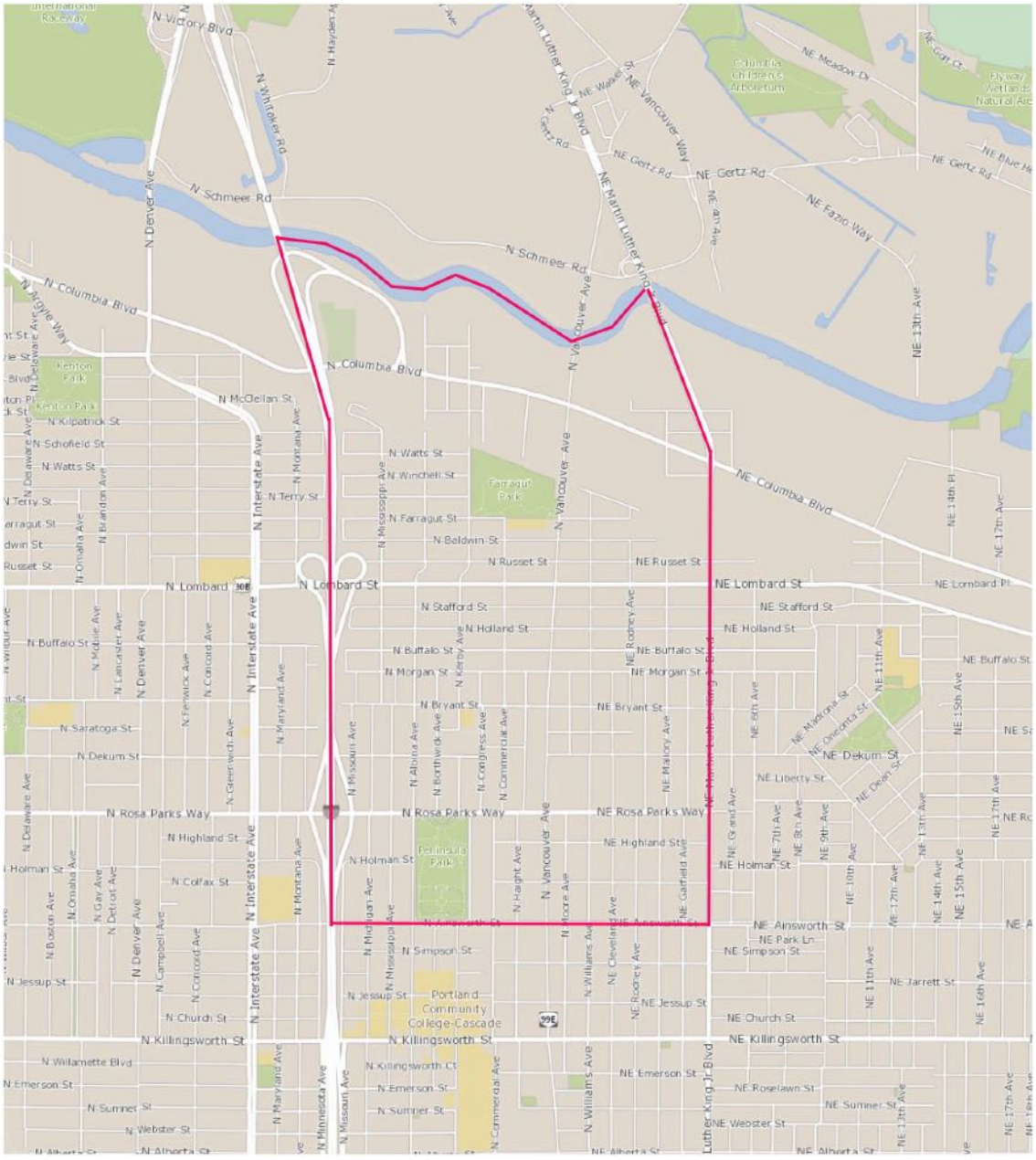
History of the Piedmont Neighborhood



Jan de Leeuw

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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Introduction

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Piedmont

Piedmont is one of the 95 neighborhoods in the neighborhood system of Portland, Oregon, and one of the eleven neighborhoods in the North Portland district coalition.

> *Portland's nationally recognized neighborhood system is made up of 95 recognized, independent neighborhood associations and seven neighborhood district coalition offices that represent the entire city of Portland.* *https://www.portlandoregon.gov/oni/28989*

The Piedmont neighborhood gets its name from the Piedmont subdivision, platted in 1889 by Edward Quackenbush and the Investment Company. And the Piedmont subdivision gets its name from the region in northwest Italy, known for its gentle slopes and hillsides. I am pretty sure the name Piedmont was chosen for its commercial appeal, and not for the physical resemblance with the eponymous region in Italy, which actually looks quite different.

Although:https://en.wikipedia.org/wiki/Piedmont_(United_States)

The Piedmont subdivision is only a small part of the Piedmont neighborhood, in fact less than ten percent of its area. And, conversely, only half of the Piedmont subdivision is in the Piedmont neighborhood, the rest is in Humboldt and King.

Land

Throughout this book, I concentrate on land and land ownership. It is essential, therefore, to remember that Oregon, Portland, and Piedmont were started by settler colonialism. This meant the United States occupied lands used for centuries by indigenous peoples, and declared it to be public lands of the United States. War, terror, vigilantes, disease, broken treaties, racism, religion, and unjust laws made sure the unceded lands stayed in the hands of the occupying forces. The small percentage of indigenous people that survived the onslaught were driven onto ever shrinking reservations. In the middle of the nineteenth century, when settlers started to arrive and Portland became a fast growing city, there were very few Native Americans left in the area.

In that nineteenth century the United States adopted laws which encouraged settlement by giving large sections of public lands away (usually tracts of 160 acres), and making other sections available for very little money (usually for $ 1.25 per acre). The land that currently makes up Piedmont was donated in this way to just four people. Evander Howe, George Smith, Lewis Love, and David Ulery were all farmers on the Vancouver Road, near the Columbia Slough. They could effectively use the Donation Land Claim Act and the Military Bounty Law, because they were the first settlers to arrive, and actually for quite some time the only settlers to arrive.

In the next stage the city grew because the settlers, or “pioneers”, sold their land to developers, who platted subdivisions. Piedmont over the years became differentiated from about four homesteads to about 30 subdivisions of varying sizes. From 1850 on fortunes were made by subdividing, exchanging, transfering, inheriting, buying, and selling pieces of land. In the third stage of development each of the subdivisions, sometimes also called additions, were partitioned into a varying number of city blocks, usually 200 by 200 feet, and the blocks were partitioned in lots, usually eight lots of 100 by 50 feet. These individual lots were then sold to people to build their houses, or packaged into multiple lots for speculation. Piedmont consists of thousands of such lots.

In the book I will discuss the original homesteads and the subsequent subdivisions. As a consequence of this emphasis on land, the book concentrates on the time between 1850 and 1930. After 1930 development is mostly down to the level of individual lots, and since there are about 5000 of these, I cannot discuss them one by one. It is interesting, of course, to find out who built an individual house, and who the subsequent owners were. But the sheer number of them makes it impossible to write about each and every one.

Bias

As you will probably figure out quickly, I like maps. I also like facts, more than I like opinions. I like words, more than I like photographs. Thus this book is not of the coffee table type, with many photos and only a few words.

I also do not like the view that historical developments are driven by a small number of important individuals, always men of course, and that we want to know as much as possible about these men, possibly because we want to become just like them. History is driven by social and economic forces and movements in which specific individuals are of limited and largely anecdotal significance. I like to report about structures and systems more than I like to report about people. Also, I hope that what I do report about the men and women that were important in Piedmont's early history makes it clear that you do not necessarily want to become just like them.

There are two other important types of Portland history books I do not want to emulate. Some of them are excellent, but they are not what I am interested in. There are those books that concentrate on vice, corruption, crime, shanghaiing, and prostitution. They are mostly about the northwest of Portland, between 1870 and 1910. And then there are those books that tell the story of city government and the business community, again mostly although not entirely about the part of Portland west of the river. As far as I am concerned, these two types of books talk about two sides of the same coin, a bunch of people quibbling on how to divide the loot. Of course that describes a huge part of history in general, and in this book the loot is basically two square miles of land, sections 10 and 15 in township one north, range one east of the Willamette Meridian.

Technical

This book is, and always will be, free and in the public domain. Anyone can copy, print, distribute or otherwise use the material in this book for any purpose whatsoever, and, if they so choose, without attribution.

All references are collected in the back of each chapter or section. I have tried to make everything reproducible, in the sense that every statement of fact that I make can be traced back to its sources. I have also tried to emphasize primary (i.e. contemporaneous) sources, even if they were only newspaper articles. Secondary sources are only used, reluctantly, if primary sources are not available. I have also tried to refrain, as much as is humanly possible, from stating opinions about events, or making inferences about motives.

This book is a living document, which means that any part of it can change at any moment. Thus all sections have a date attached to their title, indicating when they were last changed. I keep discovering new facts and adding new materials. In the table of contents each section is linked to a separate pdf, which is synchronized with the sections in the Google docs version of the book.

This book is also, among other things, a repository. There are copies of, or links to, the original maps, deeds, photos, and newspaper articles that the narrative is based on. If you see a link below a figure or a map, then following that link will usually get you to a bigger and better version of the map you can either download to your computer or view in your browser. Generally you get the best resolution by downloading the file and opening it in the appropriate application.

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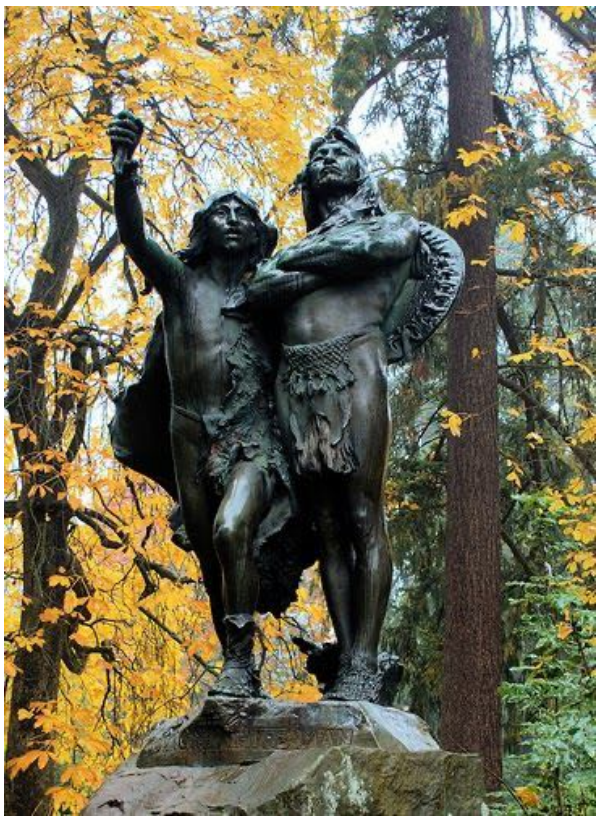
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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

They Were Here First. And They Are Still Here.

Jan de Leeuw

Version 12-31-2019





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Introduction

It is appropriate to start this book with a chapter on the Native Americans who were here first and who lived on the land that is currently the Piedmont Neighborhood. It turns out that this is far from easy. I will have to rely heavily on a huge amount of research on relatively sparse data, documented most thoroughly in an excellent recent edited volume.

Robert T. Boyd, Kenneth M. Ames, Tony A. Johnson (eds): *Chinookan Peoples of the Lower Columbia.* University of Washington Press, 2013.

To set the scene we start with two statues in Washington Park. The first one, on the left, is called "*The Coming of the White Man*". The sculptor was Hermon Atkins MacNeil (1866 – 1947), who specialized in Native American scenes. This particular statue was gifted to the City of Portland in 1904 by former mayor David P. Thompson. It depicts two Native American men looking towards the Columbia River upon the arrival of Lewis and Clark. The older man, with arms crossed, is supposedly Chief Multnomah, the younger one is not identified. Sculptor MacNeil continued to make and sell many separate copies of the Chief Multnomah figure.

There are some problems with the statue, independent of its artistic merits. First, there is a relatively minor historical problem. For a long time historians have denied that Chief Multnomah was an actual historical figure. Recent research (Fulton, 2005), relying on the native american oral tradition, maintains that he did indeed exist. He was a powerful and important chief, who controlled a large territory around the Willamette river, and commanded many warriors. He died around 1780, possibly in the first smallpox epidemic. Whether he existed or not, he was no longer living when Lewis and Clark arrived in 1804-1805.

The second problem, which was unavoidable at the time, is that the statue is firmly in the white supremacist tradition of the Noble Savage, the Theatrical Savage, and the Picturesque Savage (Ellington, 2001). A good way to illustrate this is with a contemporary review of the statue by one Arno Dosch in the Pacific Monthly of 1905.

> *Mr. MacNeil has put thought and genius into that old chief. He has depicted a patriarch in the full possession of his bodily strength, with a frame of iron, legs of steel cords and an arm of certain stroke. He stand on his toes to see better, binding his knees with tendons and drawing the cords over his thighs, hollowing the hips and bringing out the groin line clear. His are the legs of perfect strength, with the veins showing a little more prominently than in a younger man. On an upright body, with arms folded and a shield slung over the back, rises the head. In the face is the power. It is that of a Multnomah, a man of mental ability, a brooding savage, an Indian chief. He guided his own people by his wisdom, and let them in conquest on the enemy. The neck is drawn in heavy cords, and upon it is the chin of hauteur, almost disdain, the eyes expectant, but not astonished; the nose masterful, the strong hair bound back by a band.*

The younger person is also described by Dosch.

> *His attitude is in direct contrast to that of his elder. His whole body and face expresses open curiosity and wonderment. He holds aloft on his right hand a branch, just broken from a tree, and waves it as a token of good will to the strangers.*

At some point in time in the 1930's someone, presumably someone with a more keen sense of history, broke off this olive branch from the statue. It has not been restored.

Remember that Arno Dosch wrote in 1905. In the preceding 100 years an estimated ninety percent of the Native American population had disappeared. They largely succumbed to diseases brought by the white man. But they had also been hunted down and killed by vigilantes and slaughtered in staged so-called "Indian Wars" by the army. They were driven from their lands, tricked into signing treaties that would never be ratified, and they were forcibly removed to areas east of the Cascades, or driven onto small reservations of land that the white settlers did not want. In 1905 the expression on the face of Chief Multnomah should have alternated between immense sadness and equally immense rage.

The second statue in Washington Park, the picture on the right, is "*Sacajawea and Jean-Baptiste*". The sculpture was commissioned for the Lewis and Clark Centennial Exposition (1905) by the Committee of Portland Women, who requested a sculpture of "*the only woman in the Lewis and Clark Expedition and in honor of the pioneer mother of old Oregon*."

Before Contact

Archeology

Discovering the Columbia

The Lewis and Clark Journals

The two visits to Native American sites in the Columbia Basin/Wapato Valley

The Wapato Valley Native Americans

The Spirit of Pestilence

The Extinction of Indian Title

How the lands were taken away (In the Courts of the Conqueror, Conquest by Law).

> *There has been some discussion as to the origin of our title to what was known as the Oregon country, comprising the State of Oregon, Washington and Idaho, and the portions of Montana and Wyoming west of the Rocky Mountains. The question wa whether our title was derived from the Louisiana Purchase or directly by discovery and prior possession. As the result of discussion by the General Land Office in 1898, the map of the United States now issued by that office states that the title was established in 1846. The exact basis of our claim has apparently never been authoritatively decided (Bien, 1910, page 388).*

Present Day Multnomah County

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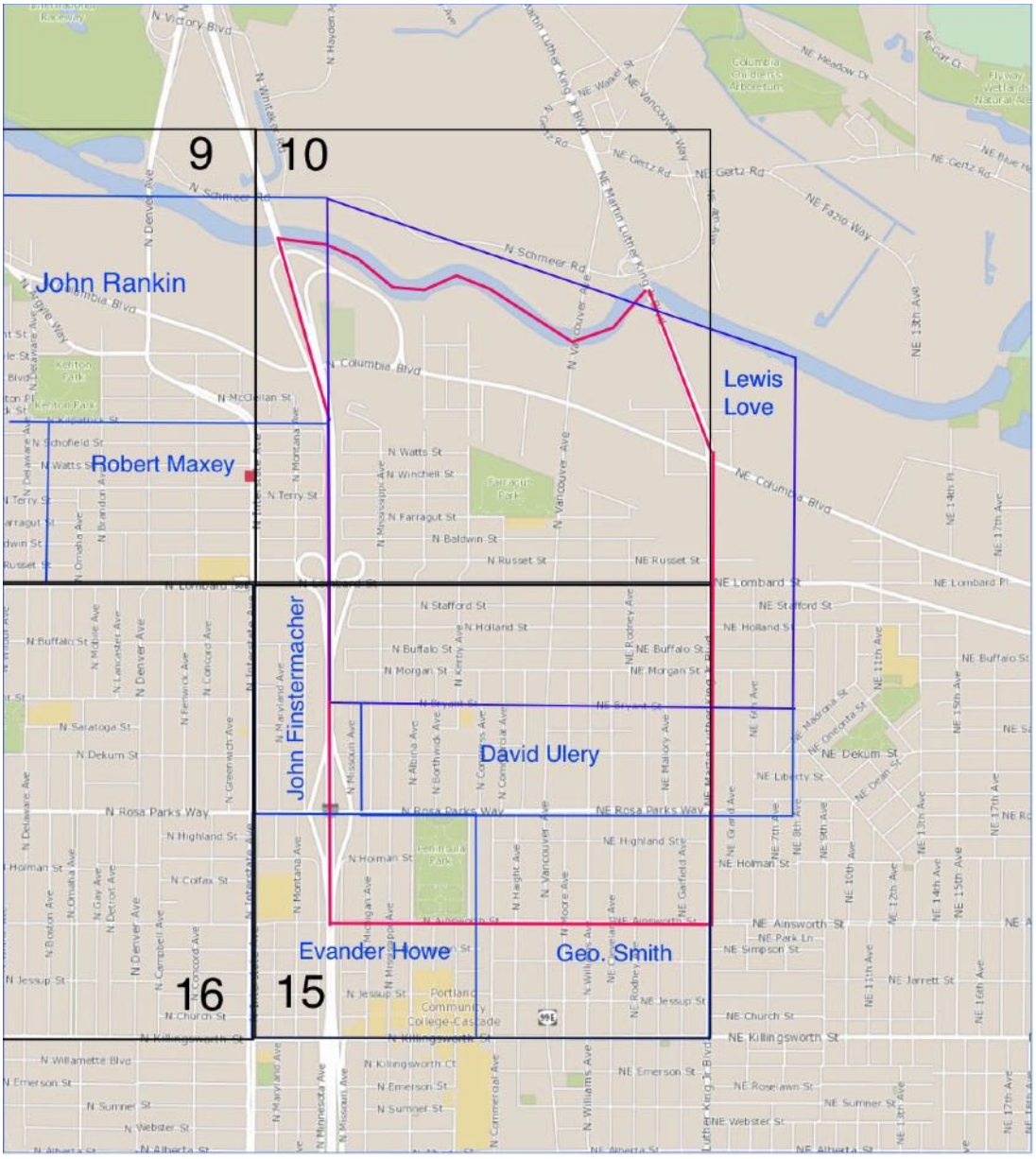
Arno Dosch: *The Coming of the White Man.* The Pacific Monthly, 13, 1905, 50-52

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteaders and Homesteads: Introduction

Jan de Leeuw

Version 02-16-2020



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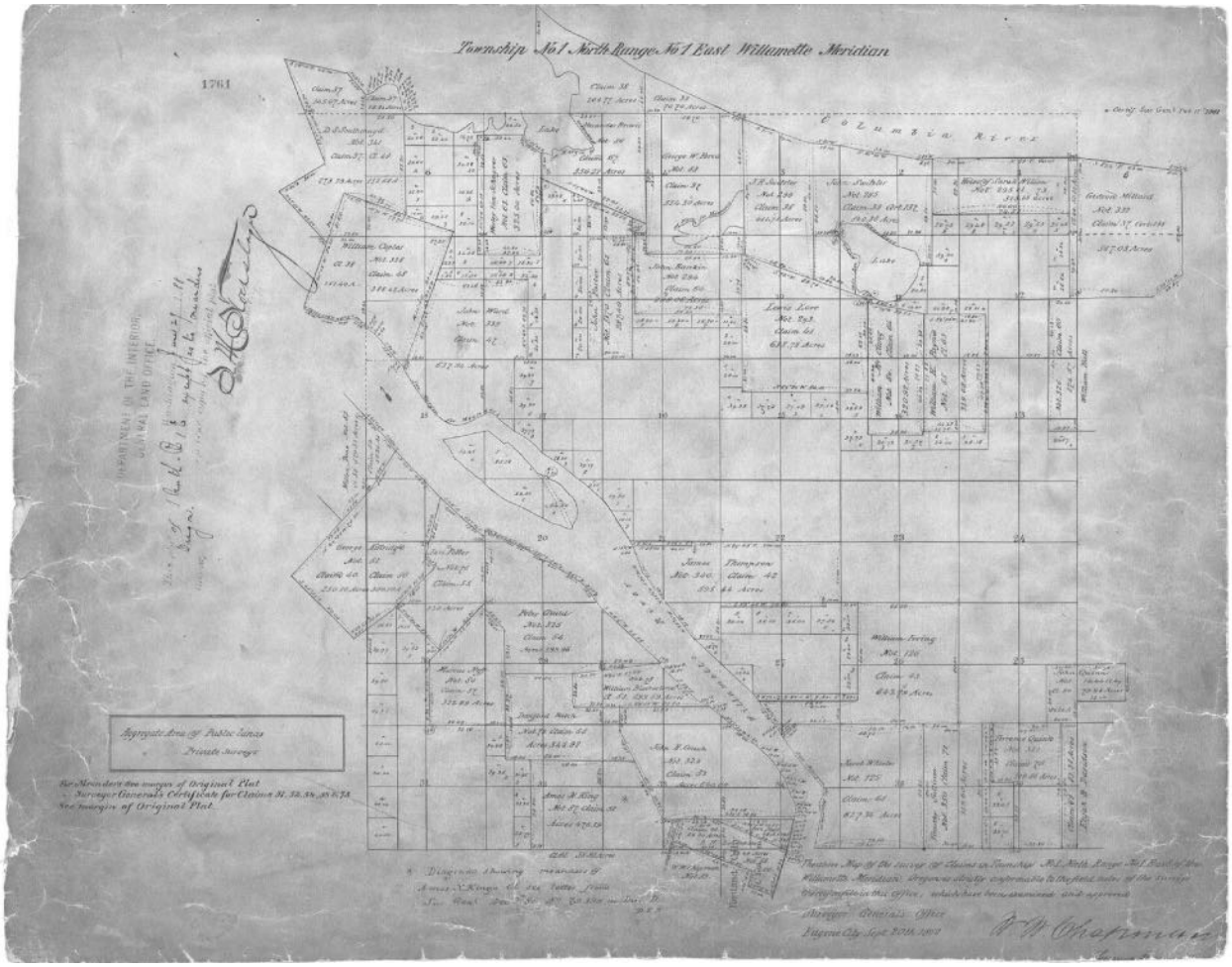
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The Map

The map above shows those donation lands and homesteads the United States handed out and sold around 1850-1860 that cover the Piedmont neighborhood (which is the area within the red boundaries). There is only a small number of them, five or so, and the large parcels (in the blue lines) in most cases also overlap with the adjacent neighborhoods Woodlawn, Overlook, Humboldt, King, Arbor Lodge, Kenton, and East Columbia. I shall use the generic name “homesteads” for these properties, although not all of them were authorized by the homestead act, and not all the original grantees actually homesteaded on them.

To put this in a larger context, here is the map of the 1860 survey of all of Township 1 of Range 1 east, which covers all of Portland, including East Portland and Albina.



https://drive.google.com/file/d/1TISCAUaStTYOVqZS58E5ao4AFFOkmzSl

Remember that links in the captions below pictures and photos generally point to a larger and/or higher resolution version elsewhere on the web. On the map it says, in the lower right hand corner,

> *The above Map of the Survey of Claims in the Township No1 North Range No1 East of the Willamette Meridian, Oregon, is strictly conformable to the field notes of the surveys thereof in file at this office, which have been examined and approved.*
>
> *Surveyor General's Office, Eugene City, September 20th 1860*

The township and range terminology will be discussed later in this introductory chapter, in the section on the Public Land Survey System.

Our Discussion

Each of our homestead chapters is divided into two parts. In the first part I discuss the land, how it was obtained, partitioned, and sold. In the second part I discuss the biographical information I have on the settlers who claimed the land and obtained the patents from the US government. The order of the two parts reflects the emphasis in this book on the ownership of the land, the persons are in some sense accidental, no matter how interesting their lives may have been. But sometimes the division between the land dealings and the life are somewhat artificial, because basically what we know about some of the homesteaders is precisely that they homesteaded in what is now the Piedmont neighborhood. And not much more.

How the land changed hands covers a period from the original claim to the point, often some fifty years later, when the final subdivisions were platted and the plats recorded with Multnomah County. Some plats have hundreds of lots, and it is not feasible to find out and document how individual lots were sold by the original sellers, and then later by the various owners along the way. So I stop at the subdivision level, although there are some exceptions because there is land that was not platted, and there are some lots and buildings on the land with historical significance.

Snyder's 1989 book "*We Claimed This Land: Portland Pioneer Settlers*" is impressive, because it covers 212 "pioneers", defined as persons or families who "were the first to settle on the land that is now occupied by the city of Portland, Oregon." (1989, preface, page v). But 212 biographies in a book of 278 pages implies that some of them will be very short. Especially because some of the pioneers do get a lot of pages. A. P. Dennison, for example, inexplicably gets 22 pages, which is definitely not proportional to his historical importance. Moreover, Snyder concentrates on pioneers associated with the original site of the City of Portland, on the west side of the Willamette, and on the more urban tracts. This makes perfect sense, because information about them is more readily available. Our Piedmont pioneers Evander Howe (10 lines), George Smith (9 lines), and David Ulery (12 lines) are given short shrift, simply because Snyder does not have more information on them. And some of the information is incorrect or imprecise. Captain Lewis Love gets three pages, which is still not much for such a long and eventful life. John Fenstermacher gets a full page, but mostly because of the tabloid aspects of his life and death. Because we only have to consider just four or five pioneers we can dig much deeper, and find more (and more correct) information.

We freely use the words "pioneers" and "settlers", although both words have plenty of negative connotations these days (Sakai, 2014). The words seem to suggest that the white people who came from the east arrived on virgin land (the terra nullius doctrine), which was waiting to be occupied, utilized, monetarized, and exploited. The alternative interpretation of what took place in the early nineteenth century is, of course, that all that land was invaded and occupied, and the original inhabitants, the ones that did not succumb to the infectious diseases brought by the

settlers, were forcibly removed and in many instances killed. As a rule the white settlers seem to have been brave, daring, inventive, hard working, and incredibly resistant to many kinds of adversity. They came to improve their situation, and many who came early succeeded in doing just that. Their improvement was made possible, however, by the racism, exceptionalism, and manifest destiny ideologies promoted by the ruling classes. And we should not forget they were, wittingly or unwittingly, part of a racist and colonialist invasion that resulted in an horrific genocide (Dunbar-Ortiz, 2014).

Land Laws

There were multiple laws passed by Congress in the eighteenth and nineteenth century on which the various donations and patents are based. Some of them were actually donations, which means the settlers did not have to pay anything for the land, and some were for-pay, although always for very little money.

Because nothing beats looking at the original documents, in the exact language they were written in, I provide links to the actual laws. In the references at the end of the chapter there are links to Wikipedia articles that provide at least some background. If you want to know more about how the United States disposed on its public lands through a whole sequence of homestead type acts, there is the authoritative article by Bien (1910). For an even more extensive discussion of the donations of various types in Oregon (including giveaways to railroads, timber harvesting, or military wagon roads) see the dissertation by Jerry O'Callaghan (1951).

September 27, 1850: An Act to create the Office of Surveyor-General of the Public Lands in Oregon, and to provide for the Survey, and to make Donations to Settiers of the said Public Lands. https://drive.google.com/file/d/1S69AEHN-PuDvYEKimOUQxD4bzhTkTBSd

March 3, 1855: *An Act in Addition to certain Acts granting Bounty Land to certain Officers and Soldiers who have been engaged in Military Service of the United States.* https://drive.google.com/file/d/1Ro5Zk00kgc0UpUnpt7aUpvw05e0H0X6b.

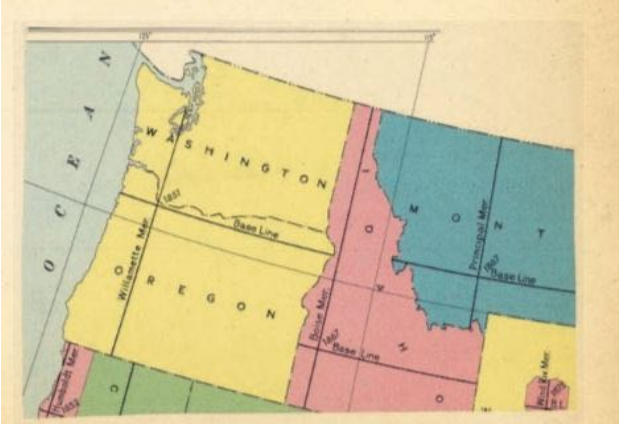
May 20, 1862: An Act to secure Homesteads to actual Settlers in the Public Domain. https://drive.google.com/file/d/1S1TuL2j2sMidQAdCahzAFG4hSx27SkhV

On the map at the beginning of this chapter Lewis Love and John Rankin used the Oregon Donation Land Act of 1850. John Fenstermacher and Evander Howe used the Homestead Act of 1862 (which means they had to pay for their land). George Smith, Robert Maxey, and David Ulery used the Military Bounty Act of 1855. In all three cases, however, they were not the ones doing the actual military service. By informal and and by now unknowable transactions they made the original military men sign over their patents, undoubtedly for a pittance.

The Oregon Donation Land Act of 1850 deserves some additional attention, because it is specific to our region. The Genealogical Forum of Oregon (2014) has a nice brochure, with the essential facts. Also quite readable is the page on the act of the Oregon History Project (2018).

