots.

*Beaverton was long known as the "bedroom community," and they proudly advertised this fact. This 1926 Rose Festival float bragged of the type of community we once had. (Photo courtesy Elmer Stipe)*



*This is how Beaverton looked in the early '20's. Study it for awhile—you'll note that Canyon Road doesn't exist, but Broadway and Farmington Road is visible. The tall building on Broadway is now the Beaverton Pharmacy parking lot. Clark's*

*store is an orchard here. The Methodist and Congregational Churches can be seen further out on Watson (upper right). Compare this view with the one taken in 1947—not a great amount of difference.*

*This page sponsored by:*

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**SUBURBAN PHOTO SHOP**  
103 N.W. Broadway - Beaverton



Even by late 1947 the City of Beaverton had a long way to grow—notice the bareness of the landscape toward Raleigh Hills (center). Fred Meyer's, Valley Plaza, Baza'r and Riviera

motors are conspicuous by their absence. (Photo courtesy Delano Photographics)

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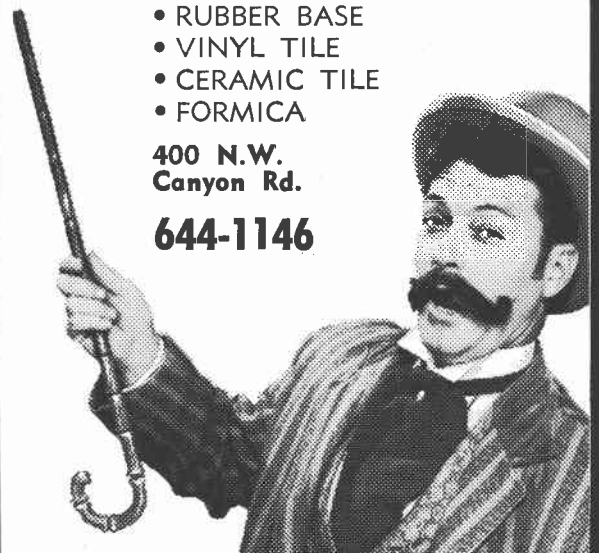
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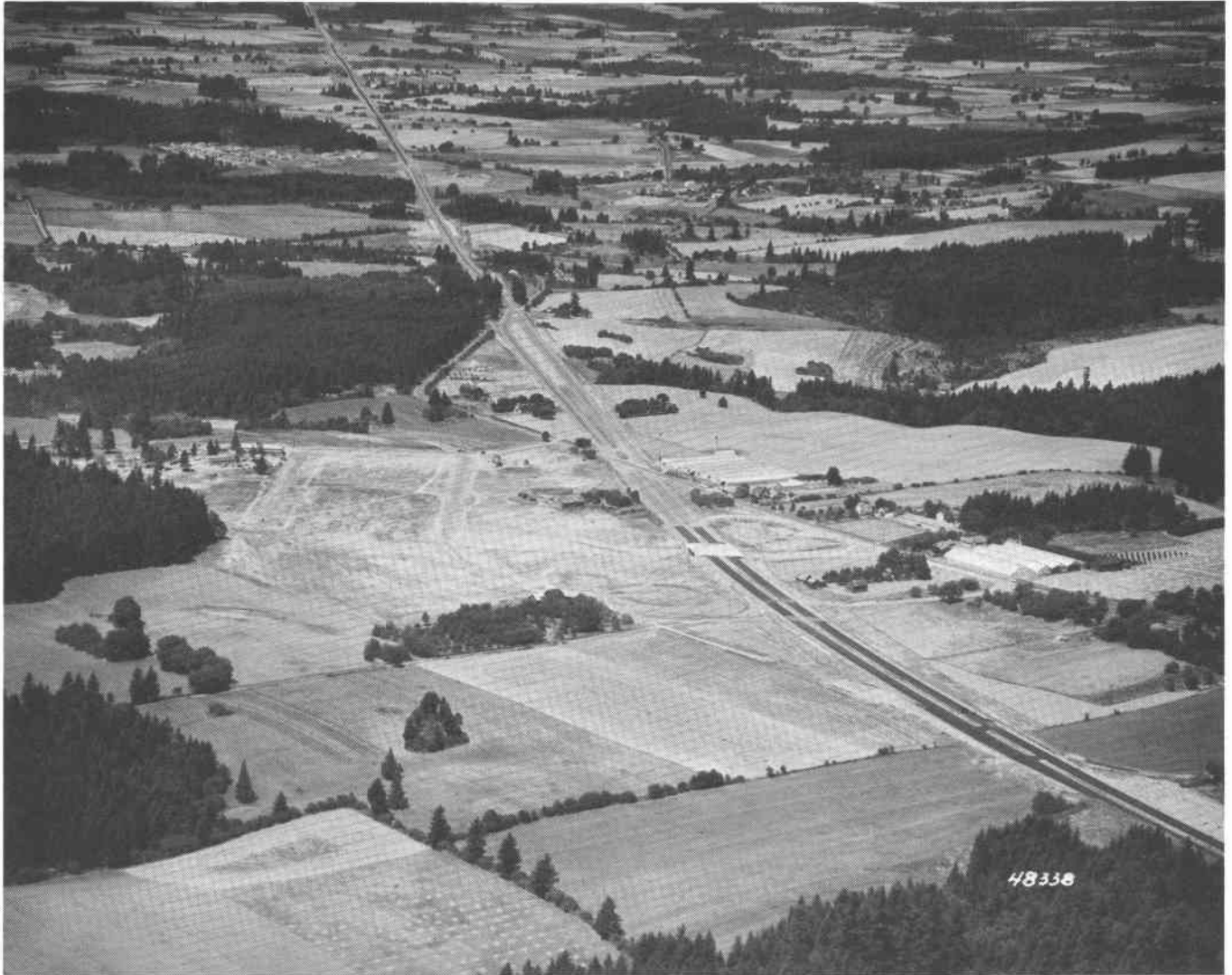
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*Cedar Hills was becoming a reality in 1948 when this photo was taken, showing the completed Sunset Highway as it passed the scars on the landscape which indicated where the new shopping area was to be built. (Photo courtesy Delano Photographics)*