Public Land Survey System

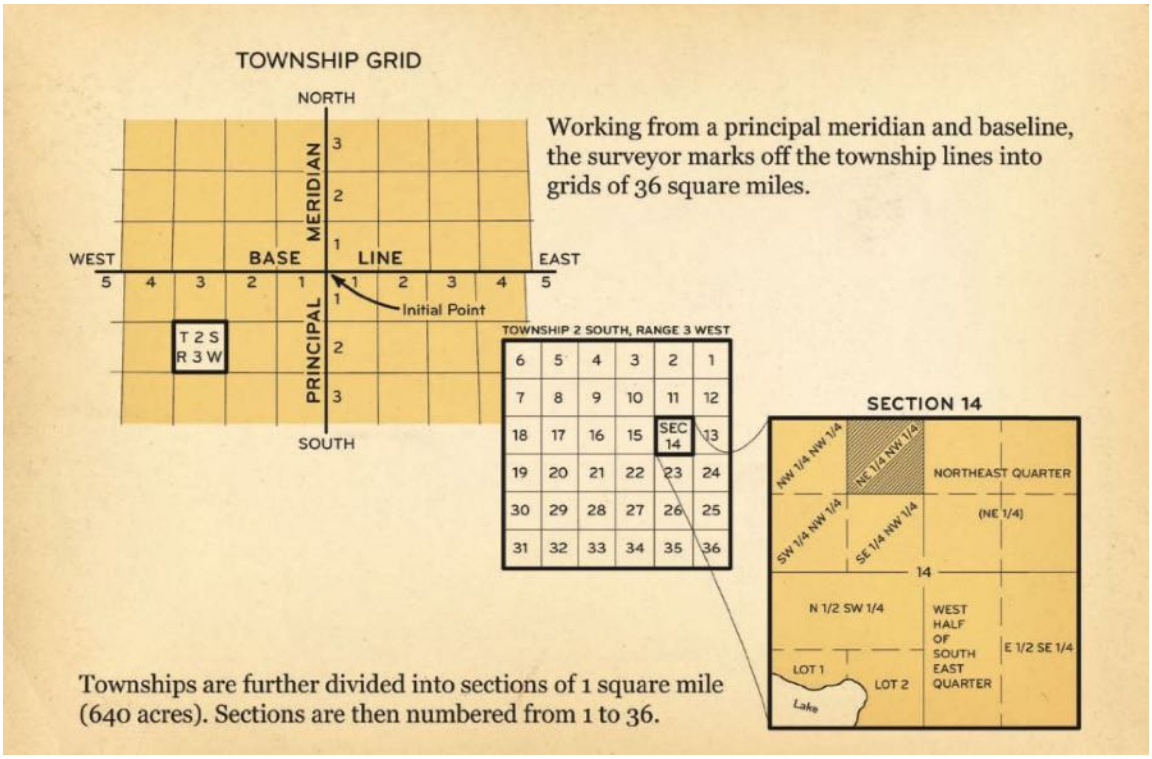
The *Rectangular Survey System* was created by the Land Ordinance of 1785. It covers the United States with squares of 6 by 6 miles. It then introduces a local coordinate system by designating a vertical lines (meridian) and horizontal line (base line). In our case the vertical line is the Willamette Meridian, running through the hills west of Portland, and the horizontal line is the Willamette base line, along Base Line Street (now Stark Street). The two intersect at the Willamette Stone. This local coordinate system allows one to code the squares, indicating how many squares east or west of the meridian, and how many squares north or south of the base line they are. The figure below, taken from page 25 of the excellent e-book by Vaughan (2014), show both meridian and base line.



Map showing the location of the Willamette Meridian and Base Line. The GLO survey initial point was established in 1851. Courtesy of the Bureau of Land Management.

On the map at the beginning of this chapter you see modern Piedmont in the red boundaries. The black squares are sections 9, 10, 15, and 16 of Township 1 North, Range 1 East (T 1N R 1E), i.e. the first square north of the baseline and east of the meridian.

A township in PLSS is six by six miles, with 36 sections. Thus T 1N R 1E covers most of Portland. A black section is a square mile, or 640 acres, and the four quarters of a section (NE, SE, SW, NW) are each 160 acres. The following figure, from page 28, of Vaughan (2014), illustrates the basics.



The rectangular system is used throughout to locate parcels of land, where basically each of the townships provides another even more local coordinate system. We can now say, for example, that a piece of land in the figure above is the SE ¼ of the NW quadrant of Section 14 in township 4 south of range 3 west. Even more importantly, parcels of land, especially in the homestead period, are often defined as sections or quarters of the system, and as a consequence roads often align with boundaries of quarters as well.

Surveyors Lengths

In many of the deeds from the nineteenth century parcels of land are described in the language of surveyors, and the boundaries are described in the units of length used by surveyors around that time. Since these units may be unfamiliar to modern readers, I briefly summarize definitions of the most common ones, and show how to translate them into feet and even meters.

> *The name **furlong** derives from the Old English words furh (furrow) and lang (long). Dating back at least to early Anglo-Saxon times, it originally referred to the length of the furrow in one acre of a ploughed open field (a medieval communal field which was divided into strips).*

> *A **chain** is a unit of length that measures 66 feet, 22 yards, 100 links, or 4 rods (20.1168 m). There are 10 chains in a furlong, and 80 chains in one statute mile. An acre is the area of 10 square chains (that is, an area of one chain by one furlong).*

> *The **rod** or perch or pole is a surveyor's tool and unit of length equal to 5 $^{1}/_{2}$ yards, 16$^{1}/_{2}$ feet, $^{1}/_{320}$ of a statute mile or one-fourth of a surveyor's chain and 5.0292 meters. The rod is useful as a unit of length because whole number multiples of it can form one acre of square measure.*

> *The **link** (usually abbreviated as "l.", "li." or "lnk."), sometimes called a **Gunter's link**, is a unit of length formerly used in many English-speaking countries. A link is exactly $^{66}/_{100}$ of a foot, or exactly 7.92 inches or 20.1168 cm.The unit is based on Gunter's chain, a metal chain 66 feet long with 100 links, that was formerly used in land surveying.*

Here is a table to convert links/chains/rods/furlongs to inches/feet/yards/miles and ultimately, for those of us who finally emerged from the middle ages, to meters.

	link	rod	chain	furlong	inch	foot	yard	mile	meter
link	1	0.04	0.01	0.001	7.92	0.66	0.22	0.000125	0.2012
rod	25	1	0.25	0.025	198	16.5	5.5	0.003125	5.029
chain	100	4	1	0.1	792	66	22	0.0125	20.12
furlong	1000	40	10	1	7920	660	220	0.125	201.2
inch	0.1263	0.005051	0.001263	0.0001263	1	0.08333	0.02778	1.578e-05	0.0254
foot	1.515	0.06061	0.01515	0.001515	12	1	0.3333	0.0001894	0.3048
yard	4.545	0.1818	0.04545	0.004545	36	3	1	0.0005682	0.9144
mile	8000	320	80	8	6.336e+04	5280	1760	1	1609
meter	4.971	0.1988	0.04971	0.004971	39.37	3.281	1.094	0.0006214	1

Deeds and Patents

This book contains excerpts from, transcripts of, and links to hundreds of deeds. There are many types of deeds, which are used to register the transfer of real property. There are hundreds of introductions to deeds and types of ownership of real property of the web. A good example is American Bar Association (2011). I only give a brief summary of the types we will encounter in this book.

A *general warranty deed* guarantees that the grantor has clear title, and that no other parties retain an interest in the property. It usually includes various covenants, in particular that the grantor is responsible if it is discovered the title is not clear and third parties makes claims to the property.

A *quitclaim deed* transfers any interest in the real property that the grantee has to the grantor, without any guarantee that the grantee actually has title to or ownership of the property. Thus the rights of the grantor in the property are transferred to the grantee, provided that the grantor actually has these rights, otherwise the quitclaim deed is just a piece of paper.

A *sheriff's deed* is a deed that gives ownership rights in property bought at a sheriff's sale. A sheriff's sale is a sale conducted by a sheriff upon order of a court after a failure to pay a judgment. These days sheriff's deeds are used in foreclosures, in the nineteenth century they were used even more often if owners of real property failed to pay taxes or bills for goods and services. The important thing is that a court order was needed. Old newspapers have pages and pages of pieces of real estate sold at sheriff's sales, mostly because of delinquent property taxes.

For US land donations and cash transactions under the homestead law we include and transcribe (in as far as they are readable) a copy of the patent and the corresponding deed. For later transfers of real property we include copies, or links to copies, of all deeds we could find. For this chapter we follow the title chain from the US to the homesteader, and then from the homesteader to all next-stage buyers, until the whole homestead is divided up and sold, and we arrive at the subdivision plats, which eventually all will have their separate chapters in this book.

As usual, links to deeds are included, and some deeds, or parts of deeds, are transcribed in the text. Because of the nineteenth century longhand, and because of the quality of the copies and microfilm, it is sometimes impossible to read part of the deed. Also, deeds are to a large extent written in legal language, portions of which are almost the same for all deeds in a certain period. In some cases we skip the boiler plate and only transcribe the variable portions. Finally, we do not transcribe the notarization of the deed, although that is typically included in the linked file.

Plats

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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteads: Evander Howe

Jan de Leeuw

Version 02-16-2020

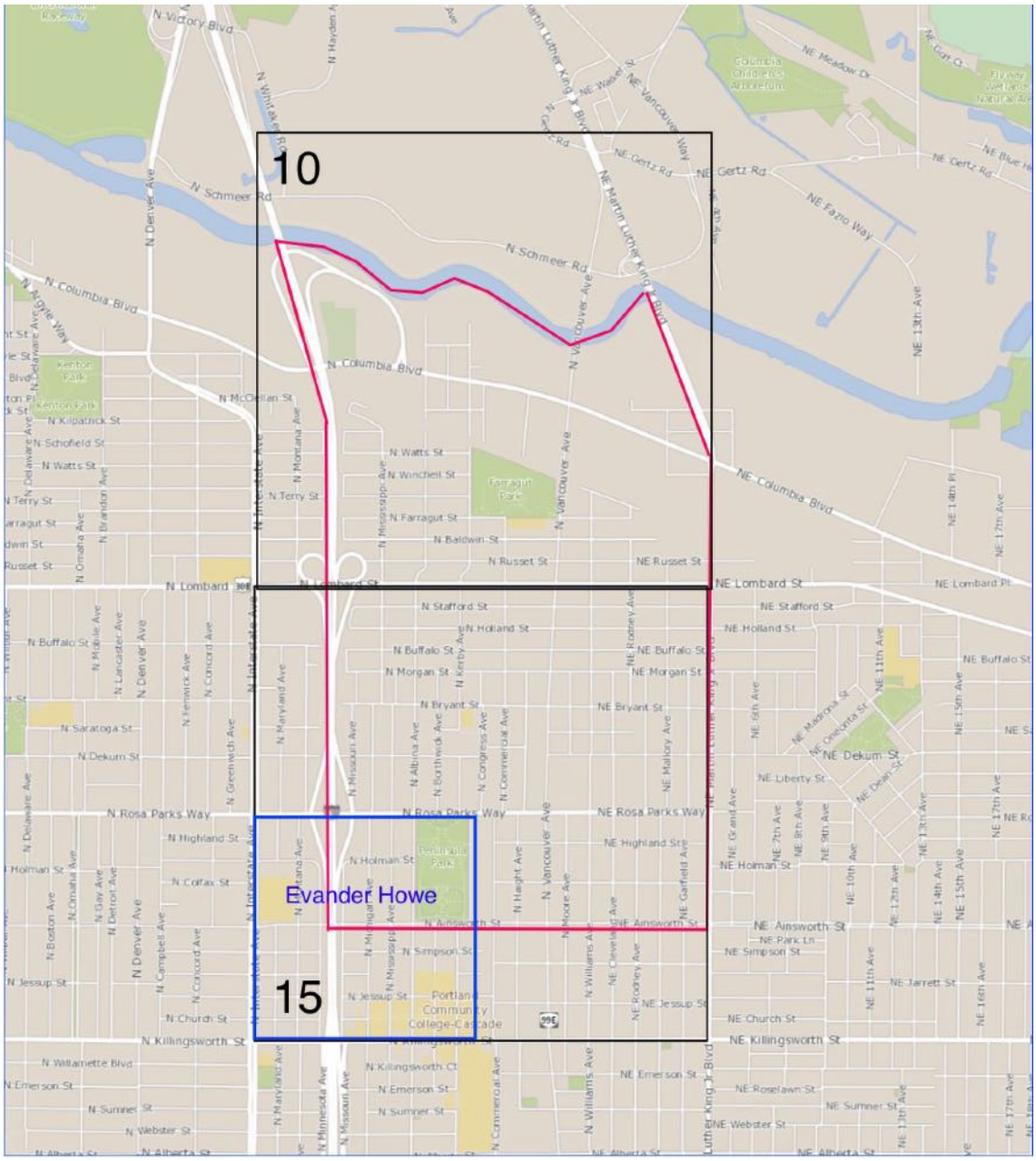


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Homestead

On June 1, 1870, Evander Howe established a claim under the homestead act of 1862 for 160 acres of land, the southwest corner of section 15 in township 1 north, range 1 east. Snyder tells us he paid $ 200. That makes sense because under the provisions of the act land was sold for $ 1.25 per acre. The complete transcribed text of the patent (General Land Office Record, 1870) follows.

> *Whereas there has been deposited in the General Land Office of the United States a certificate of the Register of the Land Office at Oregon City, whereby it appears that pursuing to the Act of Congress approved the 20th of May 1862 "To Secure Homesteads to actual Settlers on the public domain", and the acts supplemental thereto, the claim of Evander Howe has been established and duly consummated in conformity to law for the South West quarter of Section fifteen in Township one North of Range one East in this District of Lands subject to Sale at Oregon City Oregon containing one hundred and sixty acres according to the Official Plat of the Survey of the said Land returned to the General Land Office by the Surveyor General.*
>
> *Now know ye, that there is therefore granted by the United States onto the said Evander Howe the tract of land above described: the Have and To Hold the said tract of land with the appurtenances thereof unto the said Evander Howe and to his heirs and assigns forever.*
>
> *In testimony whereof I, Ulysses S. Grant, President of the United States of America, have caused these letters to be made Patent, and the Seal of the General and Office to be hereunto affixed.*
>
> *Given under my hand, at the City of Washington, the first day of June, in the year of our Lord one thousand eight hundred and seventy, and of the Independence of the United States the ninety fourth.*
>
> *By the president (signed) U.S. Grant, by (signed) Charles White, Sec'y, (signed) J.N. Granger, Recorder of the General Land Office.*
>
> https://drive.google.com/file/d/0B94Urj3OjM7Bd0RkakpYTktEc2s

To show where Evander Howe's homestead was located, I have included a map at the beginning of this chapter. In the map sections 10 and 15 in township 1 north, range 1 east are drawn in black. The blue Evander Howe square, half a mile by half a mile, in the southwest corner is bounded by what is now Interstate Avenue, Kerby Avenue, Killingsworth Street, and

Rosa Parks Way. Parts are in modern Piedmont (within the red boundaries), parts are in Humboldt, Overlook, and Arbor Lodge.

Sales

Evander Howe sold eighty acres on July, 5 1870 for four hundred dollars to Elizabeth Smith, who, together with her husband George Smith, owned the 160 acres to the east since March 10, 1866. The eighty acres Evander sold to the Smiths were the lower half of the blue quadrant, i.e. the part in modern Humboldt and Overlook.

> *Know all men by these Presents: That I Evander Howe in consideration of four Hundred Dollars to me paid by Elizabeth Smith do hereby bargain, sell, and convey to said Elizabeth Smith her heirs and assigns forever the following described parcel of real estate to wit: the South half of West Quarter of Section fifteen in Township one North range one East and bounded as follows. Commencing at the South West corner of Section fifteen and running North eighty rods thence running east one hundred and sixty rods thence South eighty rods thence West one hundred and sixty rods to place of beginning containing eighty acres said property is located in the County of Multnomah State of Oregon.*
>
> *To Have and To Hold the same with all the privileges and appurtenances belonging to the said Elizabeth Smith her heirs and assigns forever. And I do covenant with the said Elizabeth Smith and her legal representatives forever, that the said premises are free from all encumbrance and that I will and my heirs, executors and administrators shall Warrant and Defend the same to the said Elizabeth Smith her heirs and assigns forever, against the lawful claims and demands of all persons whatsoever. In Witness Whereof I have hereto set my hand and seal this fifth day of July A.D. 1870.*
>
> *https://drive.google.com/file/d/1PiJlcxtVmqaULLe7XHCWsoMWEnVwgHo5/view*

Evander Howe did not sell the other half in his lifetime. Or, to be more precise, he sold it for forty dollars on July 12, 1870 to John Hotts, his neighbor, a retired farmer on the Columbia, who went into real estate transactions later in life. And then he bought it back from Hotts for one hundred dollars on November 5 of that year. Here is the text of the deeds. First from Howe to Hotts.

> *Know all men by these Presents: That I Evander Howe of Multnomah County Ogn in consideration of Forty Dollars to me paid by John Hotts of same place. Do hereby bargain, sell, and convey to said John Hotts his heirs and assigns forever the following described parcel of real estate to wit: the North half of the South west Quarter of Section fifteen (15) in Township One North Range One East containing eighty acres in Multnomah County State of Oregon.*
>
> *To Have and to hold the same with all the privileges and appurtenances thereto belonging to the said John Hotts his heirs and assigns forever. And I do covenant with*

the said John Hotts and his legal representatives forever, that the said premises are free from all encumbrance and that I will and my heirs, executors and administrators shall Warrant and Defend the same to the said John Hotts his heirs and assigns forever, against the lawful claims and demands of all persons whatsoever. In Witness Whereof I have hereto set my hand and seal this Twelfth day of July A.D. 1870. (signed) Evander Howe

https://drive.google.com/file/d/1PyOtjEaGyvoSKLLvfJP47aOp6nn6BtqY/view

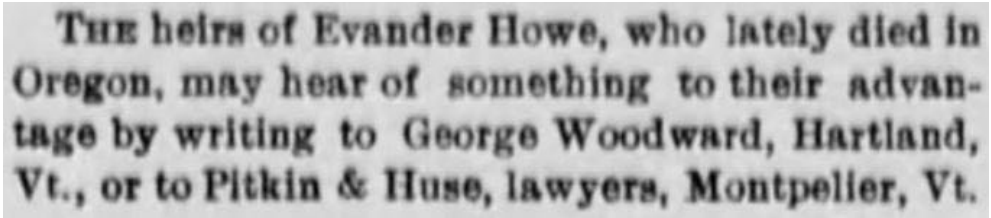
Then from Hotts to Howe.

Know all men by these Presents: That I John Hotts of Multnomah County Oregon in consideration of One Hundred Dollars to me paid by Evander Howe do hereby bargain, sell, and convey to said Evander Howe his heirs and assigns forever the following described parcel of real estate to wit: the North half of the South west Quarter of Section fifteen (15) in Township One North Range One East containing eighty acres in Multnomah County Oregon.

To Have and to hold the same with all the privileges and appurtenances thereto belonging to the said Evander Howe his heirs and assigns forever. And I do covenant with the said Evander Howe and his legal representatives forever, that the said premises are free from all encumbrance and that I will and my heirs, executors and administrators shall Warrant and Defend the same to the said Evander Howe his heirs and assigns forever, against the lawful claims and demands of all persons whatsoever. In Witness Whereof I have hereto set my hand and seal this 5 day of November A.D. 1870. (signed) John Hotts

https://drive.google.com/file/d/1Q1bc6cNj1x-ssB3AXnrFnUO2-VMFzShy/view

Evander Howe died childless, a lifelong bachelor. In the *Vermont Watchman and State Journal* of January 17, 1883, we see the following announcement.


THE heirs of Evander Howe, who lately died in Oregon, may hear of something to their advantage by writing to George Woodward, Hartland, Vt., or to Pitkin & Huse, lawyers, Montpelier, Vt.

As a direct result of this there are three deeds, all dated February 5, 1883, in which the heirs of Evander Howe deed the northern 80 acres to George Woodward of Portland, for the total sum of $ 8000. It looks like George Woodward traveled east to find these heirs. The text of the deeds Is given below. The first one, signed by Hannibal and Maria Howe, is

Know all men by these presents, that we Hannibal F. Howe, a brother of Evander Howe late of Multnomah County Oregon deceased, and Maria M. Howe, wife of said Hannibal F. Howe, both of Jamaica in the County of Windham and State of Vermont, in consideration of the sum of Two Thousand Dollars to us paid by George Woodward of the City of Portland in the County of Multnomah in the State of Oregon, the receipt of which we hereby acknowledge, do hereby convey, remise, release and forever quitclaim unto the said George Woodward his heirs and assigns all that tract or parcel of land situated in said County of Multnomah in said State of Oregon described as follows: viz: All of the north half of the south west of section numbered fifteen (15) in Township numbered One (1) north of Range One (1) east of the Willamette Meridian containing eighty acres more or less; meaning to convey all the land that the said Evander Howe deceased was possessed of at the time of his decease in said Section fifteen (15) Township One (1) north Range One (1) east, with all the privileges and appurtenances thereunto belonging.

To Have and To Hold the above granted and bargained premises to the said George Woodward his heirs and assigns, to his and their use benefit and behoof forever. And me the said Hannibal F. Howe and Maria M. Howe for ourselves our heirs executors and administrators do covenant with the said George Woodward his heirs and assigns hat the premises are free from all encumbrances made or suffered by us, and that we will, and our heirs, executors, and administrators shall warrant and defend the same to the said George Woodward his heirs and assigns forever against lawful claims of all persons claiming by, through, or under us, but against none other. In witness whereof we have hereunto set our hands and seals this 5th day of February AD 1883. (signed) Hannibal F. Howe (signed) Maria M. Howe

https://drive.google.com/open?id=1rpuDpZYpYVq0iQlaqPtUDrRAraEY5gk7

The second one, signed by Ezra and Etta Howe, is identical, except for the different names of the grantors, and the fact that they lived in Brattleboro, County of Windham. The first two deeds were notarized in Vermont.

https://drive.google.com/open?id=1wxfhNyWLkp815Ko7rQcvGhNBFBzQWCwW

The third deed, notarized in Connecticut, starts with

Know all men by these presents, that we Lovina A. Sweet, a sister of Evander Howe late of Multnomah County, Oregon, deceased and Edward H. Sweet, husband of said Lovina H., and Sarah L. Yance, a sister of said Evander Howe, deceased, and Lorenzo Yance, husband of said Sarah L., all of Meriden, in the County of New Haven, in the State of Connecticut, in consideration of the sum of Four Thousand Dollars ...

https://drive.google.com/open?id=1CZDyWK0AwXhS4wodoqFr5P4mZ8O4tltb

Eugene Snyder (1989, p. 114) says a brother Estey Howe from Battleboro, Vermont, inherited the whole 80 acres, worth $ 6000, but that is incorrect. There is no Estey Howe, I think. Also, there is no Battleboro in Vermont, although there is a Brattleboro. Snyder was misinformed by the Evander Howe probate file, which mentions one Estey Howe as a possible sole heir. As we have seen, that should be Ezra Howe, and there were others.

On December 27, 1883 George Woodward and Ellen M. Woodward, his wife, quitclaimed for one dollar an undivided one-third interest in the northern 80 acres to assembly and councilman Sylvester Farrell, of Everding & Farrell, a huge wholesale produce, shopping, grain, salmon, and logging company. And on the same day they also transferred another undivided one-third interest in the northern half of the southwest quarter to local undertaker and capitalist Edward Holman for another dollar.

https://drive.google.com/open?id=1uheS9b7nigCNVkVcf4-3Ve6vU0F7mASU

https://drive.google.com/open?id=1_inDXj_kQkbhkHclvA2Fw-oLh-jv_QzC

August 17, 1887 a one-third interest was transferred from Farrell to Everding & Farrell for $ 2,500.

https://drive.google.com/open?id=1LqahDe7DqF0VmlcNryMhDq1OUgd9WXNK

On January 3, 1890 S. Farrell and Edward Holman sold their undivided two-thirds interest to W. K. Smith for $ 26,666.66.

https://drive.google.com/open?id=16X24Gs1i2tG0iPP8j7WRHGVSS9nJcluZ

Finally, on January 16, 1918 Everding & Farrell sold their one third interest to the Ukase Investment Co for the nominal sum of $ 1.

https://drive.google.com/open?id=1kkzW2tZrt2BnMOHI0Hi8BiZWxaxC2PnS

From 1918 on the Ukase Investment Company controlled the complete 80 acres in the northern half of the south west quadrant of section 15. The land had increased in value from $ 100 in 1870 to $ 40,000 in 1890. Of course very little of that appreciation benefited Evander Howe, although some of it benefited his heirs in Vermont.

In other places in this book I will discuss what the Ukase Investment Company did with their 80 acres. They leased some of the land to Harry Bush for Evergreen Park and to the City for the Municipal Automobile Park. They sold some of the land to the school district for Ockley Green

School and to the City for Peninsula Park. And they used 25 of the 80 acres to plat and develop the Gainsborough Addition.

As we have seen the southern half of Evander Howe's quadrant was not in Piedmont. The eastern part of this southern half became West Piedmont and Jarrett's Addition, the western part became North Albina.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteaders: Evander Howe

Jan de Leeuw

Version 02-16-2020

Life **2**

Death **3**

Family **7**

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Life

In the 1860s Evander Howe came from Vermont to Oregon. He does not appear even once in any of the Oregon newspapers from the time period. Eugene E. Snyder *(1989, p. 114)* says

> *No record tells us what sort of man Evander Howe was, nor how he occupied his time in Oregon.*

As I began this research it was unclear when and where he was born and how old he was when he died. There is not much information, but there is a bit more than nothing.

Snyder mentions he has no idea what Howe tried or did during his final years, or if he was even in Portland. But I found him in the 1880 census. He was enumerated on July 14, a 45 year old farmer living in the Willamette Precinct. The name was transcribed as Evanden, but the census form is pretty clear. His neighbor on the form is the 52 year old farmer John Hott (sic). That should actually be John Hotts. Both of them were single. Evander apparently lived alone, Hotts had a hired hand living at the same address. Another neighbor on the same census form is Davis Ulery (sic), a 49 year old farmer, with a large family. That should actually be David Ulery.

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Death

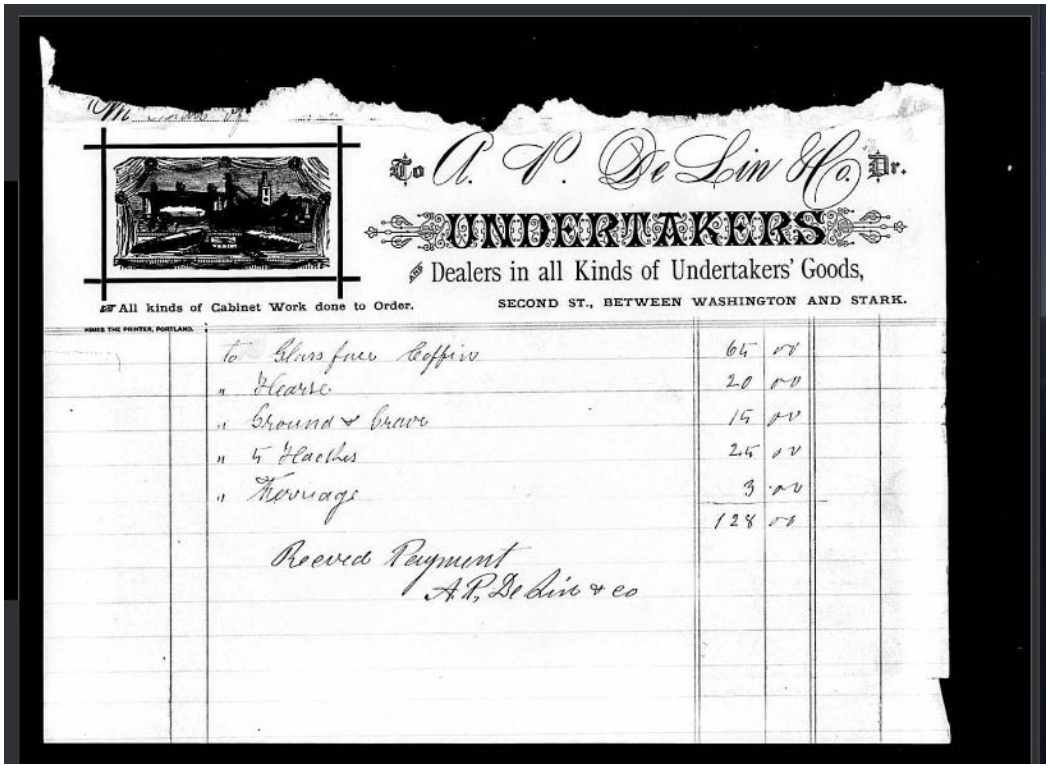
Snyder tells us Evander Howe died in 1882. Initially, I was not able to find the precise date of death, or the location of the grave. But there is much useful information, as is often the case, in the probate file (Case number 858, Multnomah Court Records, 56 pages).

https://drive.google.com/open?id=1xs6X_Qrkn7oQ42qUxIBs0PgluGlfWPlM

As I have remarked elsewhere, probate files and cemetery records often make it easier to find out facts about a person's death than about their life. This is partly because they arrived from different places, but they all died in Portland. Also, their birth and childhood often were lived in areas that were not yet incorporated and did not have state, county, or city administrative offices. And thirdly, there is just more bureaucratic and journalistic activity around estates and deaths than around births or marriages, partly because often the heirs tend to get into elaborate fights amongst themselves. This is, of course, especially true for large estates, because greed needs a substrate to grow on.

So what did I learn from the probate file ? Evander Howe died intestate on June 24, 1882. Thus the court had to appoint an administrator to oversee the appraisal and distribution of the estate. In order to get the job potential administrators petition the court for an appointment, usually pointing out why they were especially suited for the position. In Howe's case there were two petitioners. The first was R. G. Rex M.D. who was "one of the principal creditors of said deceased". Also Dr. Rex had some pertinent information. In his petition he gave the precise description of Evander's real estate, and its estimated value of $ 8,000, and he knew of the existence of " a brother names Estey Howe residing at or near Brattleboro in Windham County in the State of Vermont." Nevertheless Dr. Rex lost out to Edward Holman, the funeral and cremation provider, who ran "the second oldest business in Portland", since 1854. The business still exists. See their website at https://www.holmansfuneralservice.com. There was a great deal of money in funerals, it seems, and Holman became a capitalist, and a very prominent citizen of Portland. Note that soon after he would actually own a half interest in Evander's land.I don't think Dr. Rex stood a chance, even though he knew the deceased and Holman did not.

In his petition Holman mentioned that Evander Howe had no family in Oregon, or anywhere else, as far as he knew. But he did mention he was the principal creditor of the estate. The firm of A.P. De Lin & Co, of which he was a member, was owned $ 128.00 for funeral services. The bill in question is below. It does not say where the grave was, and I still do not know where A.P. De Lin & Co. generally disposed of the bodies.



To A. P. DeLin & Co. Dr.

UNDERTAKERS

Dealers in all Kinds of Undertakers' Goods,

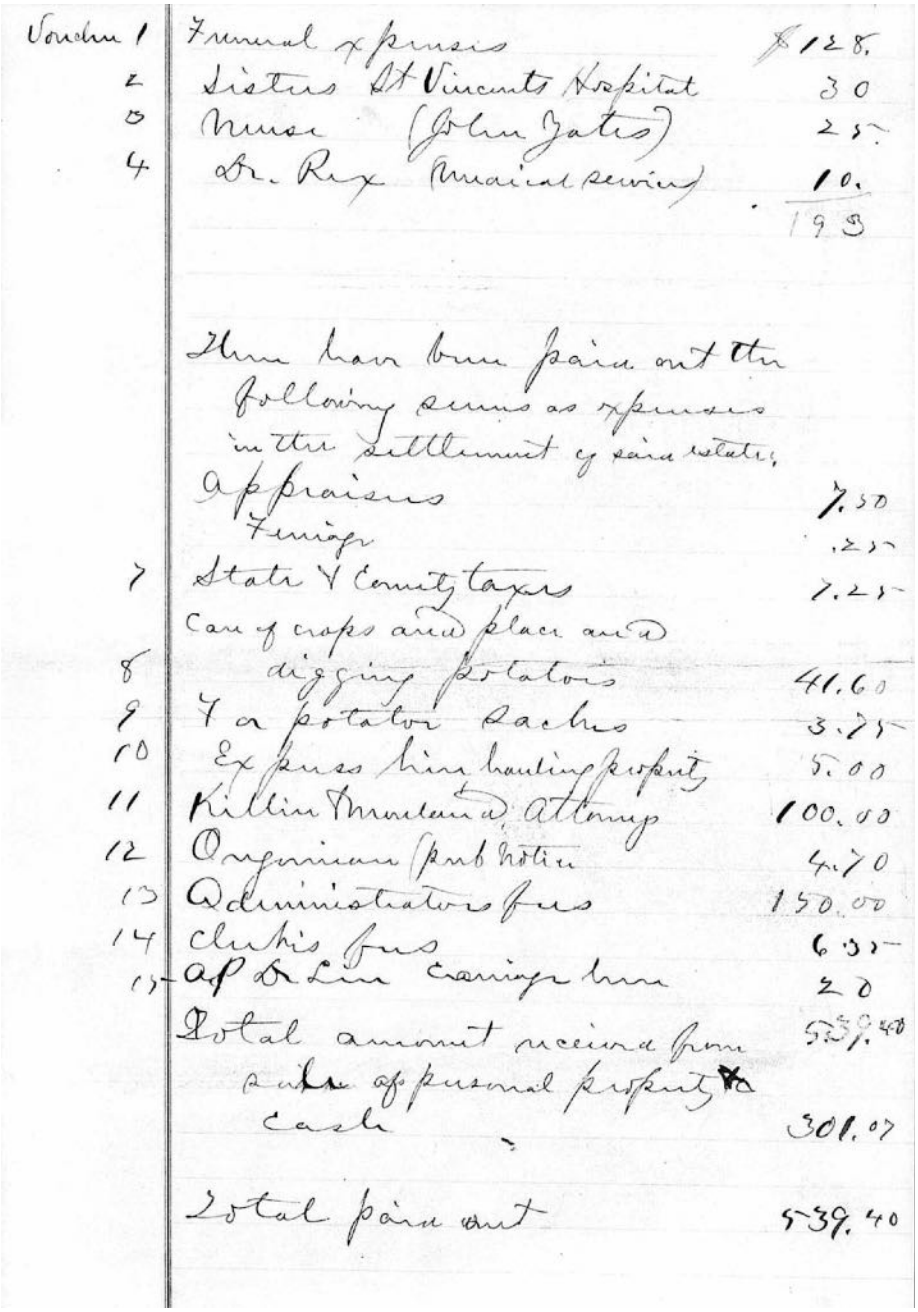
All kinds of Cabinet Work done to Order. SECOND ST., BETWEEN WASHINGTON AND STARK.

to	Glass fine Coffin	64	00
"	Hearse	20	00
"	Ground & brave	15	00
"	4 Hacks	25	00
"	Mileage	3	00
		128	00

Reeved Payment
A.P. DeLin & co

Being an administrator required one to agree to a financial penalty if the court found the duties of the administrator were not carried out or the powers of the administrator were not misused. In the Evander Howe case Holman had to agree to a penal sum of $ 12,000. He used two sureties, Levi Anderson and councilman Sylvester Farrell, each for $ 6,000. Note again that soon after Sylvester Farrell would own a half interest in Evander's land.

The appraisers were D.W. Wakefield, L.L. Parrish, and T.J. Mattock. They concluded, probably without actually looking at anything, on August 11, 1882 that there was $ 200.00 of cash and $ 8,500.00 of real property (the northern half of the southwest quarter of section 15). In his final report, of August 24, 1882, Holman adds $ 12.45 from the sale of potatoes (which were a common part of agricultural estates) and $ 28.62 from the sale of an old stove and some other personal property. He paid some outstanding bills and charged additional costs to the estate, including a $ 150.00 appraiser fee for himself and a $ 100.00 fee for his lawyer. Here is the list. Clearly Evander Howe lived a minimalist and environmentally responsible life on his piece of the Vancouver Road.



Voucher		
1	Funeral expenses	$128.
2	Sisters St Vincents Hospital	30
3	Nurse (John Yates)	25.
4	Dr. Rex (medical service)	10.
		193

Have been paid out the following sums as expenses in the settlement of said estate;

	Appraisers	7.50
	Teenage	.25
7	State & County taxes	7.25
	Care of crops and place and	
8	digging potatoes	41.60
9	4 potato sacks	3.75
10	Express Him hauling property	5.00
11	Killin Maclaine & Attorneys	100.00
12	Organizing (pub notice	4.70
13	Administrators fees	150.00
14	Clerks fees	6.25
15	Ap & Lin carriage hire	2.0
	Total amount received from sales of personal property & cash	539.40 / 301.07
	Total paid out	539.40

What follows in the probate file are copies of the bills, and various notices from the creditors that the bills were duly paid. More interesting for our purposes is a later note, notarized on March 22, 1883, and written by Edward Holman's attorney to Judge Stearns. It shows that George Woodward, perhaps taking a hint from the petition of Dr. Rex, had found the family.
Edward Holman, Sylvester Farrell, and W. K. Smith were waiting in the wings to start buying and selling the land.

That Mrs. Geo. Woodward having received dues from certain parties as being to the real estate of the deceased has paid to the Administrator the sum of $250.00 which fully settles said estate.

That all the personal estate belonging to said estate has been disposed of; all bills presented and all expenses have been paid and said estate fully settled, except for paying for final notice and balance of clerk's fees which will be about $6.50

Wherefore said Administrator prays that said account may be approved and that he may be discharged.

Killin Thurlow
Attorneys for Administrator

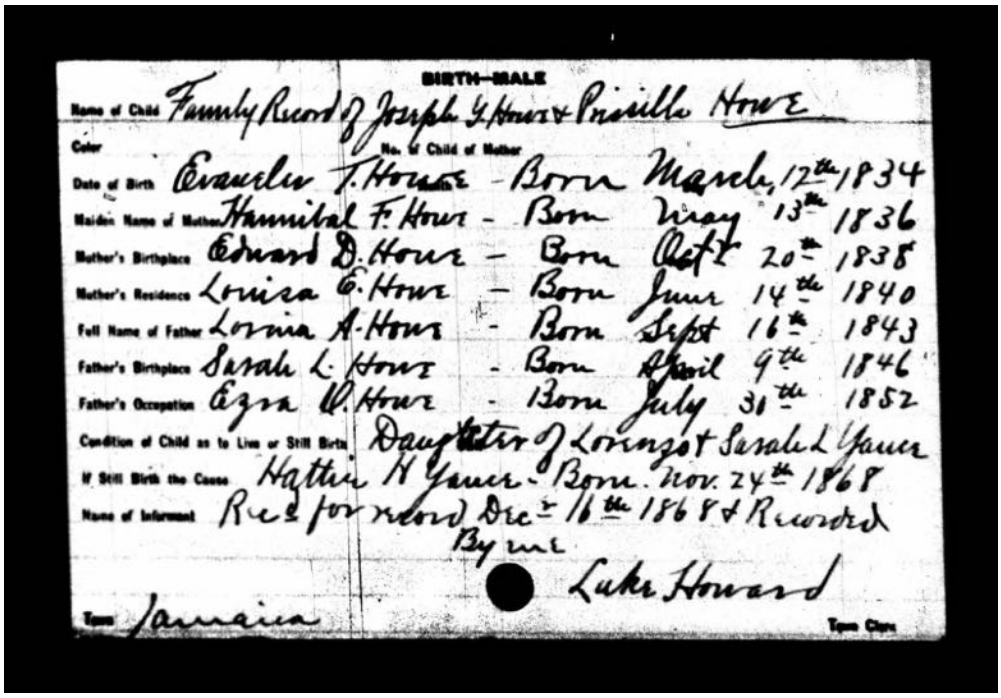
State of Oregon }
Multnomah County } ss

I, Edward Holman being first sworn say I am the administrator named and that the foregoing report is true and I verily believe

Edward Holman

Family

We have seen earlier that Evander's family lived in Vermont. In the 1850 *Federal Census* I found Joseph Gilman Howe, a farmer, born 1809, married to Priscilla Howe (née Spalding) and living in Jamaica, Windham County, Vermont. They have five children living at home: Evander, age 15, Hannibal, age 12, Louisa, age 10, Lovina, age 7, and Sarah, age 4. Thus Evander was the oldest son. The *Vermont Vital Records* show his birth date was March 12, 1834. It also shows the middle initial T. which disappeared over time.


BIRTH—MALE

Name of Child: Family Record of Joseph G. Howe & Priscilla Howe

Color — No. of Child of Mother

Date of Birth: Evander T. Howe - Born March 12th 1834

Maiden Name of Mother: Hannibal F. Howe - Born May 13th 1836

Mother's Birthplace: Edward D. Howe - Born Sept 20th 1838

Mother's Residence: Louisa E. Howe - Born June 14th 1840

Full Name of Father: Lovina A. Howe - Born Sept 16th 1843

Father's Birthplace: Sarah L. Howe - Born April 9th 1846

Father's Occupation: Ezra W. Howe - Born July 31st 1852

Condition of Child as to Live or Still Birth: Daughter of Lorenzo & Sarah L. Jones

If Still Birth the Cause: Hattie N. Jones - Born Nov. 24th 1868

Name of Informant: Rec'd for record Dec 16th 1868 & Recorded By me

Luke Howard

Town: Jamaica — Town Clerk

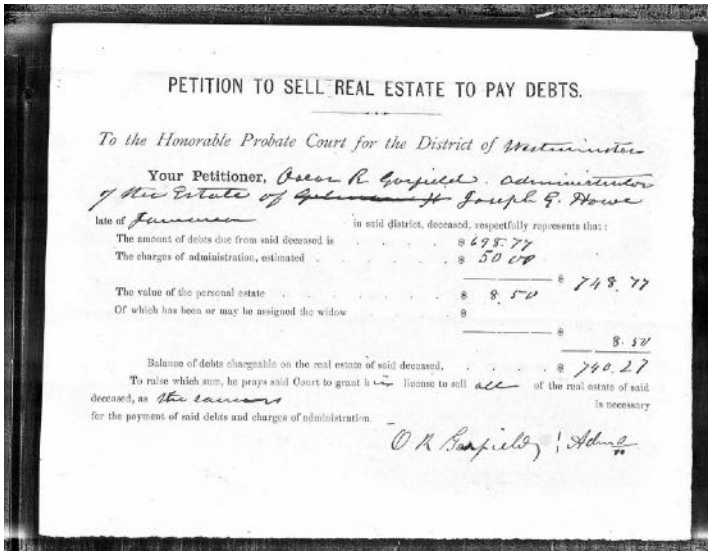
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Evander's profession at 15 was listed by the census as farmer, like his dad. In the 1860 census Evander (transcribed as Elander) was 24, still living at home, a laborer. There is now also an eight year old brother Ezra Olander Howe.

I also found a record in the *Minnesota Territorial Census* of September 21, 1857, showing an Evander Howe, age 23, born in Vermont in 1834, living in Township 109 in the County of Nicollet. He was a laborer on the farm of Luke Rist, who was also from Vermont. And in the *Minnesota Homestead and Cash Entry Patents* Evander Howe bought 27.62 acres of land in Blue Earth, Nicollet County, on October 1, 1860. The land office that handled the sale was in St Peter, another town in Nicollet County. Even more impressively, on December 3, 1860, Sarah Knecht, formerly the widow of Henry Stone, who was a private in Captain Wilson's Company of

the Pennsylvania Militia in the War of 1812, used the Military Bounty Act of 1855 to claim 120 acres of land in Nicollet County. She then assigned the warrant to H.W. Lamberton, who subsequently passed it on to Evander Howe. So clearly around this time Evander was moving west and had acquired some property on the way. I have copies of both patent deeds, but since they are a bit far from our bed, and transcribing them is boring, I will just give the URLs in the references. I have no idea what Evander did between 1860 and 1870.

In the 1880 census Joseph G. Howe is a widower, who lives with his daughter-in-law Maria and two grandchildren, still in Jamaica, Vermont. There is no sign of Hannibal, Maria's husband. It is mentioned in the census that Joseph is sick of old age. He died 1882, 74 years old, in the same year as his oldest son Evander. The *Vermont Probate Records* of 1882 show that the administrator of his estate asks permission of the probate court to sell all real estate belonging to the deceased to satisfy his debtors. There is a debt of $ 698.77 and a personal estate of only $ 8.50. The 8000 dollars that Geo. Woodward paid to Evander Howe's siblings came too late to help Joseph Howe.



PETITION TO SELL REAL ESTATE TO PAY DEBTS.

To the Honorable Probate Court for the District of Westminster

Your Petitioner, Oscar R. Goodell, administrator of the Estate of ~~Gilmore H.~~ Joseph G. Howe late of Jamaica in said district, deceased, respectfully represents that:

The amount of debts due from said deceased is . . . . $ 698.77
The charges of administration, estimated . . . . . $ 50 00
$ 748.77

The value of the personal estate . . . . . $ 8.50
Of which has been or may be assigned the widow . . . $
$ 8.50

Balance of debts chargeable on the real estate of said deceased, ... $ 740.27

To raise which sum, he prays said Court to grant h~~is~~ license to sell all of the real estate of said deceased, as is necessary for the payment of said debts and charges of administration.

O R Goodell, Admr.

https://drive.google.com/file/d/0B94Urj3OjM7BekM0bEtsUWxjXzg/view

References

Eugene E. Snyder: *We Claimed This Land: Portland's Pioneer Settlers,* Binfort & Mort Publishing, Portland, Oregon, 1989

Land Office, Saint Peter, Minnesota, *Military Warrant of 12/3/1860 for 120 acres in favor of Sarah Knecht.*
https://drive.google.com/open?id=1QZ0y2OJXy5cxz8sOOjw0Va6KYY8rtnbW

Land Office, Saint Peter, Minnesota, *State Volume Patent of 10/1/1860 for 27.62 acres in favor of Evander Howe*.
https://drive.google.com/open?id=1QetYocfLN9_erFqzhu5xII1h1dIJkq8f

Multnomah County Court, *Probate Case 858, Estate of Evander Howe.*
https://drive.google.com/open?id=1xs6X_Qrkn7oQ42qUxIBs0PgluGlfWPlM

Eugene E. Snyder: *We Claimed This Land: Portland's Pioneer Settlers,* Binfort & Mort Publishing, Portland, Oregon, 1989

General Land Office Records, *Copy of MN1220-00241, issued 10/01/1860.*
https://drive.google.com/file/d/1QetYocfLN9_erFqzhu5xII1h1dIJkq8f

General Land Office Records, *Copy of MW-0465-308, issued 12/03/1860.*
https://drive.google.com/file/d/1QZ0y2OJXy5cxz8sOOjw0Va6KYY8rtnbW

General Land Office Records, *Copy of OROCAA 040709, issued 06/01/1870.*
https://drive.google.com/file/d/0B94Urj3OjM7Bd0RkakpYTktEc2s

Multnomah County Records, *Book I, Page 215, recorded 07/05/1870*
https://drive.google.com/file/d/1PiJlcxtVmqaULLe7XHCWsoMWEnVwgHo5

Multnomah County Records, *Book I, Page 247, recorded 07/12/1870*
https://drive.google.com/file/d/1PyOtjEaGyvoSKLLvfJP47aOp6nn6BtqY/view

Multnomah County Records, *Book M, Page 56, recorded 11/05/1870*
https://drive.google.com/file/d/1Q1bc6cNj1x-ssB3AXnrFnUO2-VMFzShy/view

Ancestry.com, *Vermont Vital Records, 1720-1908*
https://drive.google.com/file/d/0B94Urj3OjM7BeldUckFKSUx0blk/view

Multnomah County Court, *Probate Case 858, Estate of Evander Howe.* https://drive.google.com/open?id=1xs6X_Qrkn7oQ42qUxIBs0PgluGlfWPlM

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteads: George and Elizabeth Smith

Jan de Leeuw

Version 02-16-2019

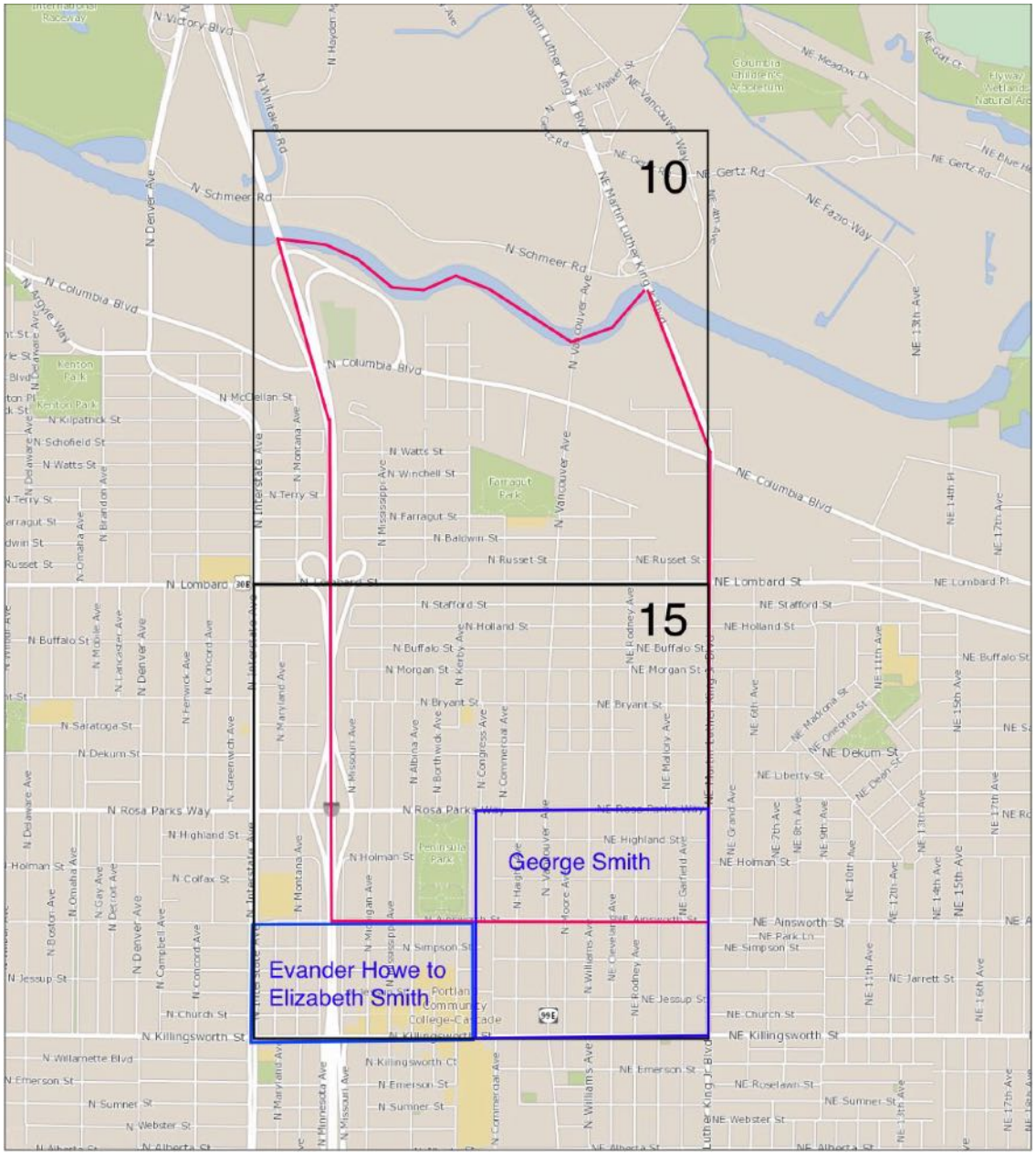
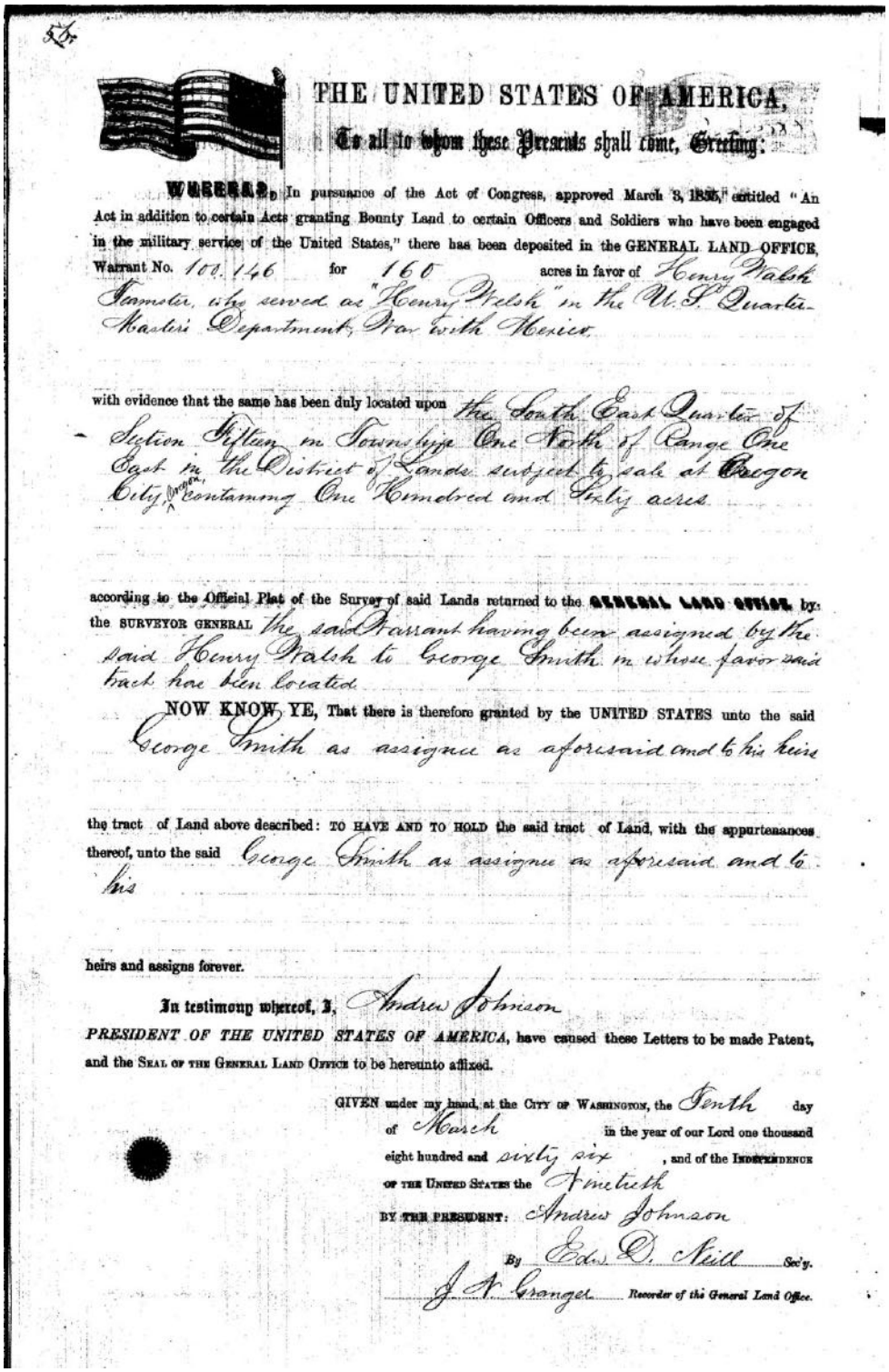


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Homestead



THE UNITED STATES OF AMERICA,

To all to whom these Presents shall come, Greeting:

WHEREAS, In pursuance of the Act of Congress, approved March 3, 1855, entitled "An Act in addition to certain Acts granting Bounty Land to certain Officers and Soldiers who have been engaged in the military service of the United States," there has been deposited in the GENERAL LAND OFFICE, Warrant No. 100,146 for 160 acres in favor of Henry Walsh Teamster, who served as "Henry Welsh" in the U.S. Quarter-Masters Department, War with Mexico

with evidence that the same has been duly located upon the South East Quarter of Section Fifteen in Township One North of Range One East in the District of Lands subject to sale at Oregon City, Oregon, containing One Hundred and Sixty acres

according to the Official Plat of the Survey of said Lands returned to the GENERAL LAND OFFICE, by the SURVEYOR GENERAL the said Warrant having been assigned by the said Henry Walsh to George Smith in whose favor said tract has been located

NOW KNOW YE, That there is therefore granted by the UNITED STATES unto the said George Smith as assignee as aforesaid and to his heirs

the tract of Land above described: TO HAVE AND TO HOLD the said tract of Land, with the appurtenances thereof, unto the said George Smith as assignee as aforesaid and to his

heirs and assigns forever.

In testimony whereof, I, Andrew Johnson PRESIDENT OF THE UNITED STATES OF AMERICA, have caused these Letters to be made Patent, and the SEAL OF THE GENERAL LAND OFFICE to be hereunto affixed.

GIVEN under my hand, at the CITY OF WASHINGTON, the Tenth day of March in the year of our Lord one thousand eight hundred and sixty six, and of the INDEPENDENCE OF THE UNITED STATES the Ninetieth

BY THE PRESIDENT: Andrew Johnson

By Edw D. Neill Sec'y.

J. A. Granger Recorder of the General Land Office.

https://drive.google.com/open?id=0B94Urj3OjM7Bd0RRSjFMcnp3Ulk

On March 10, 1866 the United States donated 160 acres, using the Military Donation act, to Henry Walsh, for his service as teamster in the US Quartermaster's Department in the War with Mexico. Henry Walsh immediately transferred the land to George Smith. The description of this track of land is simple: the southeast quarter of section 15, township one north, range one east. The corresponding deed was recorded with Multnomah County on June 22, 1870.

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To the west of the land now owned by George Smith was the homestead of Evander Howe, another 160 acres, the southwest quarter of section 15, township one north, range one east. As I have documented in the chapter on Evander Howe he sold the southern eighty acres of his tract on July, 5 1870 for four hundred dollars to Elizabeth Smith, George Smith's wife. In other words, at that time George and Elizabeth owned 240 acres. That is the area in the blue boundary on the first page of this chapter.

Sales

Eventually, in 1888, George Smith's donation land ended up with Edward Quackenbush's Investment Company. It was platted to become the Piedmont subdivision. But before that it changed hands many times. This is a common and unavoidable phenomenon. Lands get partitioned by inheritance or sales, and the units get smaller and smaller. The price of land goes up and sales of smaller pieces remain economically viable. The history section of the Piedmont Neighborhood Plan (Portland Bureau of Planning, 1993, page 13) says

> *The quarter section of land which later became Piedmont was granted to Henry Walsh by the United States Government on March 10, 1866. Pursuant to an 1855 act of Congress, this land was a Bounty Land Claim for his military service in the Mexican-American War. After changing hands several times between 1870 and 1888 with many legal questions over ownership, the entire parcel was sold for $ 24,000 to the Investment Company on June 22, 1888.*

This is a nice compact summary, and it even is mostly correct, but there is not enough detail for my purposes. It does not even mention George Smith, and the alleged legal questions are interesting. So I have filled in the details. To some this may appear tedious, but it was a lot of work and it seems useful to document it once and for all.

On August 2, 1870 George and Elizabeth Smith sold their 240 acres for $ 2,400 to H.F. Bloch and A.P. Dennison. Note that they recorded the deed to their 160 acres in June 1870, and they added the 80 acres of Evander Howe in July 1870. They moved quick.

https://drive.google.com/open?id=1PrnthO0q74hsYLIL4BryA5t0xg84IstH

Bloch and Dennison, who we will talk about a bit more in another chapter of this book, also used the land for speculative purposes only. They quickly sold it as well, in three pieces.

On January 12, 1872 to P.J. Smith and C.H. Burrage for $ 1,250, the southwest quarter of the southwest quarter of section 15, 40 acres.

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On January 31, 1872 to Isaac Dillon for $ 1,250, the southeast quarter of the southwest quarter of section 15, 40 acres.

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On February 26, 1872 to P. J. Martin and D. F. Harrington for $ 5,000, the southeast quarter of section 15, 160 acres.