## 2000-Home Project Planned

This was the headline of the Oregonian in 1948, the sub-head read, "Hammond Starts \$20 Million Beaverton Housing Project." The biggest private housing development in the history of the Portland area was started by the Home Construction Company to erect 200 homes complete with a large shopping center near the Sunset (formerly Wolf Creek) Highway northwest of Beaverton

"Cedar Hills" was financed by Equitable Savings & Loan Association and Commonwealth Inc. was in charge of selling the homes. According to the article, the project would include complete community services: shopping, schools and churches. Garden court apartments were also to be constructed, and parks and playgrounds were promised.

MI 6-1116

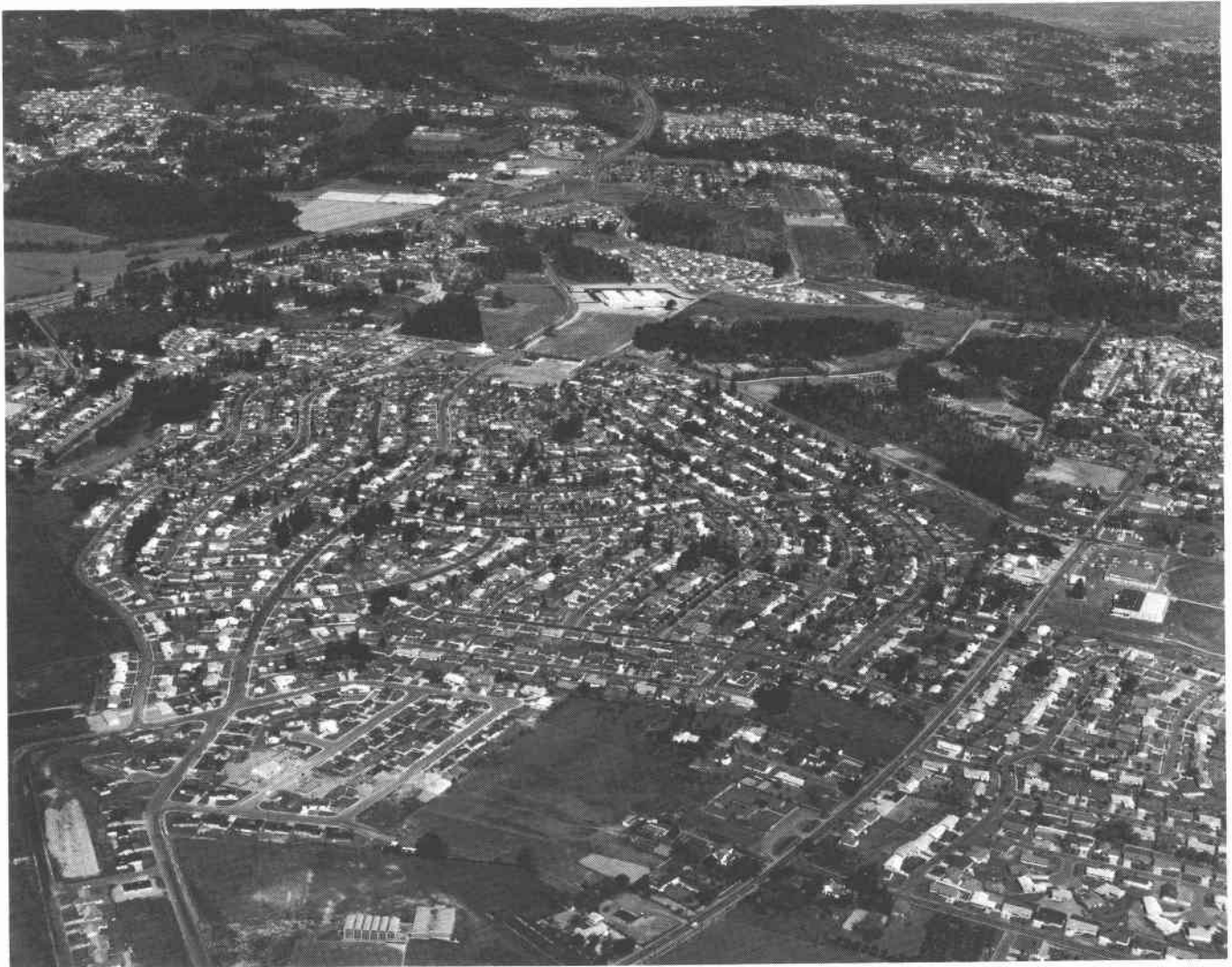


## BRUNSWICK SUNSET LANES

BILLIARDS  
36 LANES  
COFFEE SHOP  
12660 S.W. Walker Rd.







*Cedar Hills shopping area and homes as it appears today. Portland's west hills is at the upper edge of this view, and the Sunset Highway curves gracefully from upper center toward left center. (Photo courtesy of Delano Photographics)*

*A closeup view of the Cedar Hills Shopping area as it appeared in 1965. Zerox has several neighbors today. (Photo courtesy of Delano Photographics)*