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Note that the southern half of Evander Howe's homestead claim is not in the modern Piedmont neighborhood, so I will not further follow the title chains for that piece of land. At least not for now. Eventually that half will host the subdivisions West Piedmont, North Albina, and Jarrett's Addition.

After Bloch and Dennison sold there were various complications with sales of the southeast quarter of section 15, the original George Smith claim, mostly because of internal problems in the Edward Martin family empire, which are discussed in detail in our P.J. Martin chapter. For our purposes here it is sufficient to know that around 1858 Edward Martin started, among other things, the wholesale liquor business E. Martin & Co. in San Francisco, partnering with D. V. B. Henarie, who ran the daily management of the firm. Edward's brother Patrick J. Martin, universally known as P. J. Martin, moved to Portland in 1868 and went into the real estate business here. Edward's sons, Thomas S. Martin and Edward Martin moved to Portland around 1880 to start a nominally independent Oregon liquor business with the same name. They did not do very well, however, and soon the Portland company was $ 50,000 in debt to the San Francisco company. They went into receivership, and the assets of the Oregon company were subsequently bought by the San Francisco company. In 1880 Edward Martin Sr. died and P. J. Martin moved back to San Francisco. Much more on the Martin family is in the chapter that discusses them in more detail. It is of interest that events in the Martin family are reflected in the real estate sales in Portland.

First, D. F. Harrington quitclaims, for $ 1, his interest in the 160 acres to P. J. Martin on June 16, 1877. Note that Harrington, a member of Portland's Common Council (now the City Council), moved to San Francisco in 1877.

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On February 14, 1881 P. J. Martin and Margaret A. Martin his wife quitclaim, for $ 1, the 160 acres to their nephews Thomas S. Martin and Edward Martin.

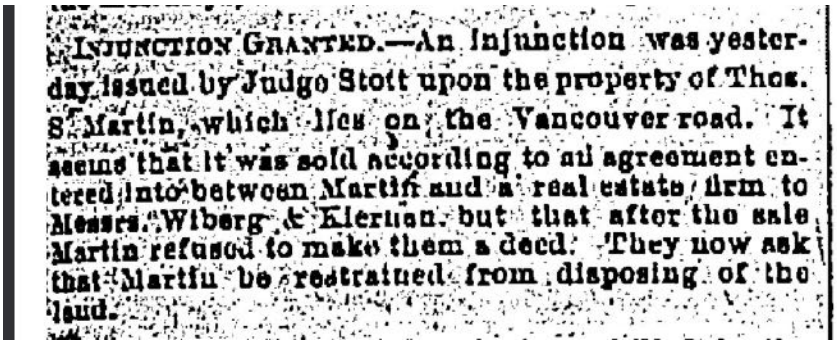
https://drive.google.com/file/d/1RtBq1Y2S3U-mi75Wis5LmEshP5JkYTcL/view

On July 12, 1881 P. J. Martin and Margaret A. Martin his wife use a warranty deed for $ 5 to grant the 160 acres of George Smith's DLC to Thomas S. Martin and Edward Martin, together with other pieces of land in Clackamas and Marion counties.

https://drive.google.com/file/d/1RuH3FA4Gx5Z5QTQsUt1N0KX1aC_rt4xv/view

These two last quitclaims are at the time that Thomas and Edward moved to Oregon after the death of their father. Presumably they were his legal heirs. At the time Thomas was 27, and Edward was 25. Pretty quickly, however, their fortunes went south. Literally.

In the Oregonian of April 19, 1882 we see the first sign of trouble with the ownership of Edward Jr. and, especially, Thomas Martin.



INJUNCTION GRANTED.—An injunction was yesterday issued by Judge Stott upon the property of Thos. S. Martin, which lies on the Vancouver road. It seems that it was sold according to an agreement entered into between Martin and a real estate firm to Messrs. Wiberg & Kiernan, but that after the sale Martin refused to make them a deed. They now ask that Martin be restrained from disposing of the land.

The Portland branch of E. Martin & Co. was getting into trouble. On April 10, 1883 Edward Martin granted Power of Attorney to his uncle P. J. Martin.

https://drive.google.com/open?id=1xANQ1n1yvlb1jMgQfrHH5u3sXKHn5HlF

This was at the same time that the company was entered into receivership, and a receiver was appointed to sell off the assets.

Then, on April 10, 1883, Thomas S. Martin and Edward Martin sold the 160 acres to Daniel V. B. Henarie for $ 40,000.

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That seems to be too much money. But remember that E. Martin & Co. of Portland still owed to E. Martin & Co. of San Francisco, controlled by Henarie, more than $ 25,000. This may have been one way in which the delinquent brothers were helped to pay off their debts.

On February 12, 1884 Thomas S. Martin and Ada B. Martin his wife sold their interest in the 160 acres, together with substantial parcels of land in Clackamas, Marion, Wasco, and Baker county to Edward Martin for $ 4,000.

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An article from the Morning Oregonian of May 9, 1888, included below, indicates that he got rid of his title and interest in E. Martin & Co. around the same time. It is interesting that people

quitclaim parcels to which they do not have clear and free title. Although it largely stays in the family.

Edward L. Dorn would have none of it. There is a deed from February 2, 1888 in which Thomas A. Jordan, Sheriff of the County of Multnomah, grants the 160 acres of the Smith claim to E. L. Dorn.

https://drive.google.com/open?id=1Z6myupQds23-rOQAo80rPbrn1pDUFUae

I'll transcribe this deed, complete with all its legal jargon, annoying repetitions, and lack of punctuation, because it is different from others in this book, and because it documents what happened at this point in time to Edward Martin and the Smith grant. Also, Sheriff's deeds are inherently more complicated than general warranty deeds or quitclaim deeds, and give more information about the actual historical situation. This one shows how sons of millionaires can get into trouble, even if other millionaires are trying to bail them out.

> *This indenture, made the second day of February, in the year of our Lord one thousand eight hundred and eighty eight, between Thomas A. Jordan, Sheriff of the County of Multnomah, the party of the first part, and E. L. Dorn, the part of the second part, witnesseth. That whereas by virtue of a writ of Execution and Order of Sale issued out of and under the seal of the Circuit Court of the State of Oregon for the County of Multnomah, dated the 28th day of March, A. D. 1887, upon a judgment docketed in the said Court on the 26th day of March, 1887, in favor of R. D. Freeborn, plaintiff and against Edward Martin, defendant, to the said Sheriff directed and delivered, commanding him that, out of the personal property of the said judgment debtor in his County, he should cause to be made some money in the said write specified, and if sufficient property of the said judgment debtor could not be found, then he should cause the amount of the said judgment to be made out of the real property belonging to said judgment debtor on the 26th day of March, A.D. 1887, or at any time afterward. And, whereas, because sufficient property of said judgment debtor could not be found, whereof the said Sheriff could cause to be made moneys specified in said writ, the said Sheriff did, on the fourth day of April, A.D. 1887, in obedience to said command, levy on, take and seize all the right, title, interest and claim which the said judgment debtor so had to the lands, tenements, real estate and premises hereinafter particularly set forth and described, with the appurtenances, and did on the ninth day of May, A.D. 1887, sell all the right, title, interest and claim of the sad judgment debtor in and to the said premises at public auction, in front of the Court House, in the City of Portland, in said County of Multnomah, between the hours of nine in the morning and four in the afternoon of that day namely: at 10 o'clock, A.M. after first having given due notice of the time and place of such sale, according to law, to wit: By posting notice of the time and place of sale, particularly describing the property for four weeks successively prior to the date of sale, in three of the most public places, in the County of Multnomah, and also by publishing a copy of such notices once each week for four successive weeks prior to*

said date of sale in the Sunday Welcome, a weekly newspaper of general circulation, printed and published in Multnomah County, State of Oregon, at which sale all the right, title, interest and claim of the said judgment debtor in and to the said premises were struck off and sold to the said R.D. Freeborn, for the sum of two hundred and forty five dollars, lawful money of the United States of America, the said R.D. Freeborn being the highest bidder, and that being the highest sum bid for the same, whereupon the said Sheriff , after receiving from the said purchaser the said sum of money so bid aforesaid, gave to the said purchaser such certificate of sale as is by law directed to be given, and the matters contained in such a certificate were substantially stated in said Sheriff's return of his proceedings upon said write to the County Clerk of the said County of Multnomah. And, whereas, the said Court by an order dated the 10th day of September 1887 confirmed said sale and four months have expired since the confirmation of said sale by said Court without any redemption of the said premises having been made: and whereas by an assignment duly made upon said certificate the said R.D. Freeborn has duly transferred all right therein to the party of the second part. Now this indenture witnesseth that the said Thomas A. Jordan, the Sheriff aforesaid, by virtue of the said writ, and in pursuance of the Statute in such case made and provided, for and in consideration of the said sum of money, to him in hand paid, as aforesaid, by the said party of the second part, the receipt whereof is hereby acknowledged, has granted, bargained, sold, conveyed, and confirmed, and by these presents does grant, bargain, sell, convey, and confirm unto the said party of the second part and to his heirs and assigns forever, all the right, title, interest, and claim which the said judgment debtor Edward Martin had on the said fourth day of April, A.D. 1887, or at any time afterwards, or now has, in and to all that certain lot, piece or parcel of land, situated, lying and being in the said County of Multnomah, State of Oregon, and bounded and particularly described as follows, to wit: The South East quarter of section fifteen in township one North range one East of the Willamette Meridian. Together with all and singular the hereditaments and appurtenances thereunto belonging or in any wise appertaining. To have and to hold the said premises with the appurtenances, unto the said party of the second part, his heirs and assign forever, as fully and absolutely as the said Sheriff can, may, or ought to, by virtue of the said writ and of the statute in such case made and provided, grant, bargain, sell, convey and confirm the same. In witness whereof the said Sheriff, the said party of the first part, has hereunto set his hand and seal, the day and year first above written.

Remember, however, that Daniel B. V. Henarie paid Thomas and Edward Martin $ 40,000 for the land, and that Thomas subsequently quitclaimed his interests to Edward. Thus there was no clear title for E. L. Dorn, although he legally obtained Edward Martin's interests for $ 245 from R. D. Freeborn, who won them during the Sheriff's sale. The court had to settle that the quitclaim for $ 40,000 was actually a mortgage on the property to pay off the debt, and that Edward Martin consequently had a clear title.

WHAT WAS DONE IN COURT.

A Number of New Suits Begun in the State Circuit.

An Accounting Demanded From Henarie and the Martins—Several Divorce Cases—Minor Litigation Notes.

The following new suits were begun in the state circuit court yesterday:

J. Q. Johnson vs. C. N. Scott, receiver of the Oregonian Railway Company (Ld), for $398 for labor performed by himself and $12 for the services of A. King, who assigned his claim to plaintiff.

D. A. Lewis vs S. W. Crane, for $1,584 46. The money is alleged to be due on a promissory note for $692 25 made at Roseburg October 21, 1876 Up to July 6, 1882, $110 53 had been paid on the note. The principal and interest have now grown to the amount sued for.

N. Jones sued Jane Jones for a divorce and the custody of their two minor children. They were married in Columbus, Ohio, in 1876 Desertion is the ground alleged.

Mary A Chulfurt sued E. and M. J Durand for $1882, balance alleged to be due on a promissory note for $2000, made by defendants June 27, 1887

E. L. Dorn sued D. V. B. Henarie, Thomas S. Martin and Edward Martin for a decree ordering an accounting and requiring defendant Henarie to account for all sums received by him in accordance with an agreement made a few years ago, and to produce a statement of disbursements. He also asks that the court adjudge the amount due Henarie from Edward Martin, and decree that a conveyance of land made to Henarie is a mortgage and was made to secure the payment of a debt. Plaintiff, in conclusion, asks that certain land in Clackamas county be ordered sold to pay off the mortgage. He alleges that the Martins, who were in business in this city under the firm name of E. Martin & Co., being indebted to Henarie to an amount exceeding $25,000, gave him a quit claim deed in consideration of $40,000 which was in truth a mortgage made to secure the debt. April 10, 1883, Thomas S Martin assigned his title and interest in the firm to Edward, who in March, 1886, made a promissory note for $25,000, due in two years, to Henarie.

It is unclear how the court case ended, and if Dorn got his land in Clackamas County (320 acres, by the way). Probably. In May 26, 1888 E. L. Dorn and Kate Orr Dorn his wife quitclaimed the Smith grant of 160 acres to the Investment Company for $ 1.

https://drive.google.com/open?id=1SizrqEp901cz4Pdn97HEpMl-y5TInobm

Edward Martin was involved in one last sale of the property. One June 1, 1888 there is a warranty deed from Edward Martin to Charles A. Neal for $ 1,500.

https://drive.google.com/open?id=1rNYlyJ9DI1VtsBgHddZ5FVp8kxt0zaUu

The deed has the usual language, but says:

> *And I, the grantor above named, do covenant to and with the said Chas. A. Neal, the above named grantee, his heirs and assigns, that the above granted premises are free from all encumbrances made, executed, or suffered by said grantor, save a conveyance of the same to D.V.B. Henarie, made or intended as a mortgage, recorded on page 368 of book 66 of the records of deeds of said County, and that I will and my heirs, executors, and administrators shall warrant and forever defend the above granted premises, and every part and parcel thereof against the lawful claims and demands of all persons whomsoever, claiming or to claim the same by, from, through or under the said grantor.*

For $ 1,500 Edward Martin was out of the picture. The next step is a deed of June 2, 1888 from D. V. B. Henarie to Charles A. Neal for $ 24,000.

https://drive.google.com/open?id=1E2zdE1VlfCVA49PHvge9IaFZz82BIZdk

It says:

> *The object of this conveyance is to discharge and release the said real estate from the lien and encumbrances thereupon created by operation of the deed from Thomas S. Martin and Edward Martin to me, recorded upon the records of deeds of Multnomah County, State of Oregon, on page 368 of book 66, the same having been made and intended as a mortgage and to satisfy and discharge a judgment lien docketed in the judgment lien docket of said County and State on Oct. 6 1886, against said Edward Martin for $ 2569.92.*

And now, finally, with all of the Martins no longer involved, on June 26, 1888 Charles A. Neal, deeds the Smith claim for $ 24,000 to the Investment Company.

https://drive.google.com/open?id=1Sh2UmtFNRpZD-THByooAPiQ_7ME5dDEu

The next year the development of Piedmont started.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteaders: George and Elizabeth Smith

Jan de Leeuw

Life **2**

References **5**

Life

As explained earlier the military donation claim of Henry Walsh in 1866 was immediately transferred to George Smith. The claim was recorded in June 1870, but in the same year George and his wife Elizabeth sold all their property in Multnomah County. Snyder (1989, p.232) has no personal information about George and his wife Elizabeth Smith, only the dates from the deeds. I will try to come up with more, but for now it will be tentative.

Clearly George and Elizabeth Smith did not stay very long in the Piedmont real estate limelight, basically only for a few months in 1870. I have not been able so far to find any definite information about them in the local papers or in the census and the usual ancestry sources. One problem I also mention in the chapter on Liverpool Liz is that there are just too damn many Smiths, and even too many George and Elizabeth Smith pairs. It is difficult to tell them apart without information about birth, death, or place of residence.

For a moment I thought that maybe this Elizabeth Smith was actually the same person as Liverpool Liz, who was of course also an Elizabeth Smith (among other things). But I am pretty sure Liverpool Liz was born around 1860, and it is unlikely she would have bought the 80 acres from Evander Howe when she was 10 years old. At that time she was probably still playing with her sailor dolls on the other side of the Atlantic.

I do have one hypothesis, however. It is somewhat wild and unsupported, but I'll continue to test it. The idea is that the homesteaders in our area were all farmers and neighbors on Vancouver Road, on or just south of the Columbia Slough, in the Willamette Precinct. Lewis Love, William Love, Evander Howe, John Hotts, John Rankin, and David Ulery all lived in that area. Only John Fenstermacher did not, but he sold the homestead he acquired in the Willamette precinct immediately to John Hotts. When William Love died in 1878 and an administrator had to be appointed for the estate, the appraisers were David Ulery and John Hotts. When John Rankin's wife died in 1860 and a guardian had to be appointed in 1871 for the heirs who were still minors, the appraisers of the estate were William Love, David Ulery, and John Hotts. Seems a pretty close knit group of neighbors to me. Or, to give it a slightly different emphasis, nobody else lived anywhere near.

The 1870 federal census for the Willamette precinct shows David Ulery and John Hotts as census neighbors, meaning that their homes were visited by the census person directly after each other. Another census neighbor was G. A. Smith, a 26 year old farmer, owner of land valued at $ 4,000. That is George Aaron Smith. His wife Elizabeth was 21, and his children Caroline (5), Rosetta (3), and Charles (1) lived at home.

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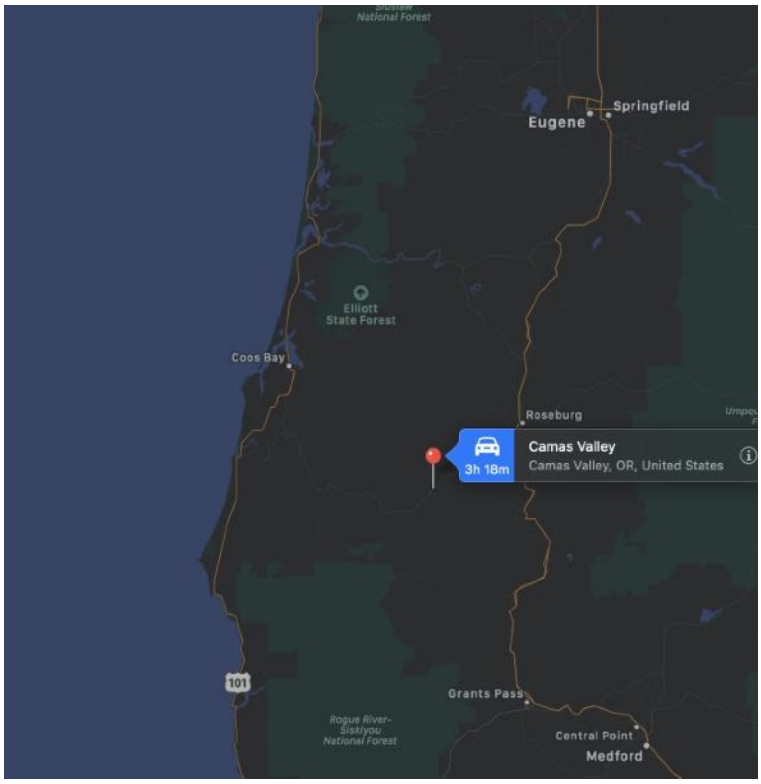
Some further research shows that Elizabeth's maiden name was Rankin, and that she was the oldest daughter of John Rankin, a neighbor to the east of Vancouver Road. She was born March 28, 1849, ad she married George Smith in 1863, when she was 14. In the 1880 federal census we do no longer see the Smith's in Willamette precinct, but Hotts and Ulery are still there.

https://drive.google.com/open?id=1UG_QRBABD8gPf79ShC7yWP__qr3oubIK

In fact, by 1880 George and Elizabeth had moved to Chinokville, Pacific County, Washington, across the river.

https://drive.google.com/open?id=1UU2IgfGrWXRdtqwK6oOjGDbCDP8moWW0

Everybody now is ten years older, and they have been joined by offspring Louise (8), George (5), Ellen (3), and John (1). In the 1900 and 1920 census the Smith family had moved to Camas Valley in Douglas County, Oregon.



To get a somewhat clearer picture of the numerous offspring I made a little table with ages in the various census records. In 1860 Elizabeth still lives with her parents, in 1870 and 1880 the family lives in Chinokville, and in 1900 and 1920 in Camas Valley. George Smith died in 1915, Elizabeth on October 14, 1925. They were both buried in the Murray Cemetery in Camas Valley.

	1860	1870	1880	1900	1920
George A.		36	46	65	
Elizabeth	11	21	31	51	70
Caroline E.		5	14		
Rosetta M.		3	12		
Charles W.		1	11	31	50
Louise			8		
George			5		
Ellen			3		
John			1		
David				18	
Frank B.				15	32
Roseanna				13	

My hypothesis is that this George Aaron Smith and this Elizabeth Rankin Smith were the ones who acquired Henry Walsh's bounty claim and Evander Howe's homestead, and subsequently sold it to Bloch and Dennison. They did have enough money to buy the land, because Elizabeth sold her share of her mother's inheritance to her father for $ 2,000. In the deeds, linked below, note that George does not use his middle name, so that the grantors are named as George Smith and Elizabeth Smith, his wife. The deeds are recorded 10/18/1866 and 10/7/1867, which is the same year George Smith obtained the donation land claim land from Henry Walsh.

https://drive.google.com/open?id=19zKctuiu8d2cL95mnl4g5m6PmideYJEL

https://drive.google.com/open?id=1RZpk8x_zAPfMMV4olhiKeQKZh6CTRV3A

As I said, the evidence that this George A. Smith and Elizabeth Rankin are actually the ones the obtained the DLC is circumstantial, but they did live in the area and they did come into some inherited money at the time.

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Eugene E. Snyder (1989): *We Claimed this Land. Portland's Pioneer Settlers.* Binfort & Mort Publishing, Portland, Oregon

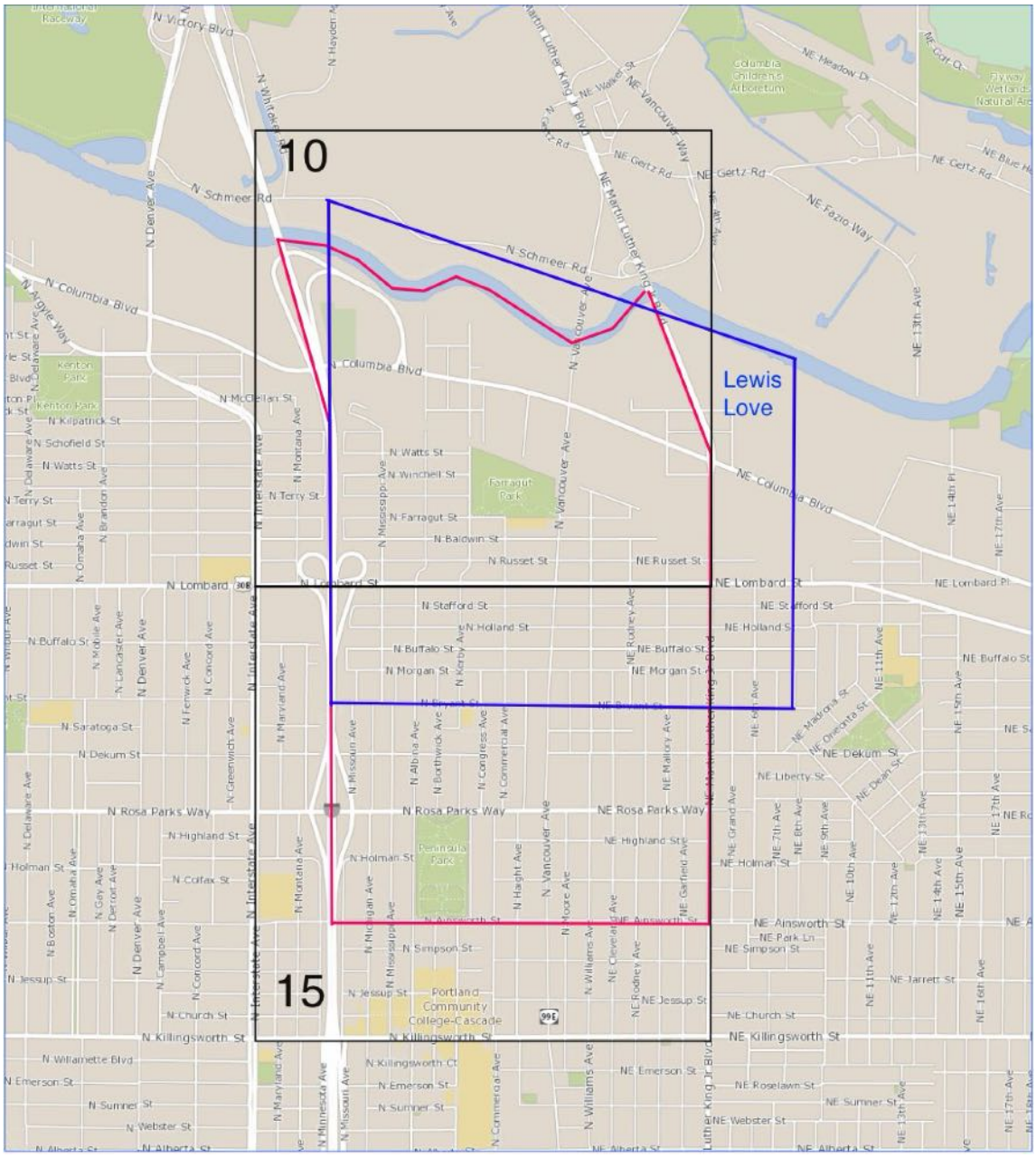
Portland Bureau of Planning (1993). *Adopted Piedmont Neighborhood Plan.* https://drive.google.com/open?id=0B94Urj3OjM7Bc0pMMDZpOWY0NEk

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteads: Lewis and Nancy Love

Jan de Leeuw

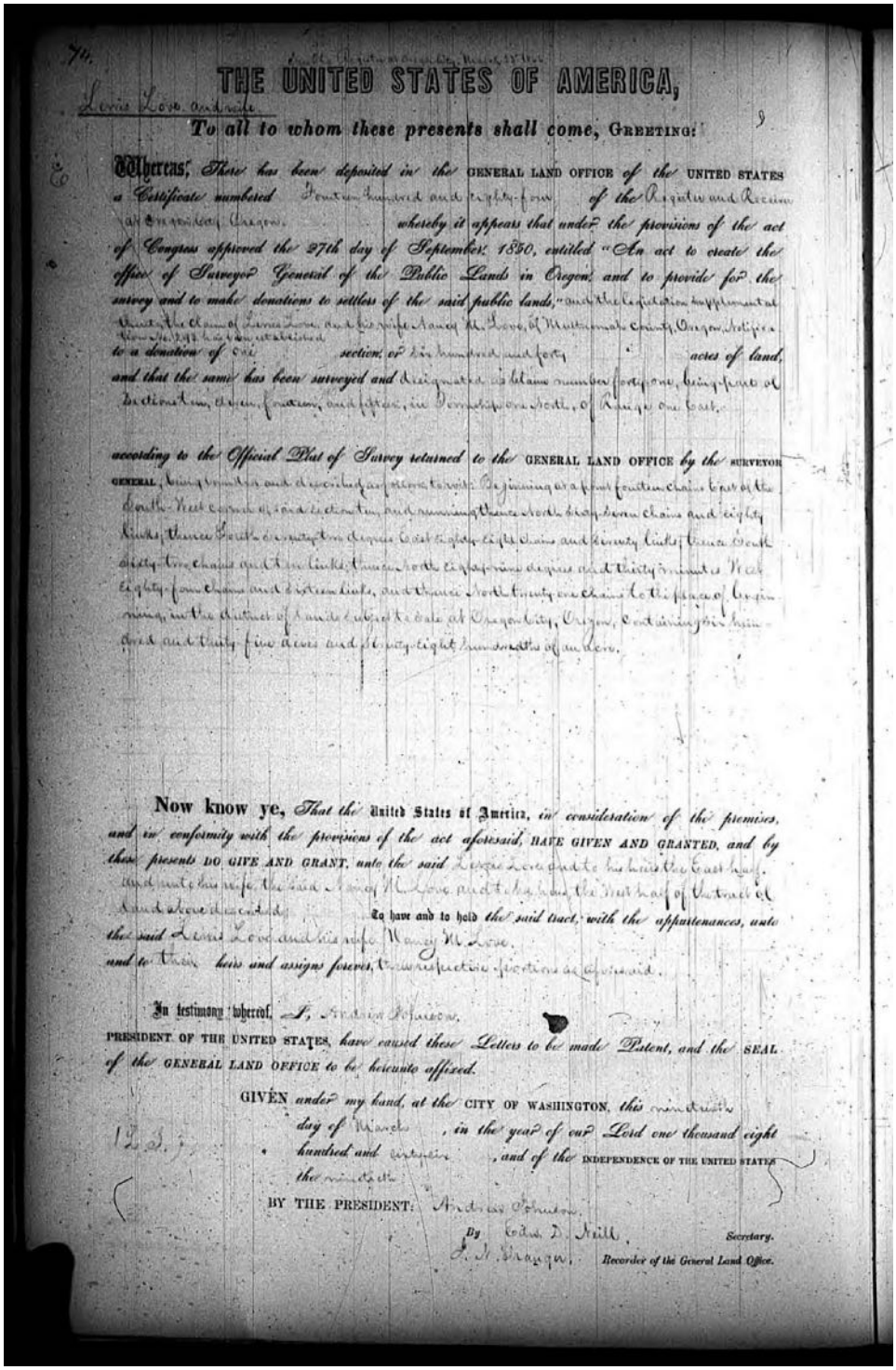
Version 02-10-2020



Homestead **3**

Sales **5**

Homestead



THE UNITED STATES OF AMERICA,

Lewis Love and wife

To all to whom these presents shall come, GREETING:

Whereas, There has been deposited in the GENERAL LAND OFFICE of the UNITED STATES a Certificate numbered Fourteen hundred and eighty-four of the Register and Receiver at Oregon City, Oregon, whereby it appears that under the provisions of the act of Congress approved the 27th day of September, 1850, entitled "An act to create the office of Surveyor General of the Public Lands in Oregon, and to provide for the survey and to make donations to settlers of the said public lands," and the legislation supplemental thereto, the claim of Lewis Love and his wife Nancy M. Love, of Multnomah County, Oregon, Notifica- tion No. 1293 has been established to a donation of One section or six hundred and forty acres of land, and that the same has been surveyed and designated as Claim number forty-one, being part of Section Seven, in Township One North, of Range one East,

according to the Official Plat of Survey returned to the GENERAL LAND OFFICE by the SURVEYOR GENERAL, which said tract is described as follows: Beginning at a post fourteen chains East of the South-West corner of said Section Seven, and running thence North sixty-seven chains and eighty links; thence South seventy-two degrees East eighty-eight chains and twenty links; thence South sixty-two chains and ten links; thence South eighty-six degrees and thirty minutes West eighty-four chains and sixteen links, and thence North twenty chains to the place of beginning, in the District of Lands subject to sale at Oregon City, Oregon, containing six hun- dred and thirty-five Acres and forty-eight hundredths of an Acre.

Now know ye, That the United States of America, in consideration of the premises, and in conformity with the provisions of the act aforesaid, HAVE GIVEN AND GRANTED, and by these presents DO GIVE AND GRANT, unto the said Lewis Love and to his wife the East half and the said Nancy M. Love and to her and the Northwest half of the tract of land above described.

To have and to hold the said tract, with the appurtenances, unto the said Lewis Love and his wife Nancy M. Love and to their heirs and assigns forever, in respective portions as aforesaid.

In testimony whereof, I, Andrew Johnson, PRESIDENT OF THE UNITED STATES, have caused these Letters to be made Patent, and the SEAL of the GENERAL LAND OFFICE to be hereunto affixed.

GIVEN under my hand, at the CITY OF WASHINGTON, this nineteenth day of March, in the year of our Lord one thousand eight hundred and sixty-six, and of the INDEPENDENCE OF THE UNITED STATES the ninetieth.

BY THE PRESIDENT: Andrew Johnson

By Edw. D. Neill, Secretary.

J. M. Brayton, Recorder of the General Land Office.

https://drive.google.com/file/d/1_Pb3RtGqw4i1wrvzyctOSr35jNY1MlqP

On March 19, 1866 the United States, under the Oregon-Donation act, granted a 635.77 acres donation land claim to Lewis and Nancy M. Love. The normal allocation of 160 acres was doubled because both husband and wife applied, and doubled again because they arrived in Oregon in 1849. The copy of the patent is hard to read, so I have transcribed what I could decipher below.

> *Whereas there has been deposited in the GENERAL LAND OFFICE of the UNITED STATES a Certificate numbered Fourteen hundred and eighty-four of the Register and Receiver at Oregon City, Oregon whereby it appears that under the provisions of the act of Congress approved the 27th day of September 1850, entitled "An Act to create the office of Surveyor General of the Public Lands in Oregon and to provide for the survey and to make donations to settlers of the said public lands" and the legislation supplemental thereto the claim of Lewis Love and his wife Nancy M. Love of Multnomah County, Oregon, Notification No 293 has been established to a donation of one section of six hundred and forty acres of land, that the same has been surveyed and designated as Claim number forty-one, being parts of sections ten, eleven, fourteen, and fifteen in Township one North, of Range one East, according to the Official Plat of Survey retained to the GENERAL LAND OFFICE by the SURVEYOR GENERAL being ??? and described as follows to wit: beginning at a point fourteen chains East of the South West corner of ??? section ten and running thence North sixty-seven chains and eighty links; thence South twenty-two degrees East eighty-eight chains and seventy links; thence South sixty-two chains and ten links; thence North eighty-nine degrees and thirty minutes West; and thence North twenty-one chains to the point of beginning in the district of Sandy, subject to sale at Oregon City, Oregon, containing six hundred and thirty-five acres and seventy-eight hundredth of an acre.*
> *Now know ye that the UNITED STATES OF AMERICA in consideration of the premises and in conformity with the provisions of the act aforesaid HAVE GIVEN AND GRANTED and by those presents DO GIVE AND GRANT unto the said Lewis Love and to his heirs the East half and unto his wife the said Nancy M. Love and her heirs the West half of the tract of land above described to have and to hold the said tract, with the appurtenances, unto the said Lewis Love and his wife Nancy M. Love and to their heirs and assigns forever, ??? respective ??? as aforesaid.*

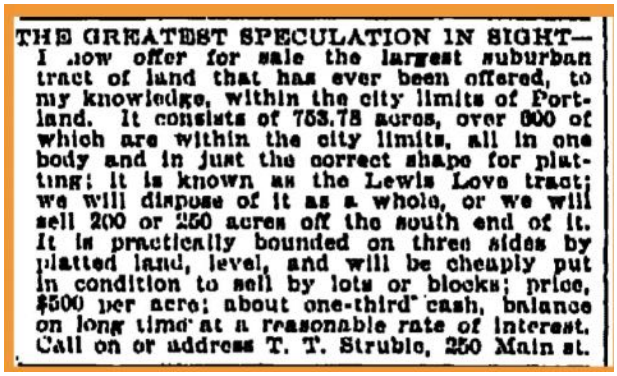
The northwest corner of the parcel makes a 78˚ angle, and the south line is very slightly skewed at an angle of 89˚30'. Check out Bryant Street on modern maps of Portland, because Bryant follows the south boundary of the Lewis Love DLC. The distance between Morgan and Bryant is larger at Martin Luther King Jr Blvd than it is at the I5 Freeway.



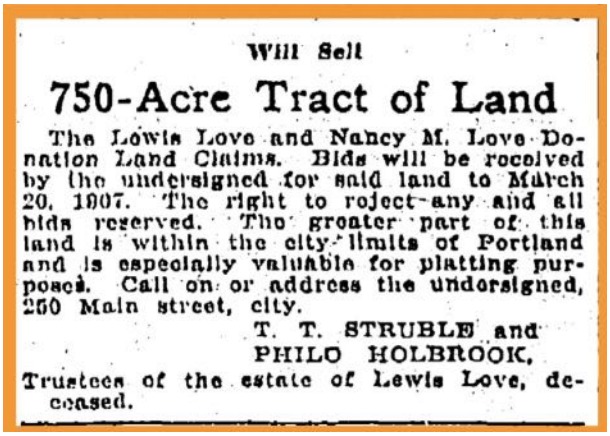
Sales

In his long career Lewis Love bought many parcels of land, in downtown Portland, in various outlying Oregon counties, and in Clark County, Washington. He also sold these properties, often making a large profit. But his original donation land claim remained intact, in fact it grew somewhat over the years. He did not sell, and he seemed to fiercely protect its integrity. But after his death in 1903, everything went pear shaped. He had made a will in 1899 (see De Leeuw, 2018). His heirs were prohibited by the will from selling their shares of the estate until 1907, but they immediately started to convert land to money. In fact, some of them sold their claims to the estate that were defined in the will, even if it was not executed yet.

To understand the division of the land the will indicates the parcel was about 750 acres. Initially the executors of the will T. T. Struble and Philo Holbrook tried to sell the whole tract. It is unclear to me if they were required to do this by law, or if the heirs had decided it is easier to divide up money than it is to divide up land. In any case, here are two ads from the Oregonian of March 31, 1903 and March 1, 1907.



THE GREATEST SPECULATION IN SIGHT—I now offer for sale the largest suburban tract of land that has ever been offered, to my knowledge, within the city limits of Portland. It consists of 753.75 acres, over 600 of which are within the city limits, all in one body and in just the correct shape for platting; it is known as the Lewis Love tract; we will dispose of it as a whole, or we will sell 200 or 250 acres off the south end of it. It is practically bounded on three sides by platted land, level, and will be cheaply put in condition to sell by lots or blocks; price, $500 per acre; about one-third cash, balance on long time at a reasonable rate of interest. Call on or address T. T. Struble, 250 Main st.



Will Sell

750-Acre Tract of Land

The Lewis Love and Nancy M. Love Donation Land Claims. Bids will be received by the undersigned for said land to March 20, 1907. The right to reject any and all bids reserved. The greater part of this land is within the city limits of Portland and is especially valuable for platting purposes. Call on or address the undersigned, 250 Main street, city.

T. T. STRUBLE and
PHILO HOLBROOK,
Trustees of the estate of Lewis Love, deceased.

Now $ 500 per acre would make the tract $ 375,000 -- a gigantic amount of money in 1903. The usual inflation calculators show that this would be about ten million dollars in 2018. But on the other hand, those ten million dollars in 2018 will barely buy you 25 houses in the modern Piedmont neighborhood.

Selling the whole 750 acres as a single tract did not work, and the executors had to divide up the land. Now I am not sure how this was actually done, but given the final results I can make a fair guess. Lewis and Nancy Love had four surviving children (Fred, Lewis, Green, Mary) and two deceased children with progeny (William, Malinda). Thus the estate was divided in six parts, with the surviving children getting one sixth each, and the grandchildren dividing up the two other sixths that would have come to their parents. If we ignore the other real estate and the personal property, then each sixth would be about 120 acres. This corresponds with the six

vertical strips of about 120 acres that were later platted and subdivided from west to east as Fairview (from Minnesota to Albina), Swinton (from Albina to Kerby), Lovewood plus Green C. Love Addition (from Kerby to Vancouver), Loveleigh (from Vancouver to Rodney), Love's Addition (From Rodney to Union), and El Tovar (from Union to Eight Street). So that's our model, which is probably approximate. Six vertical tracts going to the six heirs, with the two sets of grandchildren acting as a single heir. My next job is to find the deeds that either verify or falsify this model.

Because there were many heirs, and because inheritances tend to make people greedy and irrational, there are many deeds to be considered. I have not found them all yet, but I'll continue to make a valiant effort. I will also try to indicate which piece of the original DLC was sold and to whom, all the way up to the final plat.

Let's start with the eastern strip, which is not in Piedmont but in Woodlawn (and Sunderland). On August 12, 1908 Lewis P. Love and his wife Mattie M. Love sold the 48.19 acres bounded by Union Avenue to the west, Bryant Street to the south, Eight Street to the east, and the ONR railroad tracks to the North to Elias Brong from $ 72.000.

https://drive.google.com/open?id=1XV6thcd7zVAzSDaZFUUhPxiCqWBwIX69

These 48.19 acres were platted by the Brong-Steele Company immediately after the sale on August 28, 1908 as the El Tovar subdivision.

https://drive.google.com/open?id=1FxOMQX-zJeRPSWraRJrK9SQ0oPhXr_TB

On October 29, 1910 they sold the remaining 52.26 acres north of the railroad tracks to the same Elias Brong for a nominal amount of $ 10. ($ 83,616)

https://drive.google.com/open?id=1Rm-Aufg_88SThyr3b6l3gRZ7DVnQs_Px

The second strip, from Union on the east to Rodney on the west was the part that came to Mary Stafford. On August 8, 1908 the plat for Love's Addition was filed. This was for the 46.18 acres south of the railroad, with of course Bryant as the southern boundary. The Stafford branch of the Love family did not sell to a developer first, but they themselves became the developers. The plat was filed by Mary C. Stafford, her surviving children, and their husbands/wives if available.

https://drive.google.com/open?id=1DsMlduu7Bq29woFq-Ox95e1FHD3I0Ce_

On October 28, 1916 the same Mary C. Stafford and children recorded the plat for the northern half of the strip, from the railway track to the Slough, as an extension of Love's Addition. Not much of that tract was actually developed as intended, because Love's Addition north of the railway tracks remained mainly industrial.

https://drive.google.com/open?id=1CUQpe_6FmaXTIgj7CC4f9rb_EjN1xdQe

If we travel west, to the third strip, matters become slightly more complicated. The 50.49 acres bounded by Rodney, Vancouver, Bryant, and the railroad tracks were sold to Elias Brong, basically by the children of William Love for $ 63,075.

https://drive.google.com/open?id=1Ba8lg6Sn6Bl1ty6DYqCNLTl92xZuPL6Q

More precisely, the sellers are Ulysses G. Love (unmarried), D. J. Buckley (unmarried), Lewis W. Love and Alice R. Love his wife, Charles W. Love and Elizabeth Love his wife, and Frank P. Love and Annie Love his wife. If we compare this with the surviving sons mentioned in the will of Lewis Love, we see that John A. Love is missing. The reason is simple. John A. Love and Catherine A. Love his wife sold their 1/30 share of the Lewis Love estate to D. J. Buckley for $ 10,000 on June 18, 1904. They couldn't wait until 1908.

https://drive.google.com/open?id=1CUQpe_6FmaXTIgj7CC4f9rb_EjN1xdQe

Those 50.49 acres were platted by Brong-Steele as Loveleigh on March 27, 1908.

https://drive.google.com/open?id=1DkSAk09dy4P8WEnhIk2DoUidFOkjt3ZD

The section of 101.48 acres between Vancouver and Rodney, north of the railroad and south of the Slough, was sold by the same parties to the Columbia Trust Company on March 8, 1909, for the nominal sum of $ 10.

https://drive.google.com/open?id=1A1veUIZ5Dfc-v9qmb2l546hKLePjX-n6

Going further west to strip number four brings us to the land inherited by the reverend Green C. Love.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteaders: Lewis Love and Family

Jan de Leeuw

Version 02-10-2020





Lewis Love 1818-1903 and Nancy M. Love (Griffith) 1820-1892 in 1873

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Introduction

Writing a chapter about Lewis Love is somewhat daunting. He had a long, rich, and active live. If I had enough time and energy left I could probably write a 250-page book about Lewis Love, but I have many more Piedmont history chapters to write. I am just mentioning the potential Lewis Love book to show how much happened during his life, and how much material there still is.

Even for my more limited project there is much more documentation I have to go through than for Ulery, Fenstermacher, Smith, and Howe combined. Love had many children, who largely remained in the Portland area, and generated many newspaper items of their own. He had much more land in his donation land claim than the others, because he was married and arrived

in Oregon early. He also lived longer, and he was involved in some major lawsuits, which also generated a lot of coverage. So this promises to be a rather long chapter, with much biographical detail.

There will be separate sections on the members of his immediate family, his wife and children. Because this book concentrates on real property transactions, we only discuss the children, because after the death of Lewis Love they almost immediately got rid of his land. The grandchildren were no longer involved in selling tracts and subdividing neighborhoods. Unfortunately, but not surprisingly, not much is known about his wife and the daughters. Their assigned role in life was to marry young, get a lot of children, and "keep house". There are some minor exceptions, but generally it's patriarchy throughout.

One more introductory remark. The modern Piedmont neighborhood tends to be identified with the original Piedmont subdivision of 1888. For example, the motto of the Piedmont Neighborhood Association is taken from the brochures of the Investment Company, the logo is the bandstand in Peninsula Park, right next to original Piedmont, or the water tower that the Investment Company built for the Piedmont subdivision. Of course it is true that the southern part of the neighborhood, below Bryant, is the oldest and most affluent. But the part of the Piedmont subdivision that is in the Piedmont neighborhood is about ten percent of the neighborhood area, while the Lewis Love DLC is well over half of the Piedmont neighborhood. The name of Lewis Love lives on in the names of the subdivisions Loveleigh, Lovewood, Love's Addition, and Green C. Love Addition. But a pretty good case can be made for changing the name of the Piedmont neighborhood to the Love neighborhood, or simply to Lewis Love.

To some extent this chapter tries to remedy an unfortunate situation. The Sunday Oregonian of January 7, 2008 had a nice article about Lewis Love in John Terry's *Oregon's Trails* series with the title: *Pioneer's name all but forgotten in public domain.* Here it is:

https://drive.google.com/open?id=14LskwYekRmv3OS0hftxd73F-VIn6Hxwe

Portland history, like most local history, tends to concentrate on the people who started living in the town center, were active in public life, flaunted their riches, donated stuff, and advertised their name. Lewis Love amassed his fortune in a rather unspectacular and modest way. Although he was active on the west side, and actually lived on First Street and Front Street for a long time, his most important accomplishments were in Washington Territory, on the Columbia River, and in North and Northeast Portland. And events in those areas were inherently less visible than those on the west side of the Willamette. His children stayed on the east side and platted and developed his huge land holdings there. Although it is true that Lewis Love does not feature prominently in Portland history books such as the ones by McCall, Abbott, and Lansing, his name does live on in the names of the subdivisions Loveleigh, Lovewood, Love's Addition, and the Green C. Love Addition.

I hope this chapter shows how Captain Love's trajectory, starting very poor and becoming very rich, was based on seeing and taking opportunities that were offered at the time, creating and abandoning businesses when appropriate, never being discouraged by disaster, and having a truly incredible amount of physical and mental power and energy. And, throughout, seeing and emphasizing the value of land. Holding on for more than 50 years to his 700 acres in North and Northeast Portland, and not selling any of it during his lifetime, was definitely a wise decision. And above all it was very family-friendly, because ultimately it greatly benefited all his children and grandchildren.

Life

In November 1899 Captain Lewis Love sat down with his granddaughter Harriet LaVelle Peacher and dictated a manuscript with the details of his trek across the plains from Missouri to Oregon, and about his subsequent activities and enterprises in Oregon and Washington. There are nine nicely cleaned up and retyped pages. A second seventeen-page manuscript, by Captain Love's great-granddaughter Clara Love Stone, goes through Captain Love's manuscript and provides many additional details and references. These manuscripts are the holy grail of Lewis Love scholarship. I have been tempted to include them in full, but that would be somewhat excessive, and so I just give the links. I will refer to them in this chapter as the Love Manuscript and the Love Commentary, with a capital M and a capital C.

Before we recount at least some of the events reported in the Love Manuscript I include a clip from Henry Hall's "*America's Successful Men of Affairs*" (Hall, 1896). It gives a short summary of the early history and adventures of Lewis Love, although the account of the encounter with the Cherokees should perhaps be taken with many grains of salt.

514 AMERICA'S SUCCESSFUL MEN.

LEWIS LOVE, Portland, Or., born June 12, 1818, near St. Clairsville, Chautauqua county, N. Y., son of Frederick and Jane Demott Love, farmers, first in New York and then in Illinois, and of English ancestry, was educated in a log cabin and spent his young manhood in farming. In 1837, he married Nancy M. Griffith, moving to Missouri in 1845, and the young couple struggled with poverty until 1849, when, with two other families, they started across the plains for Oregon. At Osage river, they were joined by eighty-five Cherokee Indians, *en route* to the mines of California, and, after herculean labors, they crossed the swift current of the Osage on a raft, held by a cable of grape vines, in accordance with a plan suggested by Mr. Love, the entire success of which caused the Indians to look upon him with admiration and made him leader of the party. Fifty of the Indians died from cholera on the trip overland. The whole trip was attended with dangers and labors innumerable. Arriving at the Columbia river, Mr. Love took up a land claim between Portland and Vancouver, cleared the land, kept a store on the farm, and, in 1855, engaged in the saw mill business, and later in flour milling, also adding an additional mill above Vancouver. In 1872, he opened a hotel in Portland, and, in 1877, built two steamboats, of which he was captain, to run on the Willamette and Columbia. The country steadily filled with settlers during this period, and Mr. Love, by early purchases of real estate in Portland and Vancouver, and the success of his various enterprises, finally saw himself in the possession of wealth. His taxes now amount to $5,000 annually. Mr. Love served twice as County Commissioner in Clarke county (now in Washington), and was elected Public Administrator, but declined to serve. He has been happy in his family relations and is the father of William, F. D., G. C. and Lewis P. Love, and Mrs. Melinda J. Sheppard and Mrs. Mary C. Stafford.

It is tempting to go over the Manuscript and summarize the travels of husband, wife, and five children over the plains, crossing rivers and climbing mountains. But we are mostly interested in what happened after Lewis Love got to Oregon and settled on the Columbia Slough.



https://drive.google.com/file/d/1THy0e0ISM14uQfNjW1RYmcnAzvhW05vM

We start with the 1852 survey map. Where the road to Vancouver meets the path that is now Columbia Boulevard we see Captain Love's house, in the northeast corner of the intersection. At that time it was the only house in what is now the Piedmont neighborhood. There were basically two roads or paths from Portland to Vancouver. The main one is the County Road and there is a secondary path, which is probably older. Love built his house next to the county road, and John Rankin built his house half a mile mile to the west, closer to the old path. On the cutout below we see the two houses (as black dots) in rectangle gray areas that indicate improved farm lands.



There is an interesting article in the Morning Oregonian of April 26, 1897. It is an interview with Lewis Love about the period, in 1852-1853.

> *Captain Love built and occupied the first house on the main road between Portland and Vancouver. It was he who ran that road through to the Columbia Slough, and he was supervisor of the road for a long time.*

And:

> *I moved away in 1855 and rented my home there to John Rankin, who had built a house two years after our arrival, about half a mile west and off the road.*

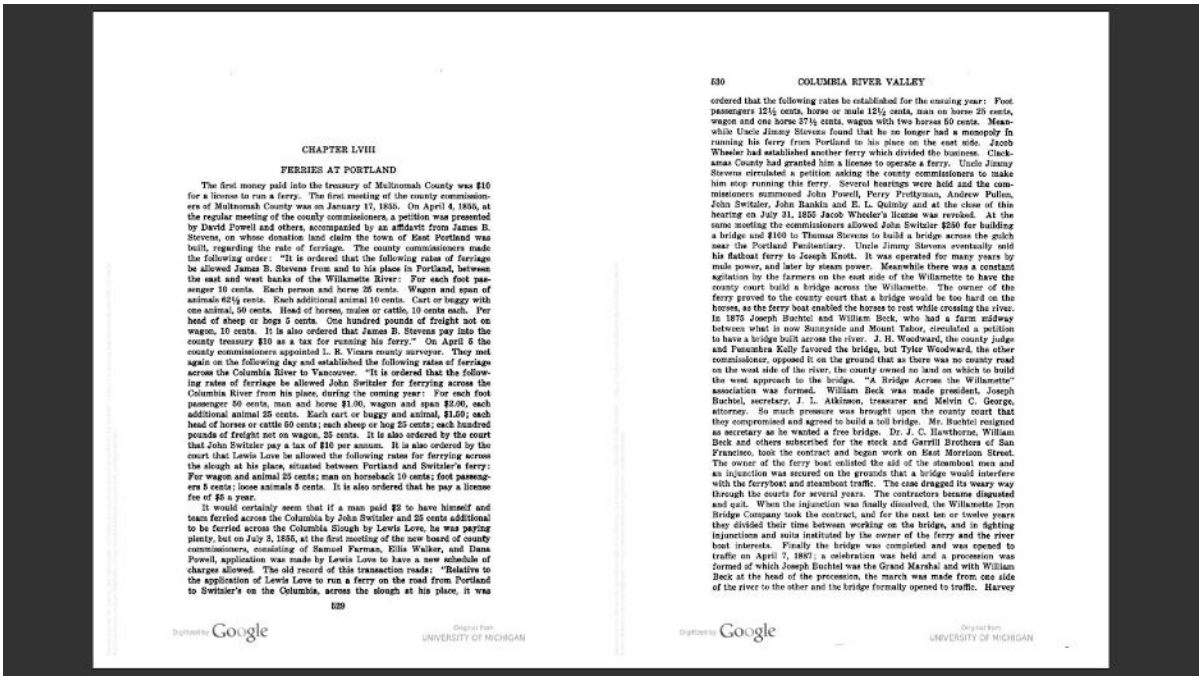
There is another interview in the Morning Oregonian of December 4, 1900, under the inviting title “Mr. Love’s Stories”.

> *When Mr. Love started to farm on Columbia Slough Indian dances were frequent. Portland was undreamt of.*

I somehow doubt the indian dances part. The interview goes on about how Lewis Love got into logging.

> *It was costing me a great deal to burn up my timber while clearing. I decided to try rafting to Portland. I put about 20,000 logs in the stream during high water in the Winter of 1852. I then built upright posts and yards on one end of the raft and sailed to Portland. A good strong breeze carried us up the river. We made the trip in about four hours. Another time I came near being caught in a pinch on a contract to deliver logs to the mills in Portland. The water dropped down and a strong current was running in the river. We had to work our way up from the head of the Sauvies Island Slough by an improvised capstan, or windlass, the end of the rope being attached to any convenient object along the shore while the windlass was worked taking up the coil of rope. If I remember rightly we were 16 days getting to the city.*

Note that Multnomah County did not exist until December 22, 1854. Before that we were in Clackamas County. In 1851 Lewis Love obtained a licence from Clackamas County to operate a ferry across Columbia Slough, on the road towards the ferry across the Columbia River operated by John Switzler (Query, 2008, p. 54). Here is some more detail, including rates.



CHAPTER LVIII

FERRIES AT PORTLAND

The first money paid into the treasury of Multnomah County was $10 for a license to run a ferry. The first meeting of the county commissioners of Multnomah County was on January 17, 1855. On April 4, 1855, at the regular meeting of the county commissioners, a petition was presented by David Powell and others, accompanied by an affidavit from James B. Stevens, on whose donation land claim the town of East Portland was built, regarding the rate of ferriage. The county commissioners made the following order: "It is ordered that the following rates of ferriage be allowed James B. Stevens from and to his place in Portland, between the east and west banks of the Willamette River: For each foot passenger 10 cents. Each person and horse 25 cents. Wagon and span of animals 62½ cents. Each additional animal 10 cents. Cart or buggy with one animal, 50 cents. Head of horses, mules or cattle, 10 cents each. Per head of sheep or hogs 5 cents. One hundred pounds of freight not on wagon, 10 cents. It is also ordered that James B. Stevens pay into the county treasury $10 as a tax for running his ferry." On April 5 the county commissioners appointed L. R. Vinars county surveyor. They met again on the following day and established the following rates of ferriage across the Columbia River to Vancouver. "It is ordered that the following rates of ferriage be allowed John Switzler for ferrying across the Columbia River from his place, during the ensuing year: For each foot passenger 50 cents, man and horse $1.00, wagon and span $2.00, each additional animal 25 cents. Each cart or buggy and animal, $1.50; each head of horses or cattle 50 cents; each sheep or hog 25 cents; each hundred pounds of freight not on wagon, 25 cents. It is also ordered by the court that John Switzler pay a tax of $10 per annum. It is also ordered by the court that Lewis Love be allowed the following rates for ferrying across the slough at his place, situated between Portland and Switzler's ferry: For wagon and animal 25 cents; man on horseback 10 cents; foot passengers 5 cents; loose animals 5 cents. It is also ordered that he pay a license fee of $5 a year.

It would certainly seem that if a man paid $2 to have himself and team ferried across the Columbia by John Switzler and 25 cents additional to be ferried across the Columbia Slough by Lewis Love, he was paying plenty, but on July 3, 1855, at the first meeting of the new board of county commissioners, consisting of Samuel Farman, Ellis Walker, and Dana Powell, application was made by Lewis Love to have a new schedule of charges allowed. The old record of this transaction reads: "Relative to the application of Lewis Love to run a ferry on the road from Portland to Switzler's on the Columbia, across the slough at his place, it was

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ordered that the following rates be established for the ensuing year: Foot passengers 12½ cents, horse or mule 12½ cents, man on horse 25 cents, wagon and one horse 37½ cents, wagon with two horses 50 cents. Meanwhile Uncle Jimmy Stevens found that he no longer had a monopoly in running his ferry from Portland to his place on the east side. Jacob Wheeler had established another ferry which divided the business. Clackamas County had granted him a license to operate a ferry. Uncle Jimmy Stevens circulated a petition asking the county commissioners to make him stop running this ferry. Several hearings were held and the commissioners summoned John Powell, Perry Prettyman, Andrew Pullen, John Switzler, John Banklin and E. L. Quimby and at the close of this hearing on July 31, 1855 Jacob Wheeler's license was revoked. At the same meeting the commissioners allowed John Switzler $250 for building a bridge and $100 to Thomas Stevens to build a bridge across the gulch near the Portland Penitentiary. Uncle Jimmy Stevens eventually sold his flatboat ferry to Joseph Knott. It was operated for many years by mule power, and later by steam power. Meanwhile there was a constant agitation by the farmers on the east side of the Willamette to have the county court build a bridge across the Willamette. The owner of the ferry proved to the county court that a bridge would be too hard on the horses, as the ferry boat enabled the horses to rest while crossing the river. In 1875 Joseph Buchtel and William Beck, who had a farm midway between what is now Sunnyside and Mount Tabor, circulated a petition to have a bridge built across the river. J. H. Woodward, the county judge and Fenelon Kelly favored the bridge, but Tyler Woodward, the other commissioner, opposed it on the ground that as there was no county road on the west side of the river, the county owned no land on which to build the west approach to the bridge. "A Bridge Across the Willamette" association was formed. William Beck was made president, Joseph Buchtel, secretary, J. L. Atkinson, treasurer and Melvin C. George, attorney. So much pressure was brought upon the county court that they compromised and agreed to build a toll bridge. Mr. Buchtel resigned as secretary as he wanted a free bridge. Dr. J. C. Hawthorne, William Beck and others subscribed for the stock and Garrill Brothers of San Francisco, took the contract and began work on East Morrison Street. The owner of the ferry boat enlisted the aid of the steamboat men and an injunction was secured on the grounds that a bridge would interfere with the ferryboat and steamboat traffic. The case dragged its weary way through the courts for several years. The contractors became disgusted and quit. When the injunction was finally dissolved, the Willamette Iron Bridge Company took the contract, and for the next ten or twelve years they divided their time between working on the bridge, and in fighting injunctions and suits instituted by the owner of the ferry and the river boat interests. Finally the bridge was completed and was opened to traffic on April 7, 1887; a celebration was held and a procession was formed of which Joseph Buchtel was the Grand Marshal and with William Beck at the head of the procession, the march was made from one side of the river to the other and the bridge formally opened to traffic. Harvey

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The Love Manuscript has considerable detail about the ferries, timber transports, sawmills, grid mills, hotels, grocery stores, and steam ships run by Lewis Love over the years. Although his businesses quite often either flooded or burnt down he made a lot of money, and was generally considered to be a millionaire around 1900.

EXPAND THIS LAST PARAGRAPH GREATLY



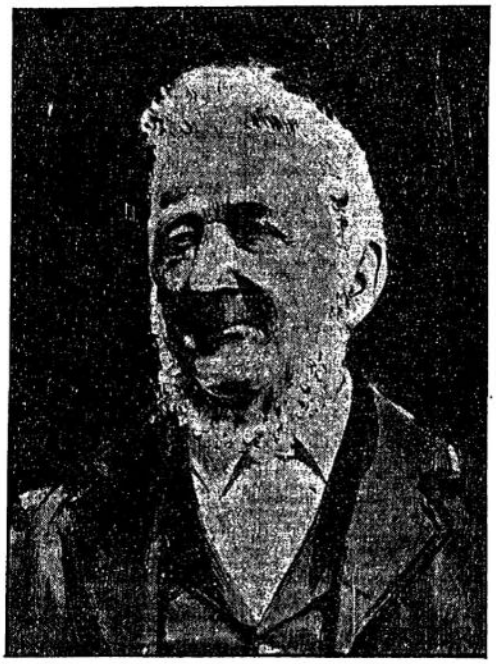
LOVE'S HOTEL.

LEWIS LOVE, Prop'r,

First street, between Main and Madison.

THIS HOTEL HAS BEEN REMODELED AND Refitted throughout with New Furniture. Table is supplied with the best. Charges liberal.