Today, 20 years later, it is evident that the success of this huge development indicated Horatio Alger's prophetic, "Go West young man, go west," was still being followed. Very few of the lots remain today for residential usage. Light industrial concerns are being attracted to Cedar Hills today — companies such as Zerox, Tektronix (the first in 1951), Leupold & Stevens and many others.

*This page sponsored by:*

**EQUITABLE SAVINGS & LOAN ASS'N**

10136 S.W. Parkway in Cedar Hills

and

**COMMONWEALTH, INC.**

421 S.W. Sixth Avenue - Portland





\* \* \*

Early in the 1900's, it was common for court orders to specify that debts, public and private, be repaid in "gold coin of the United States." Our early day settlers, lucky enough to have enough gold coins to jingle, would carry them in their pockets in a chamois skin bag and would constantly keep them agitated by keeping their hand in the same pocket. In time the gold from the coins would rub off on the skin and they would burn the bag and recover the minute bit of gold.

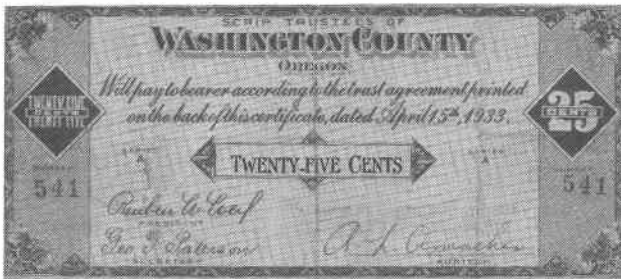
\* \* \*

## Sells \$5 Million in Beaverton Area

J. B. Harris of Jeff Harris, Inc. proudly claims to have reached this level in the sales and leases just in the immediate area in the past 13 years. Jeff, along with his brother Francis and son Rodney specialize in commercial and industrial properties at their location at 10580 SE Beaverton-Hillsdale Highway.