PROMINENT PORTLAND PIONEER.



CAPTAIN LEWIS LOVE.

Captain Lewis Love, a prominent Portland pioneer, and well-known steamboat owner, took a trip up the Columbia last week on the Bailey Gatzert. He was greatly interested in recalling the old landmarks on the river banks, and pointed out to the passengers the house near Vancouver where he had spent the night when coming to Oregon. Captain Love was interested in milling and steamboating in the early days, and at one time owned the Calliope. The Captain was born in Chautauqua, N. Y., January 12, 1818. He carries his years well, and his cheeks are as ruddy and his eyes as clear as they were in his boyhood days. This he attributes to the fact that during his life he has never tasted a drop of liquor.

Career

Family



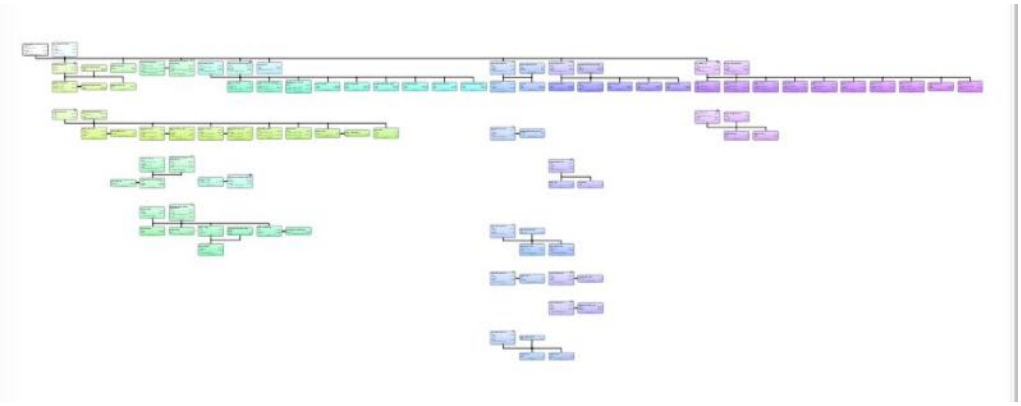
Lewis Love, about 80 years old

Lewis Love had a large and complicated family. His children were in the habit of marrying multiple times, and having many children in each marriage. Thus there are also a lot of partners and stepchildren around. There were also some adopted children. In order to keep track I used the MacFamilyTree software. The link below points to a website where you can click your way through (my current version of) the Love family tree.

https://www.macfamilytree.com/deleeuw/Love%20Family%20Tree/languages/en/index.html

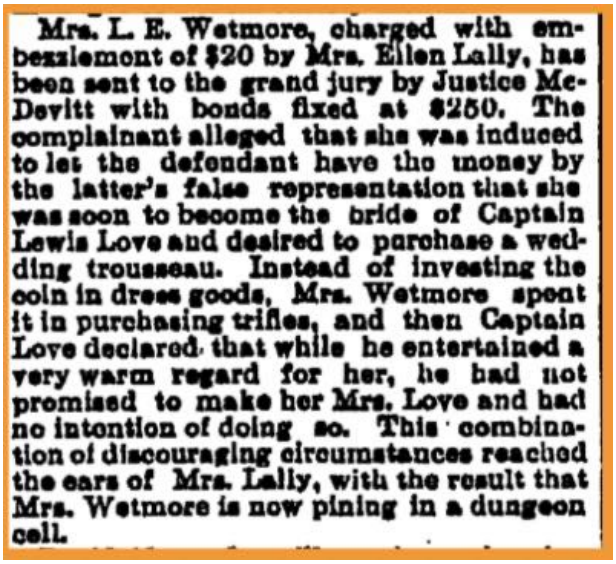
It uses information from many genealogical sources, mostly found on ancestry.com, but also from census information and newspaper articles. The genealogical sources sometimes contradict each other, are often quite incomplete, and contain various errors, but hopefully the errors average out. One error, for example, is that the tree says William Ulysses Love, the oldest son, was born in October 1838 and Jeremiah Joye, the second son, in December 1838. This seems unlikely. Like the rest of this book, the tree is a work in progress. As new information becomes available, it is added. I did limit myself, for obvious reasons, to including children and grandchildren, with their partners. No great-grandchildren, with the exception of Hazel Viola King, because she appears in the will of Lewis Love. Partners of the Love sons and daughters often had previous marriages, and children from those previous marriages. And these children were usually adopted into their new Love families. But they are not included here, because I did not want to follow the various “partners of partners” branches of the tree.

Although the web page linked above is the easiest way to follow the descendants, I also include a chart with a global view of the tree. It is unreadable as such, but the URL below it links to a pdf that you can download and enlarge as much as you want.



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Time for a nice anecdote. Unlike his many children Lewis Love only married once. This is despite the efforts of Mrs. L. E. Wetmore, one year after Nancy died. In the Oregonian of August 3, 1893 we see:



Mrs. L. E. Wetmore, charged with embezzlement of $20 by Mrs. Ellen Lally, has been sent to the grand jury by Justice McDevitt with bonds fixed at $250. The complainant alleged that she was induced to let the defendant have the money by the latter's false representation that she was soon to become the bride of Captain Lewis Love and desired to purchase a wedding trousseau. Instead of investing the coin in dress goods, Mrs. Wetmore spent it in purchasing trifles, and then Captain Love declared that while he entertained a very warm regard for her, he had not promised to make her Mrs. Love and had no intention of doing so. This combination of discouraging circumstances reached the ears of Mrs. Lally, with the result that Mrs. Wetmore is now pining in a dungeon cell.

One way to follow the family through time is to look at successive federal census records. This shows where the family lived, which children lived at home, and what the current occupations were. We start in 1840, while the Love family resided in DeKalb, Illinois. The census form is somewhat unclear, and ancestry.com has it under the name Towers Jone, but after deciphering it we see two free white male persons younger than five (sons William and Jeremiah), one free white male person between 20 and 30 (Lewis) and one free white female person between 20 and 30 (Nancy). Of these one person is in the category “working in agriculture” and one in “insane and idiots in public charge”. This harsh label may refer to Jeremiah, who died four years old in 1842.

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We know that between 1840 and 1850 the family moved west to Oregon. In 1850 the family arrived on the Columbia Slough and Lewis Love built a home on the northeast corner at the intersection of the Vancouver road and the Slough road (now Columbia Boulevard). They moved from that location in 1855. In the 1860 census the family is in Clark County in Washington Territory. Lewis Love, 42 years old, is a lumber miller. He was already rich. His real estate holdings were worth about $ 25,000, his personal property was about $ 15,000. His three sons Fred (13), Green (11) and Lewis (9) were living at home. William (married in 1854), Malinda (married in 1856) and Mary (married in 1856) had already moved out.

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In 1870 Lewis was a sawyer in a saw mill, still living in Clark County. He now owned $ 46,000 in real estate and $ 12,000 in personal property. Green (21, now a laborer), Lewis (18), and Mary (11) were living at home. I am not sure which Mary this was, it definitely is not his daughter. It could be Mary Ann Ennis, later Mary A. Love, married to Fred in 1876 when she was 19.

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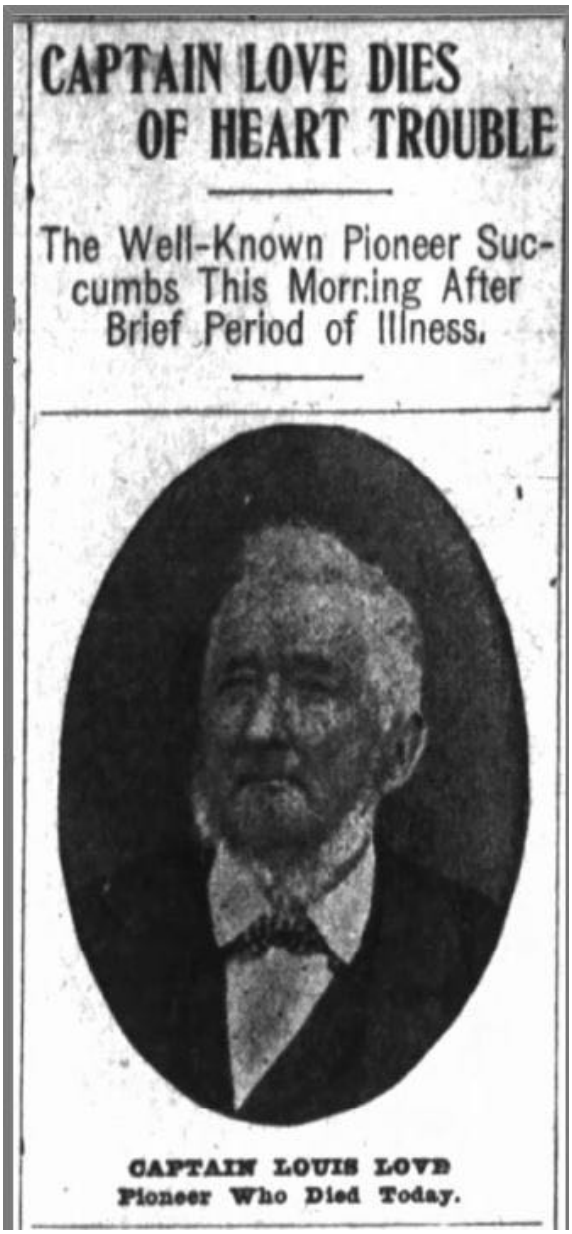
In the 1880 census Lewis was a steamboat captain, living on 326 First Street in Portland. Green C., a 30 year old steam boat engineer, was the only child still living at home, with his wife Louise C. (age 26), and with three granddaughters Katie L. (age 5), Martha G. (age 2), and Bella R. and two grandsons Joseph (age 7 months) and Fred D. (age 9). Katie, Martha, and Joseph have a mother born in Oregon, presumably Louise, and Bella and Fred have a mother born in Michigan, which indicates their father is Fred and their mother is Ada Loomis.

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A somewhat more precise picture arises from the Portland City Directories.

Death

On Friday, July 3 1903 at 7.40 AM Captain Lewis Love died of heart failure at his house on 206 Market Street. He was 85 years old. To put this in perspective, life expectancy in the US in 1903 was about 50 years, so 85 was really old. Here is his obituary from the Oregon Daily Journal.



CAPTAIN LOVE DIES OF HEART TROUBLE

The Well-Known Pioneer Succumbs This Morning After Brief Period of Illness.

CAPTAIN LOUIS LOVE
Pioneer Who Died Today.

Captain Lewis Love, a pioneer of 1849 and for nearly 50 years a citizen of Portland, died suddenly this morning at his residence at 206 Market street at the age of 85 years. He had been ailing less than 24 hours.

Yesterday morning he had a team of horses hitched up and drove over to the East Side to attend to some business matters. When he arrived at his destination he was scarcely able to tell the object of his visit, and when he returned he was very ill. Last night Dr. Dave Raffety was called and ordered him to keep to his bed. His condition then was not dangerous, and fatal results of his sickness were not expected. This morning he suffered a renewal of the attack and at 7:40 o'clock he passed away. The cause of death is attributed to heart disease.

Captain Love was born in Geary, New York, June 12, 1818. In company with a number of others he crossed the plains in 1849, and was master of the train. He arrived in Oregon in November, 1849, and stayed for a time at Parker's Landing, and then at Columbia Slough, where he owned 800 acres of land. Omitting a few years spent in Vancouver and other points in Washington, he passed almost all his life in Portland and was a prominent figure on the streets and in pioneer celebrations.

Captain Love was married early in life and lived to see the fourth generation, the eldest of whom is Roy Love. Of eight children, four survive. His wife died a number of years ago. The living are Mrs. Mary C. Stafford, Fred D. Love, Green C. Love and Lewis P. Love. There are a great many grandchildren, and among them are Lewis W. Love, William King, Lewis G. Stafford and Frank Love.

Arrangements for the funeral have not yet been made, but it is probable that the services will be held Monday or Tuesday.

The Oregon Daily Journal, Friday July 3, 1903

There is another, more extensive, obituary in the Morning Oregonian of the next day, July 4, 1903. It reports the death, tells the life story, and lists all 66 surviving children, grandchildren, and great-grandchildren of the Captain.



VETERAN OF OREGON

Captain Lewis Love Dies a Ripe Old Age.

LEAVES MANY DESCENDANTS

Illness of Less Than a Day Carrie Off Sturdy Pioneer, Who Boasted Descendants Extending to the Fourth Generation.

Captain Lewis Love, one of the olde citizens of Portland, died early yester day morning, after being sick less than day. Although he was 85 years old, h attended to his large property interest to the day before his death, for he wa driving about the East Side on Thursday but on his return to his home at 206 Mar ket street he complained of a pain in hi chest. His grand-daughter, Mrs. Nanc Fink, who has kept house for him fo the last eight years, applied simple reme dies, and repeatedly advised that a doc tor be called in, but he persistently re fused until about 11 o'clock that night Dr. Dav Raffety was then called an said the pain was caused by gas i the stomach pressing on the heart. Afte taking some medicine the captain seeme relieved, and talked freely, and at hi suggestion Mr. and Mrs. Fink retire about 1:30 A. M. About 6:30 he again complained of pain, and Mrs. Fink gav him some medicine, but he was seize with an attack of vomiting and in a min ute was dead.

Captain Love was born in Chautauqua County, New York, on June 12, 1818, an was educated there and worked on farm until 1846, when he came to Oregon He was married while still a young man to Miss Samantha Matilda Griffiths, an they had eight children, seven of whom came across the plains with them. The eighth, Lewis Philip Love, was born o the family farm on Columbia Slough.

Successful Career in Oregon.

The family arrived at Parker's Landing in November, 1849, and remained there the first Winter, Captain Love working in a mill at Washougal. In the Spring of 1850 they moved down to Columbia Slough and remained on the Rankin farm for the next Summer. Then Captain Love took a donation claim on the slough and lived on it for five years, running a grocery store for the benefit of the settlers. At the end of that time he moved to Portland and engaged in the sawmill business, buying an interest in the old Smith mill. His next venture, after the lapse of several years, was to start a general store in partnership with his son-in-law, George W. Shaver, on Front street, where Sanborn, Vail & Co.'s store now is. Then he turned to the hotel business on Front between Main and Madison, and remained there until he was burned out in the big fire about 30 years ago. He moved to Vancouver after this disaster, and ran a sawmill and gristmill for four years, afterwards moving to a farm six miles above Vancouver, where he remained for another four years.

Returning to Portland, he engaged in the steamboat business. He helped to build the Traveler at Vancouver, and operated it on the Columbia and Lewis Rivers. On selling this boat, he built the Calliope. He was actively engaged in steamboating for about 12 years, and on retiring from it built and managed the Grey Eagle Hotel, which is now the Dewey House, at Front and Clay streets. He retired from this business about 1880, and since the death of his wife about Christmas, 1892, he had confined his attention to his extensive property, which includes many buildings on Front street and on the East Side and the farm on Columbia Slough.

Captain Love was noted as a shrewd trader, and his versatility was shown by his almost uniform success at any business he undertook. He had no decided religious views, but was liberal in giving aid to the churches.

His Many Descendants.

Captain Love could count as many living descendants as any man in Oregon, probably, and among them is a great-great-grandson who is only 5 months old. His surviving children are: Mrs. Mary

Captain Lewis Love, father of many Oregonians.

C. Stafford, of the East Side; Rev. Green C. Love, a Spiritualist preacher, who is in Nahcotta; Fred D. Love, a farmer near Gresham; and Lewis P. Love, who runs a gristmill near Vancouver.

Rev. Green C. Love has two grandchildren still living, his children being all dead.

Mrs. Stafford's children and other descendants are: Mrs. F. P. Walker, wife of ex-Councilman Walker, who has four children; Mrs. William Peacher, who has a boy and two girls; Lewis Stafford, who has one child; Mrs. Nancy Fink, wife of Benjamin Fink; Mrs. Sarah Anderson, of Chicago, who has two children; Mrs. George Holman, of Astoria, with three children; Mrs. Lena Richmond, who was married only the day before her grandfather's death to Clarence Richmond, having had two children by her first husband, Mr. Hawkins.

Fred Love has four children, who with their families are: Mrs. Maggie Roberts, who is in Mexico; Mrs. May McNerry, with one child; Fred Love, with two children, and Mrs. Isabel Robertson.

Lewis Philip Love has five children, one of whom, also named Lewis, was drowned at Astoria, leaving a boy.

William Love, one of the sons of Captain Love who are dead, left five sons, who are still living. These with their descendants are: Lewis W. Love, with five children, one of whom, Albert L. Love, is the father of a chubby boy of 5 months named Roy Benson Love, who enjoys the honor of being the old captain's only great-great-grandson; John, who has two children; Ulysses G. Love, who is a widower without children; Charles W. Love, who has a daughter; and Frank, who is unmarried.

Captain Love's second daughter, Mrs. Melinda Shepherd, is dead, but of her children there are still living: Mrs. Tillie Shepherd with four children, and William King, a son by her first marriage, who also has four. Another son of the elder Mrs. Shepherd, Albyn King, is dead, but his daughter Hazel survives him.

Thus the living descendants of Captain Love number 66, extending down to the fourth generation after him, and nearly all are residents of Portland and the immediate vicinity.

No arrangements for the funeral have been made, and the date will not be set until all his sons have arrived in the city, but it will probably be on Tuesday.

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As our next section in this chapter, on the will and testament, shows, the only piece of land that Lewis Love ever deeded away were the 7 acres for the Columbia Cemetery, originally named Love Cemetery. It was intended for him and his family, but at some point regulations required it to become a general cemetery, to the lasting displeasure of Captain Love. He thus proceeded to reserve another strip of land bordering the Columbia Cemetery, in the northwest corner, just big enough for the graves of him and Nancy. And that was were he was buried on July 7, 1903.

ANOTHER PIONEER HAS PASSED AWAY

Captain Lewis Love Is Laid to Rest Today With Impressive Ceremonies.

With simple but impressive ceremonies Captain Lewis Love, the aged pioneer, was laid to his last resting place in the Love Cemetery this afternoon. The marked esteem in which he had been held during his declining years was aptly pictured in the magnificent display of floral offerings and the sincere sympathy which marked the course of the obsequies. The final words said and the coffined form silently laid away under the greensward and another of Oregon's brave pathfinders had sought the rest that knows no end.

The services were held from Finley's chapel. The remains were contained in a magnificent black couch casket and were shrouded in flowers. Rev. Cressy of the Unitarian Church performed the last sad rites. The honorary pallbearers were T. A. Davey, D. H. Hendee, R. S. Selby, Dr. O. P. S. Plummer, J. H. McMillen and R. Mendenhall. The active pallbearers were John Mock, Philo Holbrook, H. C. Breeden, P. J. Mann, D. J. Buckley and Sylvester Farrell. It required 30 hacks to convey the bereaved relatives and intimate friends from the chapel to the cemetery.

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The Will

On January 5, 1899 Lewis Love made his final will and testament, which I will (reluctantly) retype in full. It has a useful list of the real property owned and it lists all the heirs. It shows how careful Lewis Love was to make sure this document was known to be his real and only will. As the end of the Manuscript indicates, he had to deal with forged wills and with challenges of his wife's will after she died. The will also indicates that in all the years he never sold any real estate, he only bought more. The parcels in sections 10, 11, 14, and 16 were 640 acres at the time of the donation land claim, and they were 757 acres at the time of the testament, mostly by extending the original DLC to the west and to the north over the Slough, by buying parts of the Switzler DLC up to Force's Lake.

Remember that Lewis Love died in 1903. It must have been very frustrating for the heirs that they had to wait for distribution until 1907. The will, and the codicil that follows the will, have been taken from the Love v. Walker et al. lawsuit in the Oregon Supreme Court (Pacific Reporter, 1911).

> *Know all men by these presents: That I, Lewis Love, of Portland, Multnomah County, Oregon, being over the age of 80 years, and being of sound and disposing mind and memory, do make and declare this as my last will and testament, in manner and form following, that is to say: I make, constitute and appoint T. T. Struble, Philo Holbrook and H. C. Breeden executors of this my last will and testament, and request and direct that no bonds or undertaking be required of them as such, nor of them as trustees to hold my estate to a certain time hereinafter mentioned. I direct that all of my just debts, including funeral expenses and the expenses of administration, be paid by my executors. I order that my purpose and ownership of property shall be clearly understood, I hereby preface my devises and requests as follows: I have made no deed to any person or persons to any real or personal property to take effect at or after my death. I made five deeds to my children and grandchildren September 21, 1894, which were executed and acknowledged before T. T. Struble, notary public. I made eights deeds to my children, grandchildren and grandchild December 28, 1896, which were also acknowledged before T. T. Struble, notary public, other than these mentioned deeds I have made none since the first mentioned ones of September 21, 1894. I am the owner absolute of the following real property in the city of Portland, Oregon: Lots 1 and 2, block 177, city; lot 4, block 116, city; lot 3, block 10, city; north half lot 2, block 10, city; lot 8, block 11, city; south half of lot 2, block 4, city; the est 75 feet and 11 inches of the south half of lot 4, block 3, city; the north half of lot 4, block 3, city; the south half of lot 3, block 3, city. I*

have never made a deed to any person or persons of any part or piece of this property whatever. I also own 757 acres, more or less, of land in sections 10, 11, 14, and 15, township 1 north, range 1 east, Willamette meridian; a portion of this land is outside of and a portion inside the city limits of Portland, Oregon.
I have made no deed to any of this acreage to any person or persons at any time, except for Columbia Cemetery. It is my purpose to will at this time all of my property, personal, real and mixed, to my legal heirs in the same proportion as the law would convey the same to them in the absence of any will by me, reserving only the burial place where my wife is now buried, and a strip of land two feet in width adjacent thereto on the west, north and east of said burial spot, and I hereby set aside said burial place (spot) and said two feet of land adjacent thereto forever as a resting place or burial spot for my wife and myself; said burial place joins Columbia Cemetery on the northwest corner, which said cemetery is in section 10, township 1 north, range 1 east, Willamette meridian.

My will is and I direct that my estate shall be divided into six (6) shares or parts of equal value, to be disposed of in the following manner, viz: First. I give, devise and bequeath to my son, Fred D. Love, one of said shares or parts. Second. I give, devise and bequeath to my son, Green C. Love, one of said shares or parts. Third. I give, devise and bequeath to my son, Lewis P. Love, one of said shares or parts. Fourth. I give, devise and bequeath to my grandson, William King, a son of my deceased daughter Malinda J. Sheperd, one-third part of one of said shares or parts. Fifth. I give, devise and bequeath to my granddaughter, Matilda Sheperd, wife of James Shepard, and a daughter of my deceased daughter Malinda J. Sheperd, one-third part of one of said shares or parts. Sixth. I give, devise and bequeath to my great-granddaughter, Hazel King, who is a minor child, and a daughter of Albion King, deceased, who is a son of my deceased daughter Malinda J. Sheperd, one-third part of one of said shares or parts. Seventh. I give, devise and bequeath to my daughter, Mary C. Stafford, one of said shares or parts. Eighth. I give, devise and bequeath to the children of my deceased son, William Love, one of said shares or parts of my estate to be divided among said children as follows: To L.W. Love, the one-fifth part of said share; to John A. Love, the one-fifth part of said share; to Ulysses G. Love, the one-fifth part of said share; to Charles W. Love, the one-fifth part of said share; to Frank P. Love, the one-fifth part of said share.

It is my will and purpose that my estate shall be kept intact and not distributed to my devisees till January 1, 1907 (nineteen hundred and seven). I direct that my executors shall proceed to administer upon my estate at once after my demise, and having in due time closed up my estate as executors, that then my estate shall pass to them as trustees, to be held in trust for my said devisees till January 1, 1907, and managed by them as such trustees until the time of final distribution. I direct that my trustees, T. T. Struble, Philo Holbrook and H. C. Breeden, from time to time as the receipts of my estate may exceed the expenditures, such portion thereof as in the judgment of my said trustees can safely be distributed and paid to the devisees pro rata, not oftener than two times in each twelve months. I direct that my trustees make final distribution of my estate

on January 1, 1907, or as soon thereafter as practicable, and if my devisees can agree, said final distribution can be by division of my property by such agreement, but if they cannot so agree, the my trustees shall make a division of my property according to the shares and parts of shares in my estate and my devisees can cast lots for their several interests either in person or by their lawful representatives. Be it remembered, however, that in the administration of my estate by my executors, and before they close up my estate, and it passes to them as trustees, all personal property is to be sold, and the proceeds of such sale will belong to and become a part of my estate.

In their trust my trustees are hereby empowered to rent property and collect rents, make necessary repairs to property, pay taxes, or to be more explicit, they are empowered hereby to collectively do all acts that I could do were I living, necessary tp protect and keep my estate intact for my devisees hereinbefore mentioned. Should a vacancy occur in my trustees, then the remaining ones or one are to act and carry out this trust. This is my only will, but I now refer to a canceled will made by me April 13, 1896, for the purpose of corroborating the idea that it was always my purpose to distribute my property equally between my several children and to the heirs of those of my children who had died, leaving children or grandchildren.

Be it remembered that reference to said canceled will shall not make it a part of this will, but only show what my intentions have always been toward my heirs. Reference to the fact in this will that I am the owner of and have made no deed to certain property, is because I have been informed, reliably, of one fraudulent deed to certain valuable property purporting to have been made by me and also have heard rumours of the existence of another fraudulent deed. I pronounce and declare alls such deeds or deed as fraudulent; and any and all claims of any person or persons of having genuine deeds or titles to any of the property hereinbefore described, are false and villainous, and I hereby instruct my executors and trustees to context any such claims to the uttermost, that my property may be kept intact and saved to my lawful heirs as herein devised. And lastly, I do hereby revoke all other wills heretofore made by me, and declare this and no other to be my last will and testament, and desire that of this proof shall be taken and admitted to probate as a muniment of title.

In witness whereof I have hereunto set my hand this 5th day of January, 1899.
[Signed] Lewis Love [Seal]

So a short summary of the distribution of the estate is:

⅛ to Fred D. Love
⅛ to Green C. Love
⅛ to Lewis P. Love
⅛ to Mary C. Stafford
⅛ to children of Malinda J. Sheperd (†)

- William King
- Matilde Sheperd
- Albion King (†) - Hazel King

⅛ to children of William Love (†)

- Lewis W. Love
- John A. Love
- Ulysses G. Love
- Charles W. Love
- Frank P. Love

Thus, for example, Ulysses Love gets 1/30 of the estate, and Hazel King gets 1/18.

On February 26, 1902, Lewis Love added a codicil to his will, and one that caused a great deal of consternation and a long-lasting lawsuit after his death.

> *I, Lewis Love of Portland, Oregon, do make this codicil to my will. I hereby expressly confirm my last will, dated January 5, 1899, excepting in so far as the distribution of my property is changed by this codicil. First. I hereby will, decree and declare that the devise or legacy to my daughter, Mary C. Stafford in my said will, shall be for her sole and separate use, independent of her husband at all times, and that at her death the said devise or legacy to her shall go to her children, share and share alike. Second. I hereby will, decree and declare that the devise or legacy, in my said will, to my son, Fred D. Love, shall be for his sole and separate use, independent of his wife at all times, and that at his death the said devise or legacy to him shall go to his children, share and share alike. Third. Second. I hereby will, decree and declare that the devise or legacy in my said will to my son, Green C. Love shall be for his sole and separate use, independent of his wife at all times, and that in case of his death without lawful issue, born alive and living at the time of his death, then the said devise or legacy to him shall belong and go to the remaining devisees of my said will in proportion as they hold of the shares or parts of my said will. Lastly. I declare this is a codicil to my will, and that this is the only codicil that I have made, and I hereby declare my said will of date January 5, 1899, to be my last will and testament and also hereby re-affirm the same in every particular, except a modified by this codicil, which codicil is to be attached to the sad will. Witness my hand and sea this 26th day of February, 1902. [Signed] Lewis Love. [Seal.]*

The codicil does two things. It protects the estate against the scheming husbands and wives of Mary, Fred, and Green and makes sure the property only travels in a straight genealogical line, without reverting to inlaws and other deplorables. In the second place it singles out Green C. Love, who was married in 1876 and had five children. In 1896, however, both his wife and all his children had died. He remarried in 1901 with a bride he had found through a personal ad, which was a method and a resulting bride the Captain did not approve of. So again the special provision had be added to the codicil to make sure the property did not go to outsiders. As we

shall see this codicil resulted in lawsuits and court proceedings that lasted more than ten years. More about this later in this chapter.

Nancy M. Griffith (Love)

Frustratingly little is known about Nancy M. Griffith, who married Lewis Love in 18. .She was born November 4, 1820 in .. and she died December 26, 1892.

The 1870 census notes she can neither read nor write, but we do not see this in the 1880 census.



The fake will ...

Children

It fell to the children and grandchildren to subdivide or sell off the land. This is detailed in the homestead chapter, but here we give some biographical details about the sons and daughters. We start with an endearing picture, maybe from around 1910, of the three surviving sons.



Lewis P. Love, Green C. Love, Fred D. Love

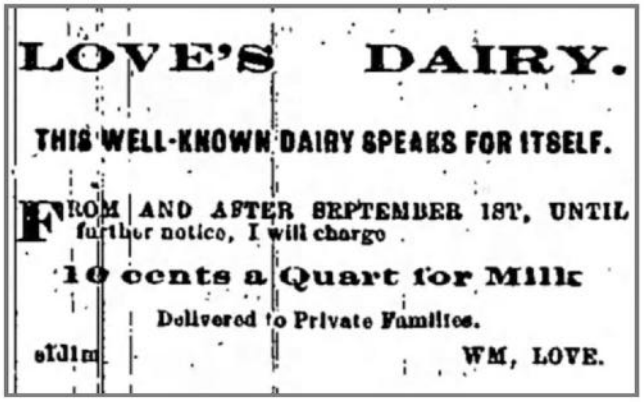
William Love was the oldest son. As we have seen, he died in 1879. The next two sons were Jeremiah, who lived from 1838 until 1842, and Joseph, who lived from 1845 until 1862. I know very little about Jeremiah and Joseph. The manuscript of Captain Lewis Love says that three of his sons drowned, but it only mentions William by name as one of them. So I assume that both Jeremiah and Joseph drowned. Note that Jeremiah died before the family moved to Oregon.