Among the outstanding transactions recently, Jeff told of a 65-year lease on 10-acres at Jamieson Road and B-H Highway for \$1,137,500. Another was the sale of the Drews Nursery property which was purchased in 1859 for \$4 per acre.

Call Jeff Harris, Inc. at 646-7151 for more information on these and other transactions.



Funny money? This was legal tender in 1933 when money was a little hard to come by. This scrip was one of a series issued by Washington County and secured by warrants of the County and of the school districts. The scrip was redeemed in numerical order in cash "as and when said warrants are sold or called and paid."



Roy Cook, right, is shown in a happy mood congratulating Pete Miller as the successful winner in a sales contest. Mr. Miller has been sales manager for Cook's Cleaners for nine years.

What are the measuring sticks that can be used to gauge a man's growth in a community?

There's the progress of his family. When Roy and Kathreen Cook opened Cook's Cleaners and Launderers in Beaverton in September of '46, their daughter Royene was seven years old. Six months after they moved to their present location on Canyon in 1948, daughter Sherry was born. Now Royene is married, mother of two boys — and Sherry is planning a summer wedding.

Measuring stick number two could be 'contribution to community.' Roy is a charter member of the Beaverton Area Chamber of Commerce and a charter member of the Rotary Club. Roy talks about equal opportunity employers in the finest sense — he is one. And he feels strongly about professional integrity. He is a member of the National Institute of Dry Cleaning.

Measuring stick number three might be 'expansion of company.' From one employee in '46, Cook's Cleaners now employee 30. Four outlets in the Portland area now feature the famous Cook's Tour for garments — that special "tender loving care" treatment that keeps customers coming back and new customers seeking out that "cleanest guy in town," Roy Cook. Specials like cleaning stuffed toys, and Cook's Ten Point Policy have helped give Cook's the reputation for "handling with care."

Hats off to Roy Cook and others like him, who have made Beaverton a growing, a better, a "cleaner" community!

**COOK'S CLEANERS & LAUNDERERS**  
375 N.W. CANYON RD, BEAVERTON 644-1121

# 12000 CANYON... NEWEST IN BEAVERTON

## Better known as the "Weil" Building

A century ago this building site was part of Beaverdam Lake. A huge dam of mud and brush crossed one edge of the property. When Beaverton was born 75 years ago, William Lockerman's cows grazed here. More recently it was a super-market until Bob Weil undertook a complete modernization of the structure inside and out. He has transformed the building into Beaverton's newest and most striking commercial facility. It encompasses 18,000 square feet of wholly air-conditioned spaciousness on two levels and is served by ample, off-street parking.

Contractor: Barnard and Kinney Inc. - Beaverton

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One of the Northwest's finest fabric stores!

*In 10 short years Jennie's has become a byword among women who sew. Jennie's customers are so loyal they continue to shop by mail when they move away. The new Jennie's in 12000 S. W. Canyon Road is three times as large as it was in its former location. If you love to sew - you'll love Jennie's.*

Architects: Fletcher and Finch, A.I.A. Portland



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another location!

*Look for us at 12000  
Canyon in Beaverton!*



1961 aerial of Beaverton—there's still plenty of "open country" in the area for building. (Photo courtesy of Spencer B. Gross)

## Beaverton Gains Momentum . . .

One hundred years ago — there were no commercial buildings in Beaverton — ninety-eight years ago we had just one; Griffith's Store (marked with arrow). By 1880, Beaverton boasted of having five commercial buildings — by 1893 we had about 20 active businesses. Today, in 1968, it would be difficult to count them on this photo. To aid you in locating yourself in this view, the airport is at the upper-left; Valley Plaza and Raleigh Hills to the right and Canyon Road diagonals from upper-right to the center. This birds-eye view was taken from 12,500 feet.

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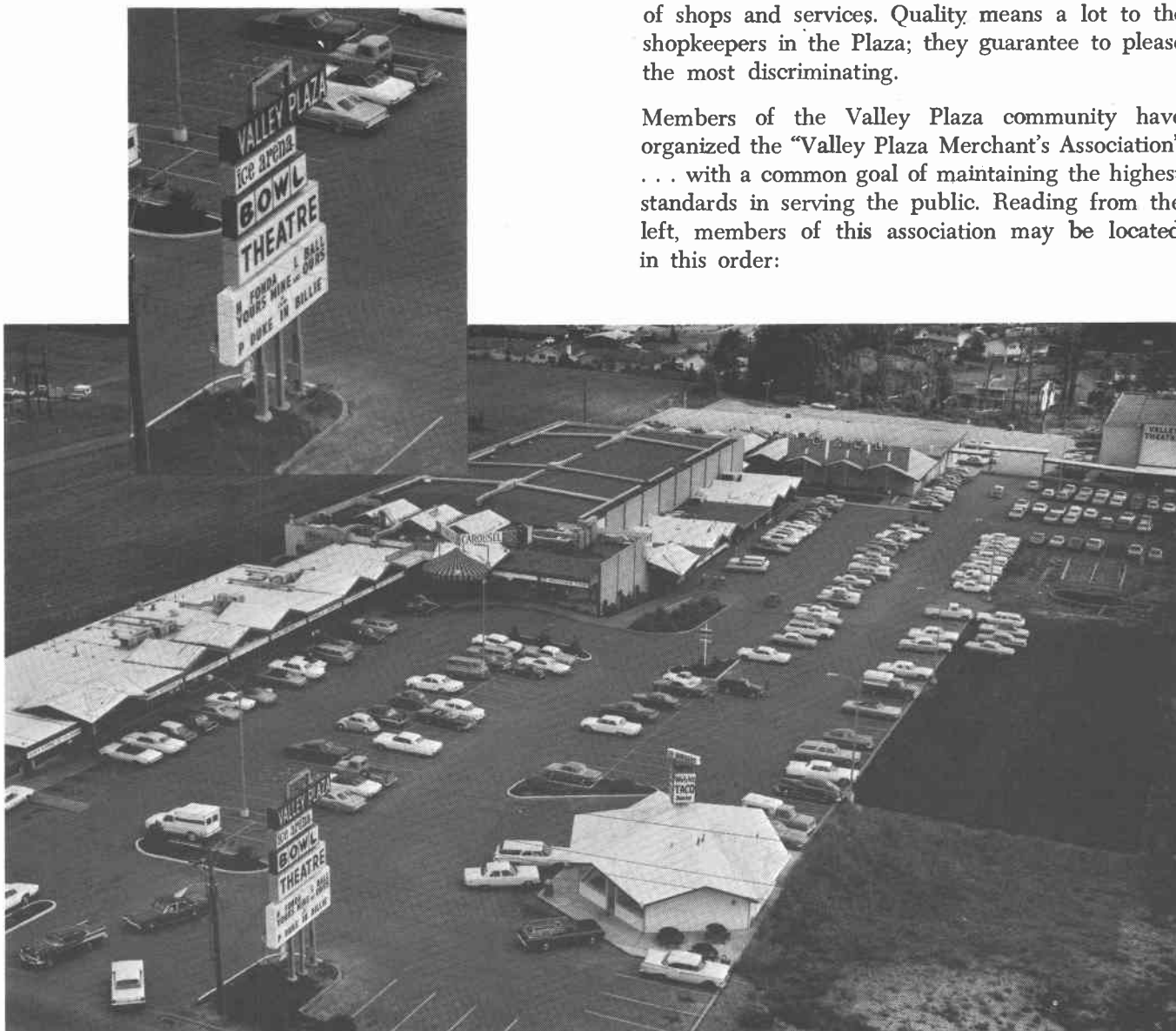
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965 N.E. Canyon Rd. Beaverton

## The Valley Plaza . Beaverton's newest!



Look for this sign on the south side of Beaverton-Hillsdale Highway — turn in for an interesting array of shops and services. Quality means a lot to the shopkeepers in the Plaza; they guarantee to please the most discriminating.