William Love: The Dairy Man

The oldest son, William Ulysses Love, was born in 1838 in Missouri. He traveled with his parents to Oregon in 1849. He first married Temperance Shaver on November 2, 1854, who died March 1, 1858 after giving birth to two children, and then on March 10, 1859 he married 14 year old Sarah Catherine Windle, with whom he had an additional seven children. Here is a URL linking to his part of the Love family tree.

https://www.macfamilytree.com/deleeuw/Love%20Family%20Tree/languages/en/persons/Person_87445564.html

In the 1870's William Love ran a successful dairy business from his home on the Columbia Slough. In the Oregonian of September 1871 we find advertisements for that business.


LOVE'S DAIRY.

THIS WELL-KNOWN DAIRY SPEAKS FOR ITSELF.

FROM AND AFTER SEPTEMBER 1ST, UNTIL further notice, I will charge

10 cents a Quart for Milk

Delivered to Private Families.

WM. LOVE.

Even earlier, in 1860 when he was still in his early twenties, William Love acquired a parcel of land of more than 150 acres. I do not know where he got the more than one thousand dollars to pay for it, but let's review the parcel we are talking about.

On March 10, 1866 the United States registered a military warrant for 160 acres to Charles Vincent, for his service in Private Company H, 2nd Regiment of U.S. Dragoons, in some so-called Apache Indian Disturbance. Charles Vincent immediately transferred the land to Robert S. Maxey. Here is the patent.

https://drive.google.com/open?id=1OUOOb58IKpdXVW8GebZXacBx45Y_f0dw

The precise description of the land is

> *The fractional South East quarter of Section Nine and the Fractional South West quarter of Section Ten in Township One North of Range One East in the District of lands subject to sale at Oregon City, Oregon, containing one hundred and Fifty two acres and one hundredth of an acre.*

In terms of modern streets, the land is bounded by Kilpatrick to the north, Lombard to the south, the I-5 to the east, and (approximately) Delaware to the west. In other words, a large chunk of current Kenton. On December 28, 1860 Robert S. Maxey sold the 152.01 acres to William Love for one thousand and twenty five dollars.

https://drive.google.com/open?id=1d0DwA318z6u_lHuJCiMru_CyE84ScvE-

The dates on the deed are interesting. The Military Donation act was passed in 1855, and presumably Charles Vincent claimed his donation shortly after that. Then Robert Maxey sold to William Love in 1860, even though the official warrant was not issued until 1866. If we go over the various homesteads and donation land grants mentioned in this book we see that many of the warrants and patents were not registered until 1866. This delay is not unusual, as Vaughan (2014, p. 45) explains.

> *The GLO district land offices were required to certify entitlement to a land patent by issuance of a final certificate upon satisfaction of all statutory requirements by the entryman or purchaser.*

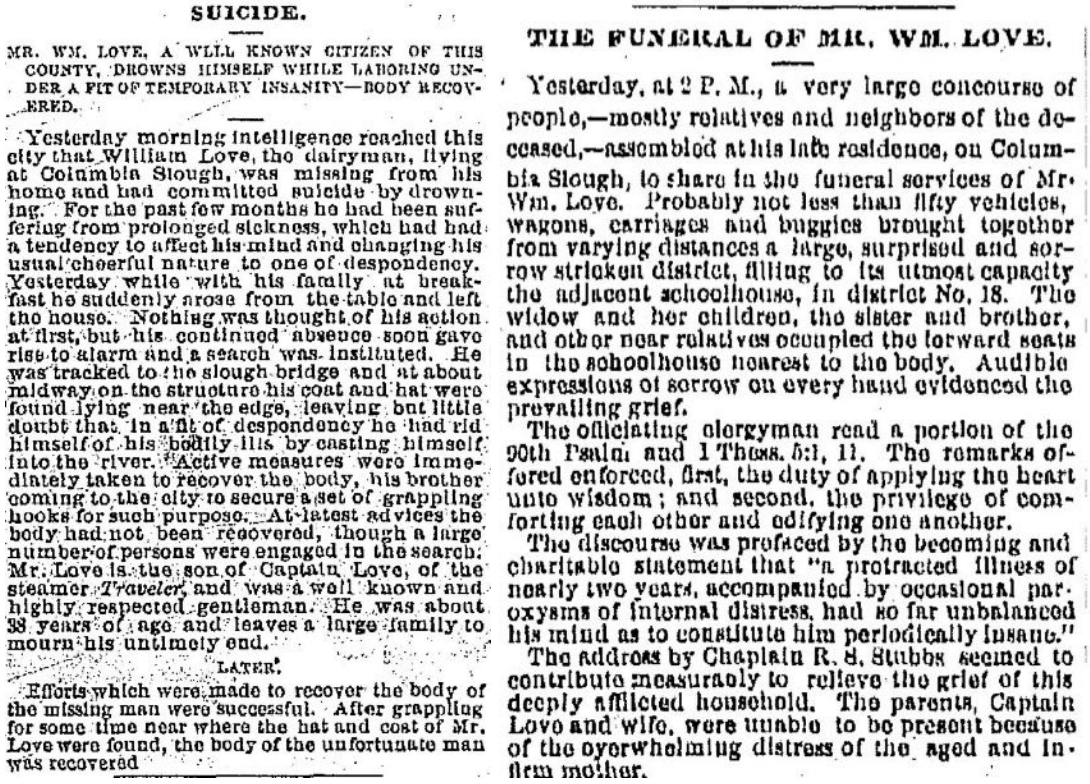
And the year 1866 is of special significance. Again from Vaughan (2014, p. 45)

> *The issuance of land patents was greatly curtailed during the turbulent Civil War years of 1861 to 1865 – delaying most donation land claim patents until after the war.*

In the case of the Maxey-Love transaction there was even more delay. The deed was signed in 1860 in the County of Clark, Territory of Washington, in the presence of William Kelly, Clerk of the District Court. Mr. Kelly basically notarized the signing of the deed, using an oath by a Mr. John Hexler that the person who appeared before him was indeed Robert Maxey. This may not have been enough to actually file the deed with Multnomah County, and in 1877 Roger Greene, associate justice of the Washington Supreme Court, testified that William Kelly was indeed a clerk at that time, and that the laws of Washington authorized him to notarize the deed. In addition, in 1882, a Mr. McConnell, the current clerk and record keeper for the district court, testified that William Kelly was who he said he was, and that his signature was indeed his true signature. So this was 22 years after the original signing. Moreover, as we shall see, it was three years after the death of William Love.

Over the years, William Love became a thriving and well-respected citizen. In the 1870 census the family lived in the Willamette Precinct with six children and two laborers. In 1875 William was appointed Supervisor of Multnomah County road district 3. In 1876 he was appointed

Judge of Elections in the Willamette District. He also served on the school board for the district. But all was not well. Below are two articles from the Morning Oregonian, the first from February 12, 1879 and the second from the next day, and one from the Willamette Farmer of February 14. William Love committed suicide by drowning himself in the Columbia Slough. "... he had rid himself of his bodily ills by casting himself into the river." There is obviously no clear diagnosis of his ailment in these articles from 1879, but the officiating clergyman mentioned that "a protracted illness of nearly two years, accompanied by occasional paroxysms of internal distress, had so far unbalanced his mind as to constitute him periodically insane."



SUICIDE.

MR. WM. LOVE, A WELL KNOWN CITIZEN OF THIS COUNTY, DROWNS HIMSELF WHILE LABORING UNDER A FIT OF TEMPORARY INSANITY—BODY RECOVERED.

Yesterday morning intelligence reached this city that William Love, the dairyman, living at Columbia Slough, was missing from his home and had committed suicide by drowning. For the past few months he had been suffering from prolonged sickness, which had had a tendency to affect his mind and changing his usual cheerful nature to one of despondency. Yesterday while with his family at breakfast he suddenly arose from the table and left the house. Nothing was thought of his action at first, but his continued absence soon gave rise to alarm and a search was instituted. He was tracked to the slough bridge and at about midway on the structure his coat and hat were found lying near the edge, leaving but little doubt that in a fit of despondency he had rid himself of his bodily ills by casting himself into the river. Active measures were immediately taken to recover the body, his brother coming to the city to secure a set of grappling hooks for such purpose. At latest advices the body had not been recovered, though a large number of persons were engaged in the search. Mr. Love is the son of Captain Love, of the steamer *Traveler*, and was a well known and highly respected gentleman. He was about 38 years of age and leaves a large family to mourn his untimely end.

LATER.

Efforts which were made to recover the body of the missing man were successful. After grappling for some time near where the hat and coat of Mr. Love were found, the body of the unfortunate man was recovered

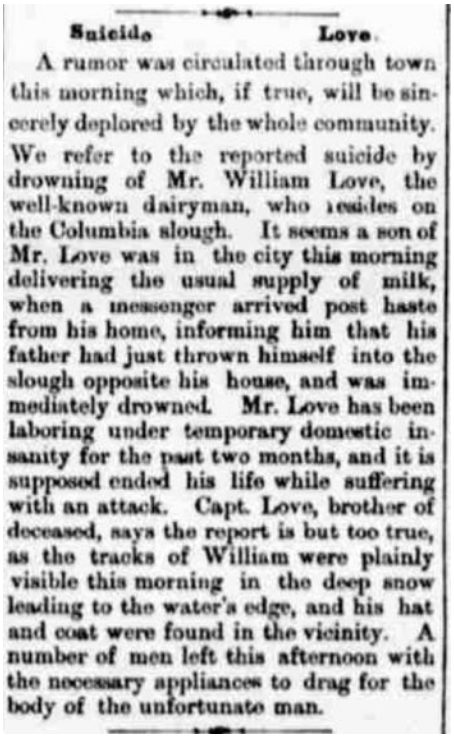
THE FUNERAL OF MR. WM. LOVE.

Yesterday, at 2 P. M., a very large concourse of people,—mostly relatives and neighbors of the deceased,—assembled at his late residence, on Columbia Slough, to share in the funeral services of Mr. Wm. Love. Probably not less than fifty vehicles, wagons, carriages and buggies brought together from varying distances a large, surprised and sorrow stricken district, filling to its utmost capacity the adjacent schoolhouse, in district No. 18. The widow and her children, the sister and brother, and other near relatives occupied the forward seats in the schoolhouse nearest to the body. Audible expressions of sorrow on every hand evidenced the prevailing grief.

The officiating clergyman read a portion of the 90th Psalm and 1 Thess. 5:1, 11. The remarks offered enforced, first, the duty of applying the heart unto wisdom; and second, the privilege of comforting each other and edifying one another.

The discourse was prefaced by the becoming and charitable statement that "a protracted illness of nearly two years, accompanied by occasional paroxysms of internal distress, had so far unbalanced his mind as to constitute him periodically insane."

The address by Chaplain R. S. Stubbs seemed to contribute measurably to relieve the grief of this deeply afflicted household. The parents, Captain Love and wife, were unable to be present because of the overwhelming distress of the aged and infirm mother.



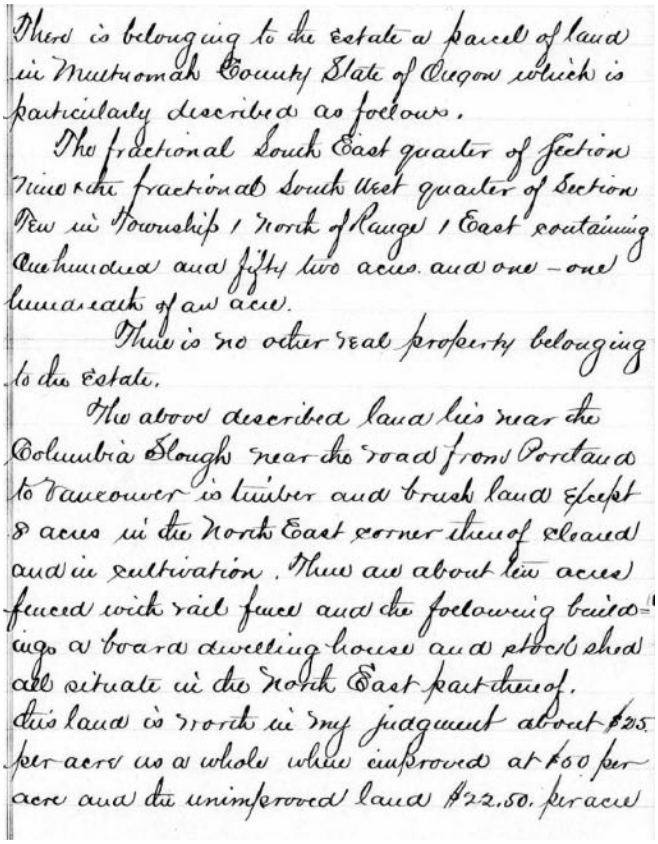
Suicide Love.

A rumor was circulated through town this morning which, if true, will be sincerely deplored by the whole community. We refer to the reported suicide by drowning of Mr. William Love, the well-known dairyman, who resides on the Columbia slough. It seems a son of Mr. Love was in the city this morning delivering the usual supply of milk, when a messenger arrived post haste from his home, informing him that his father had just thrown himself into the slough opposite his house, and was immediately drowned. Mr. Love has been laboring under temporary domestic insanity for the past two months, and it is supposed ended his life while suffering with an attack. Capt. Love, brother of deceased, says the report is but too true, as the tracks of William were plainly visible this morning in the deep snow leading to the water's edge, and his hat and coat were found in the vicinity. A number of men left this afternoon with the necessary appliances to drag for the body of the unfortunate man.

William died on February 11, 1879. One week later, on February 17, his father Lewis Love was appointed as administrator of the estate. For those who are really interested, here is a link to the 143-page probate file from the Multnomah County Court.

https://drive.google.com/open?id=0B94Urj3OjM7BeloyaENaVTVwcVU

As is usually the case with probate files, it is a genuine treasure trove of information. It has appraisals and descriptions of personal and real property, receipts for various transactions, debts of the estate, letters, court orders, and much more. I will include copies of some of the pages, with some comment. First, there is a nice description of the real property.



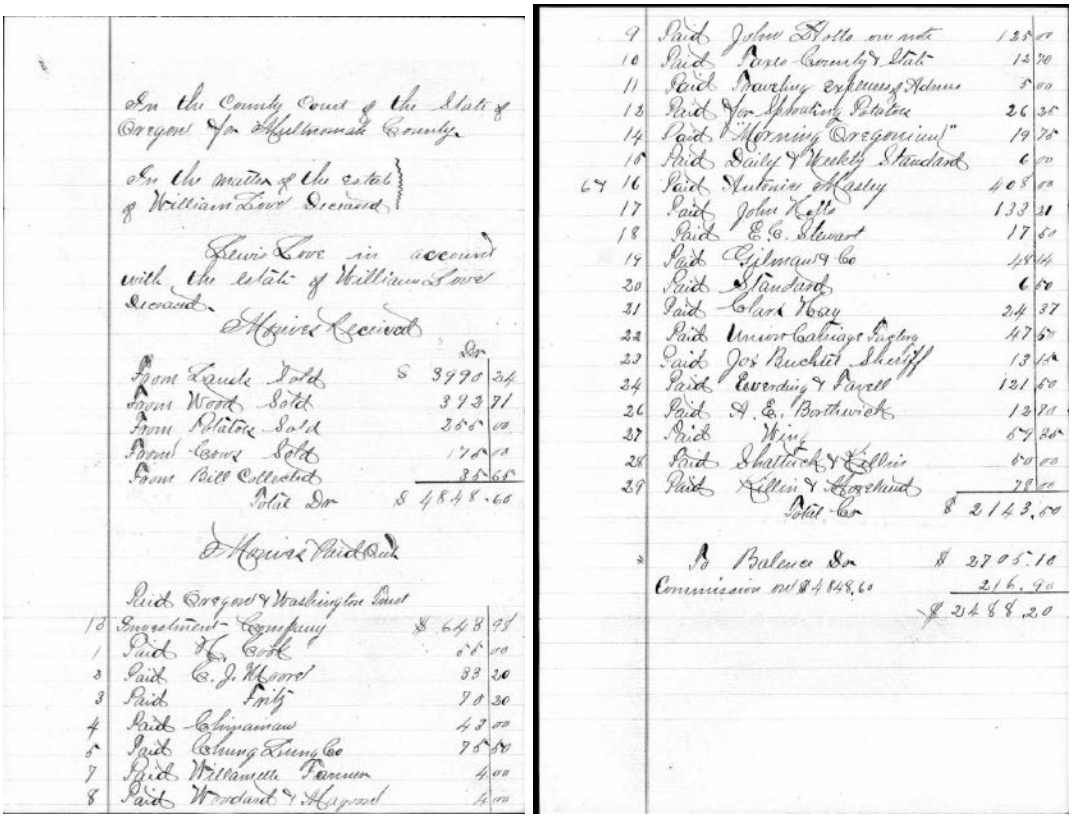
There is belonging to the estate a parcel of land in Multnomah County State of Oregon which is particularly described as follows.

The fractional South East quarter of Section Nine & the fractional South West quarter of Section Ten in Township 1 North of Range 1 East containing One hundred and fifty two acres and one - one hundredth of an acre.

There is no other real property belonging to the Estate.

The above described land lies near the Columbia Slough near the road from Portland to Vancouver is timber and brush land except 8 acres in the North East corner thereof cleared and in cultivation. There are about ten acres fenced with rail fence and the following buildings a board dwelling house and a stock shed all situate in the North East part thereof. this land is worth in my judgment about $25. per acre as a whole when improved at $50 per acre and the unimproved land $22.50. per acre

This is still the original Robert Maxey DLC. Ulery et al valued the land at $ 2,500. Lewis Love asked permission of the court to sell the land by auction in three pieces: the western half, the western half of the eastern half, and the eastern half of the eastern half. And this is exactly what happened. On February 11, 1882 the western half was sold to William Showers, sheriff of Multnomah County, for $ 1,634.10. At the same auction the western half of the eastern half was sold to Charles Sitton for $ 798.04. It seems that something was wrong with the Showers transaction. On May 15, 1882 there was a second auction, where Joseph Buchtel, sheriff of Multnomah County, bought the western half for $ 3,192.20. The eastern half of the eastern half, which was the part where William Love had his house and business, and the part adjoining the Lewis Love DLC, was not sold, at least not yet.



In the County Court of the State of Oregon for Multnomah County.

In the matter of the estate of William Love Deceased

Lewis Love in account with the estate of William Love deceased.

Moneys Received

		Dr.
	From Lands Sold	$ 3990 24
	From Wood Sold	373 71
	From Potatoes Sold	266 00
	From Cows Sold	170 00
	From Bill Collected	34 65
	Total Dr	$ 4848.60

Moneys Paid Out

Paid Oregon & Washington Trust

13	Investment Company	$ 643 98	
1	Paid H. Cook	66 00	
2	Paid C. J. Moore	33 20	
3	Paid Lady	70 30	
4	Paid Chinaman	43 00	
5	Paid Chung Kung Co	78 50	
7	Paid Willamette Farmer	4 00	
8	Paid Woodward & Hazard	4 00	
9	Paid John Hotts on note	135 00	
10	Paid Taxes County & State	13 70	
11	Paid Dawley expenses Admrs	5 00	
12	Paid for Sprouted Potatoes	26 35	
14	Paid "Morning Oregonian"	19 70	
15	Paid Daily & Weekly Standard	6 00	
64 16	Paid Antonio Masley	408 00	
17	Paid John Hotts	133 31	
18	Paid E. G. Stewart	17 50	
19	Paid Gilman & Co	48 44	
20	Paid Standard	6 00	
21	Paid Clark Hay	24 37	
22	Paid Union Carriage Factory	47 50	
23	Paid Jos Buchtel Sheriff	13 [illegible]	
24	Paid Recording & Parell	121 60	
26	Paid A. E. Borthwick	13 70	
27	Paid Wing	57 25	
28	Paid Shattuck & Collins	60 00	
29	Paid Killin & Hazelwood	78 00	
	Total Cr	$ 2143.00	
	To Balance Dr	$ 2705.10	
	Commission on $4848.60	216.90	
		$ 2488.20	

Here is the final account of the administrator. We see the land sales, totalling $ 3,192.20 + $ 798.04 = $ 3,990.24. There are other items on the “money received” side that interesting. There were 670 cords of wood, appraised at $ 700. There were 500 bushels of potatoes, appraised at 60 cents a bushel. They had to be sold rather quickly, otherwise they would sprout. There were six adult cows, appraised at $ 25 per cow, 3 two-year old cows at $ 15, and 3 one-year old cows at $ 7.50. On the “money paid” side we see more than $ 250 paid to neighbor John Hotts, who plays a role in many of the chapters of this book. The $ 408 paid to Antoine Masley was the balance for “work and labor” performed at the request of William Love during the years 1875-1879, at a salary of $ 30 per month. We also see $ 643.98 paid to the Oregon and Washington Trust and Investment Company. This is for a mortgage of originally $ 600 on his land that William Love got in 1877. The biannual payments were about $ 77, and these payments were three years in arrears in 1882. The balance of the account was distributed to the Sarah Love and her six sons (or to their guardians, if they were still minors in 1882). Each of them got $ 371.53. There were only six sons left, because William Albert Love died in 1880, at the age of twenty. The administrator Lewis Love received $ 216.90.

Sarah Love continued to live on the homestead until 1897. Then she died.

DIED.

ROSENTHAL—In this city, May 7, 1897, Lewis Rosenthal, beloved husband of Caroline Rosenthal, aged 69 years. Funeral from his late residence, 412 10th st., Sunday, May 9, at 10 A. M. Friends invited. San Francisco papers please copy.

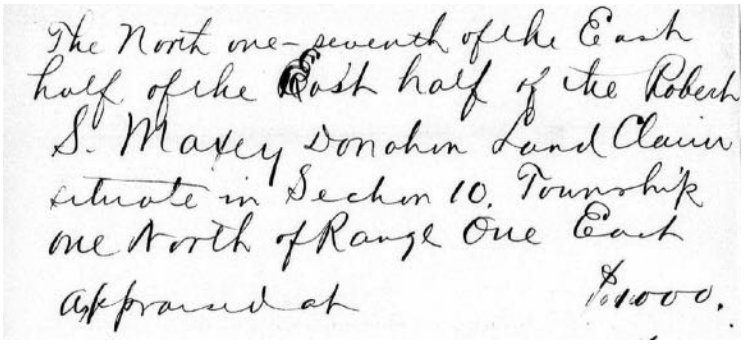
LOVE—In this city, May 5, 1897, at Good Samaritan hospital, Mrs. Sarah C. Love, aged 52 years. Funeral will take place Saturday, at 2 P. M., from her late home, on Columbia slough. Friends invited.

McDEVITT—In this city, May 7, 1897, D. McDevitt, aged 71 years. Funeral will take place from Dunning's undertaking parlors at 2 P. M., Sunday, May 9. Friends invited.

I also have a probate file for Sarah (whose name is sometimes spelled as Cery or Sarry).

https://drive.google.com/open?id=1EbobTd4X6L0r40hhf55Nbyad88OnFmL-

It's smaller, of course. Only 64 pages. The administrator was J.C. Windle. The estate is valued at $ 1400, of which $ 1000 is for real property, viz.


The North one-seventh of the East half of the West half of the Robert S. Maxey Donation Land Claim situate in Section 10, Township one North of Range One East

Appraised at $1000.

The rest of the estate of the estate is wood, fruit, and cows. The heirs are John Anderson Love, Ulysses Grant Love, Charles Walter Love, and Franklin Pierce Love. There were only four sons left, because William Albert Love died in 1880 and Phylip Clayborn Love died in 1892. Although Lewis Washington Love was still very much alive he did not appear in the list of heirs, possibly because he was a son from William Love's first marriage.



Malinda Love



Malinda J. Love and Richard N. Sheperd

Malinda June Love (sometimes Melinda June) was the oldest daughter. She was born in Missouri in 1841. I know very little about her, presumably because her career was “keeping house”. She married three times, the first time in 1856, when she was 15. Her first husband was John P. King, a farmer and general utility man located in Benton County, in the Corvallis area. He was born in 1835 in Iowa and came to Oregon in 1853. His OHS archive card tells us he was a socialist. Good for him. In the 1860 census the couple lived in Corvallis, and they had a one year old son Theodore. In 1870 Malinda lived with Theodore and eight year old Albion and three year old William in Clark County, Territory of Washington. Both Albion and William were born in Washington, but there is no John P. King on the census form any more. In 1880 we do find John P. King, a carpenter, and Theodore King, now a 21 year old mail carrier, in the lovely-named city of Philomath, close to Corvallis. John P. King

Malinda’s second marriage in 1977 was to Jackson Crouch, owner of the Crouch & Reed commission feed store in Portland.

1889 Portland City Directory, widow of Jackson Crouch.

1891 Richard N. Shepard

12/12/96 Death of Albion King.

08/14/1897



Mary C. Love: Nurse



Mary C. Love and Nathan Stafford

Mary C. Love was born in Missouri on April 25, 1842. She crossed the plains with her parents and arrived in Multnomah in 1849. On September 14, 1856, when she was 14 years old, she married George W. Shafer (or Schaeffer), who was 30 years old at the time, and in the grocery store business with her father. George Shaeffer died the next year, and Mary married Nathan D. Stafford in 1859, when he was 33 years old and she was 17, and already two years a widow. O tempora ! O mores !

From then on, we can follow Mary through the successive federal censuses and city directories and see what the composition of her household is. Around 1880 she is listed as a nurse or midwife, while Nathan is a carpenter. In 1860 Mary has given birth to a daughter Emeline, at the census date 7 months old. In 1870 Emeline is 8, and she are joined by Leona (6), Matilda (4), and Ulysses Grant (1). In 1880 we find Ida (13), Louis G. (11), Nancy M. (9), Sarah R. (7), Delia (5), Lena (3), and Geo (2 months). There is no 1890 census, and in 1900 there are no new children, and we have Lena (22), Lewis (31), and Nellie C (34) living at home. Nathan Stafford died in 1903.

In the 1910 census Mary has moved in with her daughter Alice (then Alice L. Preacher) and in 1920 she lives with her other daughter Nancy (then Nancy M. Finke). She dies August 14, 1927 at 360 E. Lombard Street (now 65 NE Lombard), 85 years old. From the eulogies it seems that the surviving children are Emma J. Walker, Alsistres L. Peacher, Lewis G. Stafford, Nancy M. Finke, Sedelia P. Hohmann, all of Portland, Oregon, Sarah R. Anderson of Orchards, Washington, and Lena G. Richmond of Ardenwald, Oregon. Note that Emma is Emeline, the oldest daughter, born in 1860.



PIONEER FAMILY HAS FOUR GENERATIONS

Mrs. Mary C. Stafford, Mrs. Allie Peacher, Mrs. Hattie Gre[illegible] and Maxine Green, who represent four generations. This family is headed by Mrs. Stafford, a pioneer woman of Oregon, and the only living daughter of Captain Lewis Love, a pioneer. Mrs. Stafford, who was born April 25, 1842, crossed the plains from Missouri when she was but 7 years old, and landed near Portland in November, 1849. Grandmother Stafford is very proud of the three other "steps" in the scale, especially as they are all of the gentle sex.

I have some special feelings for Mary and Nathan, because I live on Stafford Street. Snyder (1979, p 208) says

> *The original dedication of this street was in the University Park neighborhood. If, as we believe, the name was chosen by the Methodists who developed University Park, it is probably a namesake for Charles Lewis Stafford, who was president of Iowa Wesleyan University 1891-1899.*

Nice try, but no cigar. There seems to have been a Stafford Street in South Saint John's, which was renamed out of existence around 1908. There is a small section of Stafford Street on the border of University Park, between Woolsey and Olin, at the south line of Mock's Addition, but it was originally called Syracuse Street, and it was renamed to Stafford Street in 1918. I do not see a Stafford Street in the original 1891 plat maps for University Park. There is one in the original plats for Loveleigh, Lovewood, and Swinton from around 1908. And then around 1910-1920 there was some additional renaming and Stafford Street came to run east from Union through Farrell's Addition and Farrell's Second Addition until it ran into Lombard and stopped.

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Frederick D. Love: The Black Sheep

After William died the next son, and one that survived to a ripe old age, was Frederick Decatur Love. He was a colorful one. He was born in Missouri in 1847, just before the family moved west.



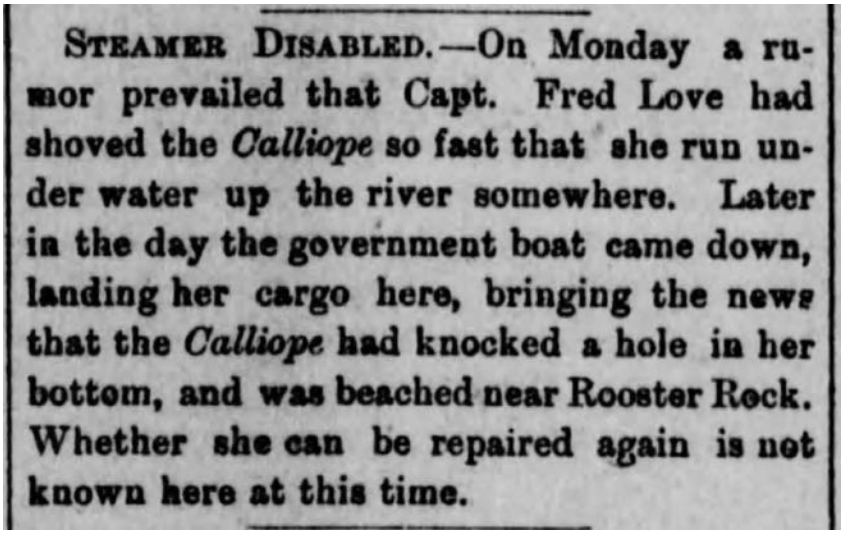
Frederick D. Love

I will follow him in the usual way, by using the federal census and the city directories. In the 1870 census he lives in Clark County, Washington Territory, working in his father's saw mill. January 27, 1868 he had married Adah Louise Loomis

February 19, 1876 Mary Ann Ennis

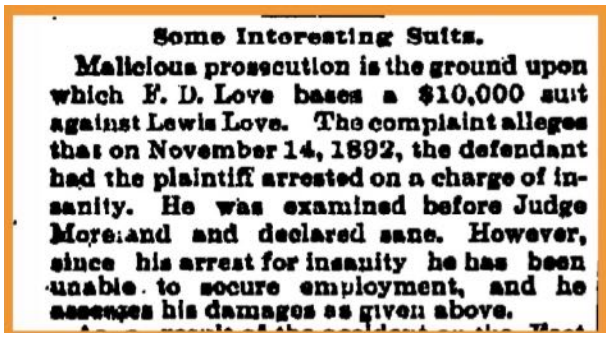
1880 Census, Pilot Steamboat, 306 Water Street, Maggie (3), Jeremiah (8/12), Annie Morris (10), Minnie Morris (8), ??? Morris (6)

Initially, Fred and his father seemed to have had a fairly normal relationship. Fred worked in his father's saw mill, and was captain on his father's steamboats. There may have been some minor conflicts, caused by incidents such as the one reported in the Vancouver Independent of December 7, 1882.