Members of the Valley Plaza community have organized the "Valley Plaza Merchant's Association" . . . with a common goal of maintaining the highest standards in serving the public. Reading from the left, members of this association may be located in this order:

<b>BASKIN ROBBINS</b> .....	<b>292-9061</b>
Ice Cream Store	
<b>ZANES HOBBIES</b> .....	<b>292-9143</b>
"A world of fun!"	
<b>DON'S BARBER SHOP</b> .....	<b>292-6414</b>
"Four barber stylists"	
<b>JAFFIE'S BEAUTY SALON</b> .....	<b>292-8288</b>
<b>SMARTWEAR CLEANING</b> .....	<b>292-3871</b>
"Where quality comes first"	
<b>CAPLAN'S CUSTOM STEREO</b> .....	<b>292-2636</b>
"From factory to you"	
<b>CAROUSEL RESTAURANT</b> .....	<b>292-2641</b>
"Beaverton's favorite"	
<b>MOUNTAIN SHOP</b> .....	<b>292-2527</b>
"The best in ski equipment & wear"	
<b>VALLEY ICE ARENA</b> .....	<b>292-6631</b>
"Ice skating for the entire family"	

Photo by Mother Photo Corp.

<b>SNIX-SNAX</b> .....	<b>292-4649</b>
"Featuring Kormelkorn"	
<b>SAVINAR TRAVEL SERVICE</b> .....	<b>292-2649</b>
"Let on expert plon your trip"	
<b>ACTION ALLEY</b> .....	<b>292-9100</b>
"The finest in women's opporel"	
<b>THE COACHMAN</b> .....	<b>292-6794</b>
"Featuring Gont Shirts for men"	
<b>CABANA STYLE SHOP</b> .....	<b>292-6880</b>
"Lodies fashionable sportswear"	
<b>VALLEY LANES</b> .....	<b>292-3523</b>
"32 lones, pro shop, snock bor"	
<b>VALLEY THEATRE</b> .....	<b>292-6639</b>
"Family entertainment"	
<b>WELCH'S TACO HOUSE</b> .....	<b>292-9552</b>
"First in Beaverton"	



PHOTO by MATHER PHOTO CORPORATION

\* \* \*

The morning of January 9th dawned bright and clear -- the air was slightly balmy. By 10 a.m., a soft breeze of 20 mph was coming in from the south .... by noon it was gusting to 50 and 60, mixed with snow and sleet. The gale worsened for the next three hours and "acres of trees were felled like matches" due to the "tremendous force and violence" of the storm. Horses were siezed with quivering fright and chafed at halters, and snorted with fear. This was Mrs. Marcia Pike's description of a storm in 1880.

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**BEAVERTON DIAMOND JUBILEE ISSUE**  
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Forest Grove, Oregon

Printed on Sonata Vellum supplied by  
Blake, Moffitt & Towne

## ... about the view on the cover

This is the same spectacular Tualatin Valley Panorama you see when you come up to Northwest Skyline Boulevard -- between Cornell and Thompson Roads -- and visit



**SEE IT TO BELIEVE IT!** There are few places in the West Hills that offer such an unobstructed view of the entire valley. This is the place to watch the changing moods of the Tualatin Valley -- rainy days or bright, daytime or night -- it's always enjoyable!

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\* \* \*

In 1906, the school district clerk reported that the total cost of maintaining the one-year high school, including the salaries of 4 teachers, was only \$3,582.71. This same year, the board authorized the purchase of two pans for the intermediates to drain umbrellas in . . . next year, in 1907, the school board felt flush after netting \$6.50 from a teachers' institute held here and authorized the purchase of 3 umbrella stands to replace the pans bought a year earlier. Easy come, easy go.

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— 30 —

Special "Thanks" are due the many firms and individuals who have been so very cooperative in furnishing historical material and photos to make this book possible ... a sincere "thanks" to all -- this story of Beaverton is yours!

Don Lien, editor



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You could buy a new one—and lay out a big hunk of cash. Or you could settle for a used one—and spend a bundle trying to fix it up.

Now there's the America.

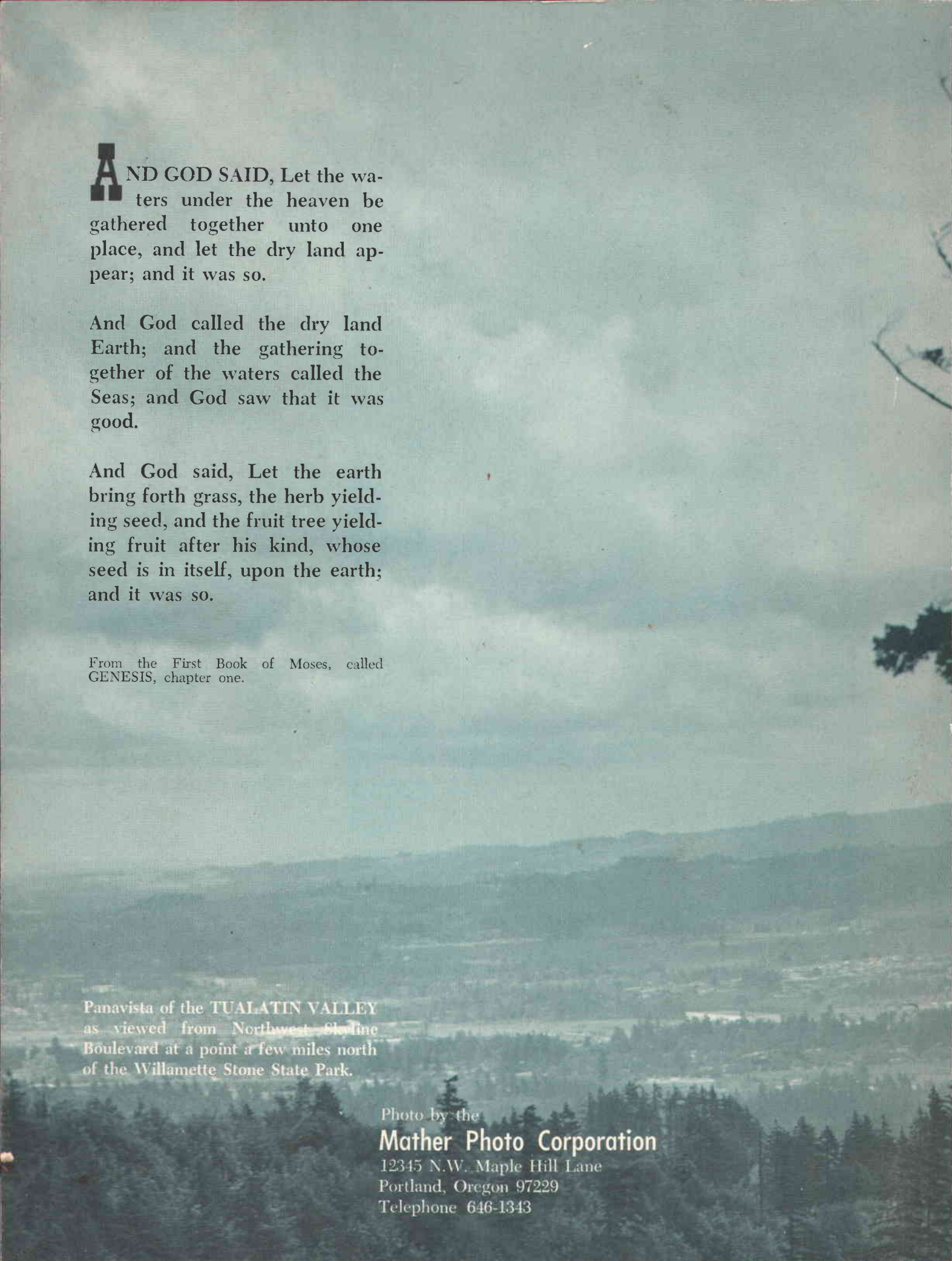
It's roomy without being big. Economical without being small. Dependable without being lifeless.

If the America sounds like a perfect second car, it should. It's built that way.

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**A**ND GOD SAID, Let the waters under the heaven be gathered together unto one place, and let the dry land appear; and it was so.

And God called the dry land Earth; and the gathering together of the waters called the Seas; and God saw that it was good.

And God said, Let the earth bring forth grass, the herb yielding seed, and the fruit tree yielding fruit after his kind, whose seed is in itself, upon the earth; and it was so.

From the First Book of Moses, called GENESIS, chapter one.

Panavista of the TUALATIN VALLEY as viewed from Northwest Skyline Boulevard at a point a few miles north of the Willamette Stone State Park.

Photo by the  
**Mather Photo Corporation**  
12345 N.W. Maple Hill Lane  
Portland, Oregon 97229  
Telephone 646-1343