STEAMER DISABLED.—On Monday a rumor prevailed that Capt. Fred Love had shoved the *Calliope* so fast that she run under water up the river somewhere. Later in the day the government boat came down, landing her cargo here, bringing the news that the *Calliope* had knocked a hole in her bottom, and was beached near Rooster Rock. Whether she can be repaired again is not known here at this time.

But the relationship went definitely south after the death of Nancy in 1892, and at breakneck speed. The reason is probably that there were two different versions of Nancy's wills circulating. I will discuss this in great detail in the section on the fake will in this chapter, but for now it suffices to know that in one of the wills Nancy left $ 100 to each of her sons and daughters, and the rest of the estate to Lewis Love while in the other will she left $ 100 to Lewis Love and the rest of the estate to her sons and daughters. And remember that it was the Lewis and Nancy Love Donation Land Claim, which means that legally she was the owner of 320 acres. And development had started in the area, with Good Morning Addition, Piedmont, Woodlawn, Saratoga, Lochinvar all having been platted in 1892. Captain Lewis Love was an old hand at lawsuits, and he did not take kindly to the fact that Fred Love sued him in trying to throw out the first will, favorable to Lewis, and replace it by the second will, favorable to the offspring, and thus to Fred. It seems Lewis did not take half measures, and he had Fred arrested for insanity in November 1892. From the Oregonian of July 15, 1893:



Some Interesting Suits.

Malicious prosecution is the ground upon which F. D. Love bases a $10,000 suit against Lewis Love. The complaint alleges that on November 14, 1892, the defendant had the plaintiff arrested on a charge of insanity. He was examined before Judge Moreland and declared sane. However, since his arrest for insanity he has been unable to secure employment, and he assesses his damages as given above.

SON AGAINST FATHER.

The Love Case on Trial Before Judge Hurley.

When the case of F. D. Love against his father, Captain Lewis Love, went to trial before Judge Hurley yesterday afternoon, a large audience crowded the courtroom in expectation of hearing some sensational testimony, in view of the fact that the plaintiff has contested his mother's will, of which the defendant is executor. But they were doomed to disappointment, for only two witnesses were examined and their evidence was devoid of sensationalism.

Love sues his father for $10,000 damages for injuring his reputation by making a charge of insanity against him on November 19, 1892. He was examined before Judge Moreland, declared sane, and discharged. Later, so the complaint alleges, the defendant circulated false stories about the plaintiff, causing him the loss of his position as pilot and river captain, which occupation he had pursued for 20 years. The plaintiff had been put to an expense of $500 in engaging attorneys to defend him of the charge of insanity, and claimed that sum in addition to the damages asked for.

The plaintiff's attorneys endeavored to prove by the two witnesses called that Captain Love had some motive for endeavoring to have his son sent to the insane asylum. R. R. Giltner, city attorney-elect, who was one of the witnesses, said that the plaintiff told him he feared his father would "put him out of the way." Fred was not inclined to live with his father because he was afraid his life would be taken. The witness accompanied Fred to his father's house once to request Captain Love to permit him to see his mother. Captain Love then told the witness that Fred was always raising strife in the family.

Police Officer Crawford testified as to the plaintiff's character, after which court adjourned until this morning.

Oregonian 06-16-1894

Ten years later there was another “son against father” case, but this time Fred was the father. The son in this case was Royal Frederick Love.

The “spendthrift” designations in the newspapers was party fake news. Fred inherited ⅛ of the estate, which he could use as he saw fit (after January 1907). Borrowed $ 2,000, then sold to D.J. Buckley for $ 8,600 to pay off the debt, far less than it was worth. Then spend the remainder on liquor and loose women.

Green C. Love: Spiritualist



THE REV. G. C. LOVE AND MRS. LOVE, OF LOS ANGELES, WHO ARE VISITING IN PORTLAND.

As with Fred, it is not entirely clear to me (yet) how many times Green married, and to whom, and how many children he had. In 1872 he married Elizabeth Owen.

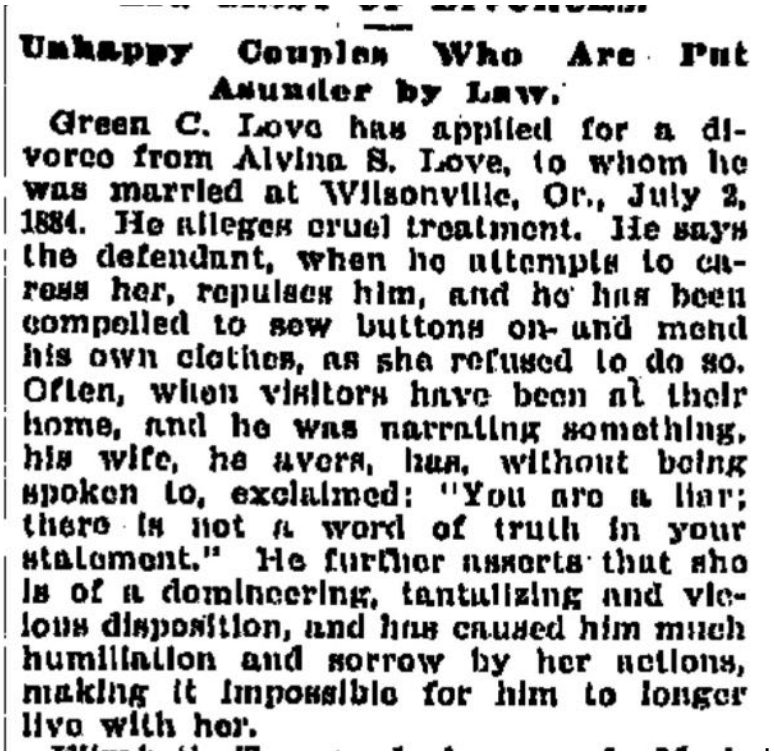
https://drive.google.com/open?id=1h7Khu363u4bWiIcYfhMJEqLtpJyKLwr-

In the 1880 census he lived with his father

There is an interesting marriage in Clackamas County, of Green C. Love of Multnomah County and Alvina S. Hellenbrant of Multnomah County, on July 2, 1884. Here is the marriage license.

https://drive.google.com/open?id=1bx2DSNPiFfW4XL6HhlATV37suyEHVKXP

I am not 100% certain that this is our Green C. Love, but on the other hand, how many Green C. Love's can there be. In any case, the marriage ended unhappily. The last name Hellenbrant of course means Hellfire, and Green accused his then bride of living up to her name. From the divorce section of the Oregonian of January 19, 1898:



Unhappy Couples Who Are Put Asunder by Law.

Green C. Love has applied for a divorce from Alvina S. Love, to whom he was married at Wilsonville, Or., July 2, 1884. He alleges cruel treatment. He says the defendant, when he attempts to caress her, repulses him, and he has been compelled to sew buttons on and mend his own clothes, as she refused to do so. Often, when visitors have been at their home, and he was narrating something, his wife, he avers, has, without being spoken to, exclaimed: "You are a liar; there is not a word of truth in your statement." He further asserts that she is of a domineering, tantalizing and vicious disposition, and has caused him much humiliation and sorrow by her actions, making it impossible for him to longer live with her.

Green was not done marrying after this. Two more to go.

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Finally

https://drive.google.com/open?id=133MzW9GHKGgV0QORU24TlCyg2bYiRauY

Lewis P. Love: Miller

The Case of the Forged Will

When Nancy Love died in 1892 there was the matter of the inheritance. Remember that the Donation Land Claim of 640 acres was in the name of Lewis and Nance Love, and thus Nancy was the owner of 320 acres. By 1892 that was worth a lot of money.

Interfamily Strive

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https://drive.google.com/open?id=1Ns87CXC2pUeTYuiB__tj0fgb_Kc3PNtZ

Jan de Leeuw (2018): *Homesteads: Lewis Love*
https://drive.google.com/open?id=1PJwAeNdPVCGvF1cwHklhh5KFsL5H21sO63urXibqZtQ

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteads: David and Martha Jane Ulery

Jan de Leeuw

Version 02-12-2020

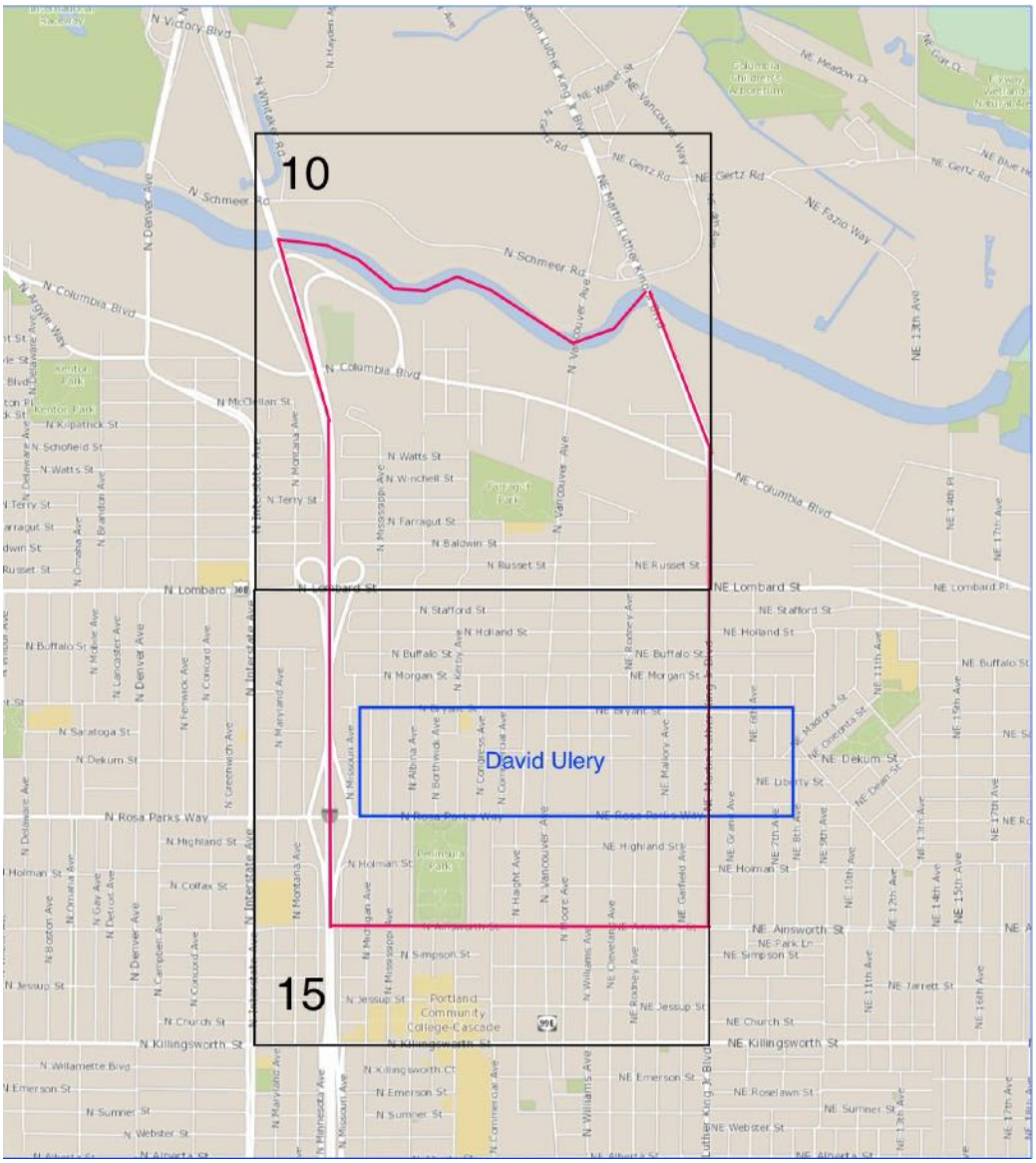


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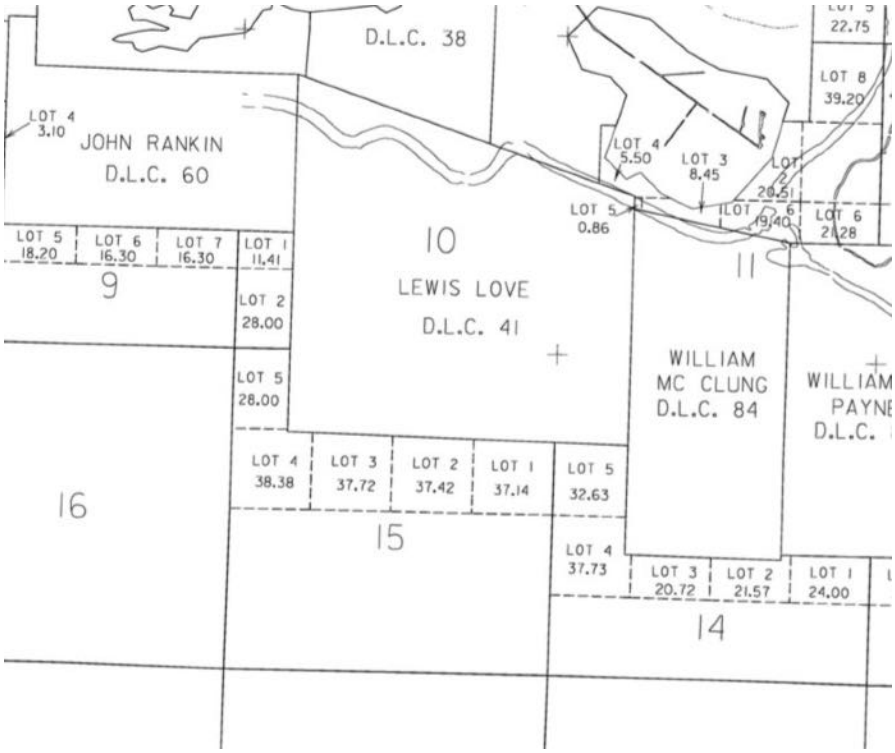
Homestead

Between Bryant Street and Portland Boulevard (now Rosa Parks Way), from Union Avenue (now MLK) to what is now Missouri, were three lots of public land, each about 37 acres. Together with another 32 acre lot, numbered 5, in Section 14 (now in Woodlawn), they were included in a Military Bounty Land Warrant of 160 acres given to A-Chars-War-Chee (MW-0229-025, dd 12/10/1864), who immediately transferred the land to David Ulery (or Ullery).

> *To all to whom these Presents shall come, Greeting. Whereas, in pursuance of the Act of Congress, approved March 3, 1855, entitled "An Act in addition to certain Acts granting Bounty Land to certain Officers and Soldiers who have been engaged in the military service of the United States" there has been deposited in the General Land Office, Warrant No. 93230 for 160 acres, in favor of A Chars War Chee, Warrior Captain Paddy Carrs Company Creek Volunteers Creek War with evidence that the same has been duly located upon the fractional South East quarter of the North West quarter, the fractional South half of the North East quarter (or lots numbered one, two, and three) of Section Fifteen and the South West quarter of the North West quarter (or lot numbered five) in Section Fourteen in Township One North of Range One East in the district of lands subject to the sale at Oregon City Oregon containing one hundred and forty four acres and ninety one hundredths of an acre according to the Official Plat of the Survey of said Lands returned to the General Land Office by the Surveyor General. The said Warrant having been assigned by the said A. Chars War Chee to David Ulery in whose favor said tract has been located.*
>
> *Now know ye that there is therefore granted by the United States unto the said David Ulery as assignee as aforesaid and to his heirs to tract of Land above described: To Have and To Hold the said tract of Land with the appurtenances thereof, until the said David Ulery as assignee as aforesaid and to his heirs and assign forever.*
>
> *In testimony whereof, I, Abraham Lincoln, President of the United States of America, have caused these letters to be made patent, and the Seal of the General Land Office to be hereunto affixed.*
>
> *Given under my hand, at the City of Washington, the tenth day of December in the year of our Lord one thousand eight hundred sixty four and of the Independence of the United States the Eighty Ninth. By the President (signed) Abraham Lincoln. By (signed) Edw D Neill, Sec'y. (signed) J.M. Granger, Recorder or the General Land Office.*

https://drive.google.com/open?id=0B94Urj3OjM7BczdjVDk0NlZJMmc

The tax lots are more clearly shown on the map below. Note that tax lots 4 and 5 on the west side of section 15, which includes the small strip of modern Piedmont between Missouri and the freeway, were in the homestead of John Fenstermacher.



In 1882 Ulery sold his Portland properties and moved to the Chelatchie Valley in Clark County. On the David Ulery DLC the subdivisions of Beverly, Piedmont Park, Parkway, Saratoga, Nocera, Kirkmar, Gem Addition, Rose Addition, Lochinvar, Lahoma, and Cumberland were created.

Sales (First Phase)

On May 2, 1863 David and Martha Jane Ulery sold part of their land to John Hotts. Note that this was even before the land was formally assigned to David Ulery by the United States. Here is the deed.

> *This indenture witnesses that we David Ulery and Martha Jane Ulery his wife for the consideration of Sixty two dollars to us paid have bargained and sold and by those presents do bargain, sell and convey to John Hotts the following described premises to wit: the fractional South East quarter of the North West quarter in Section fifteen in Township One North of Range One East containing thirty seven acres and seventy two one hundredth. To have and to hold the said premises with their appurtenances unto the said John Hotts his heirs and assigns forever. And I the said David Ulery do hereby covenant to and with the said John Hotts his heirs and assigns that I am the owner in fee simple of said premises, that they are free of all encumbrances and that I will warrant and defend the same from all lawful claims whatsoever. Witness our hands and seals this 2nd day of May AD 1863. (signed) David Ulery (signed) Martha Jane Ulery*
>
> *https://drive.google.com/file/d/1Q2f1OAYB4G4sSQ5DH9SI9wLx5rS2DrEa*

It is pretty clear from this description that what was sold here is what is lot 3 on the map, the most western part of the DLC.

In the second step the Ulery's sold lot 5, the part in Section 14, currently in Woodlawn, to Silas Jones for $ 1,050. The deed was recorded on December 19, 1881.

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The next deed records the sale of 25 acres to Lewis Washington Love, son of William Love, and grandson of Lewis Love. It was recorded on February 1, 1882.

> *Know all men by these Presents : That we David Ulery and Martha J Ulery wife of said David Ulery of the County of Multnomah and State of Oregon, in consideration of Seven hundred (700) dollars to us paid by Lewis W. Love of said Multnomah County State of Oregon do hereby grant bargain sell and convey to said Lewis W. Love and to his heirs and assigns forever the following described parcel of real estate to wit: Being a part of Section Fifteen (15) in Township One (1) North Range One (1) East of Willamette Meridian and bounded as follows to wit: Beginning at a stake on the boundary line between sections fourteen (14) and fifteen (15) in said Township and on the South boundary of the Lewis Love Donation Land Claim and running from thence South*

eighteen (18) chains and eighteen (18) links to the quarter Section post between said sections fourteen and fifteen. Thence West thirteen chains (13) and seventy five (75) links to a post. Thence North eighteen (18) chains and thirteen (13) links to the South boundary of said Love land claim. Thence East along the South boundary of said land claim thirteen (13) chains and Seventy five links to the place of beginning, containing twenty five acres of land in the said County of Multnomah State of Oregon.

https://drive.google.com/open?id=1Pkg_9J7pJbt2aGqM71KIZp8SUPG3_Gp9

To translate 18 chains and 18 links is 1200 feet, 18 chains and 13 links is 1196.6 feet, and 13 chains and 75 links is 907.5 feet. Thus basically this is the east 25 acres of lot 1. The next three deeds were also recorded on February 1, 1882. We transcribe the key parts.

Know all men by these Presents : That we David Ulery and Martha J Ulery wife of David Ulery of the County of Multnomah and State of Oregon, in consideration of Twelve hundred <1200> dollars to us paid by Florence Meade of the said Multnomah County State of Oregon do hereby grant bargain sell and convey to said Florence Mead and to her heirs and assigns forever the following described parcel of real estate to wit: Being a part of Section Fifteen <15> in Township One <1> North Range One <1> East of Willamette Meridian and bounded as follows to wit: Beginning at a post in the Center of the Vancouver road said post being in the South boundary line of the Lewis Love Donation Land claim eighteen <18> chains and sixty seven <67> links North of the Stone monument at the center of Section Fifteen <15> in Township one North Range One <1> East Willamette Meridian and Eleven <11> chains and Seventy five <75> links Easterly of said monument and running from thence South forty five <45> minutes West along the Vancouver County Road nine <9> chains and eighteen (18) links to the North line of a certain twenty five (25) acre tract. Thence East along the North line of said tract fifteen chains to a point thence North Eight <8> chains and Eighty <80> links to the South line of the Lewis Love Donation Land Claim thence North 89 degrees 30 minutes West along the said boundary line of said Love claim fourteen <14> chains and 99 links to the place of beginning containing 13 38/100 acres of land.

https://drive.google.com/open?id=1Q3cmINUpsdgSevedjngBoH8ntSKsPnmE

Know all men by these Presents : That we David Ulery and Martha J Ulery wife of the said David Ulery of the County of Multnomah and State of Oregon, in consideration of Twenty five hundred <2500> dollars to us paid by Sarah McMillen of the said Multnomah County State of Oregon do hereby grant bargain sell and convey to said Sarah McMillen and to her heirs and assigns forever the following described parcel of real estate to wit: situated in the said County of Multnomah and bounded as follows: Beginning at a Stone in the center of Section Fifteen <15> in Township One North Range One <1> East: thence East twenty six chains and 62 links to a post; thence North nine (9) chains and thirty nine <39> links to a post; thence West parallel with the South side line twenty six

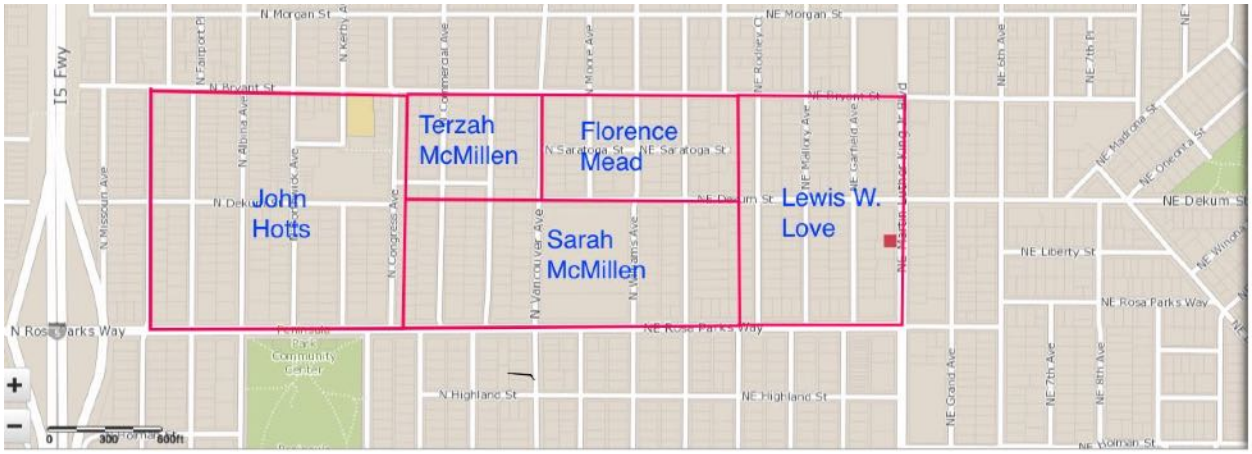
chains and sixty two (62) links to a stone; thence South Nine <9> and thirty nine <39> links to the place of beginning containing twenty five acres of land.

https://drive.google.com/open?id=1Q2rR3Q3QsmvySkHXgdclIzCoOZTP -QNl

Know all men by these Presents : That we David Ulery and Martha J Ulery of the County of Multnomah and State of Oregon (Martha J. Ulery being the wife of the said David Ulery), in consideration of Twelve hundred <1200> dollars to us paid by Terzah B. McMillen of the said County of Multnomah do hereby grant bargain sell and convey to said Terzah B. McMillen and to her heirs and assigns forever the following described parcel of real estate to wit: situated in the said County of Multnomah State of Oregon and bounded by beginning at a point nine (9) chains and thirty nine (39) links North of a stone set at the center of Section fifteen in Township one (1) North Range one (1) East and running from thence north nine (9) chains and twenty eight (28) links to the stone monument in the South boundary line of the Lewis Love Donation Land Claim. Thence South 89 degrees (89˚) and thirty (30) minutes (30') East along said Donation Claim line eleven chains and seventy five (75) links to center of Vancouver County Road. Thence South 45 minutes (0˚ 45') W. nine (9) chains and eighteen (18) links to the north line a certain twenty five acre tract, thence west eleven (11) chains and sixty two (62) links to the place of beginning containing ten acres and seventy seven hundredths of land.

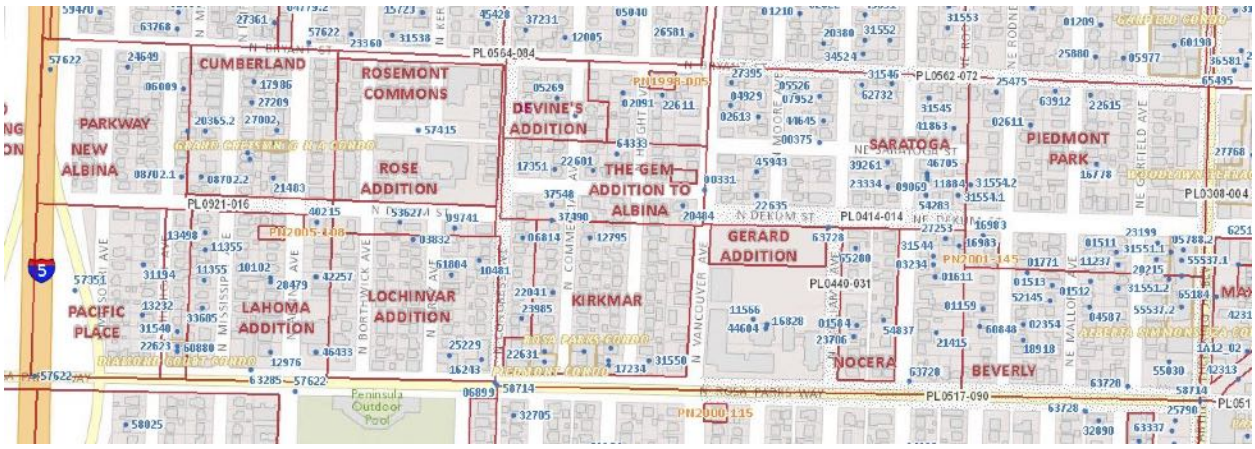
https://drive.google.com/open?id=1Q10BF7FtoueSKOO9elULOmFD2L23xo1S

I can summarize all four transactions in a picture, showing how tax lots one, two, and three were divided. I used a modern map to draw the boundaries on, but of course none of the streets were there in 1882, except Vancouver Road. Also, there is no guarantee that the boundaries are precise to within the millimeter, but it's a pretty good approximation.



https://drive.google.com/open?id=18J7V0CGXE1adVcPZOBAwwANgSH4XmGJj

Compare this with a modern subdivision map. We see that the Lewis Love piece was subdivided into Beverly and Piedmont Park. The Florence Mead part became Saratoga. The Sarah McMillen part became Kirkmar, Nocera, and the Gerard Addition, as well as the Holy Redeemer complex. The Terzah McMillen part became the Gem Addition and Devine's Addition. The John Hotts part became Lahoma, Lochinvar, Cumberland, Pacific Place, Parkway, New Albina, and the Rose Addition.



The David Ulery homestead illustrates clearly the general mechanism of larger pieces of land being sold in smaller pieces, introducing more owners, and eventually resulting in many subdivisions from a small number of homesteads. More to the north the Lewis Love DLC was partitioned into relatively large pieces, but the David Ulery DLC became fractured early on. This partitioning into subdivisions also allows us to answer discomforting existential questions such as "Why does NE Rodney Ave not continue in a straight line at Bryant ?" or "Why does NE Saratoga St stop at its east end before it gets to NE Rodney Ave ?".

Sales (Second Phase)

In the first phase of sales we started with a military donation claim of 144 acres, consisting of four tax lots of 37 acres. It was divided into six parcels, of which five were in the modern Piedmont neighborhood. As I indicated in the introduction, I will actually try to follow the title chains to the next level, where these five larger parcels will be partitioned into subdivisions. Bear with me, this will get complicated.

Nobody in the first set of buyers (John Hotts, Sarah McMillen, Terzah McMillen, Florence Meade, Lewis Washington Love) thought of actually platting and developing the land. The second phase started at the time of the consolidation of Albina, the relentless boosting by McKenna, Killingsworth, and Quackenbush, and the coming of bridges, railways, and streetcars on the East Side. All these parcels rapidly went up in value when Piedmont was platted in 1889. Sales picked up, plats were filed, and early investors made a nice profit. In many cases buyers sold in the same year they bought, and nevertheless making a considerable profit.

Lewis Washington Love



Let's start with the twenty five acres that Lewis Washington Love bought from Ulery. He sold them for $ 3,125 to W. G. Jenne on September 22, 1882.

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Piedmont Park

On February 20, 1889 W. G. and Ida J. Jenne sold the northern 15 acres, the section that would become Piedmont Park, to G. W. Stearns for $ 7,500.

https://drive.google.com/open?id=1Bnm-HAauK5hZohLcjlSqln5wZOVRW13f

There is an interesting clause in the deed.

> *… together with the right of road over the east 30 feet of the 10 acre tract of land adjoining the south boundary of above conveyed tract of land and saving and excepting a like right of road over the said 15 acre tract above conveyed, said rights to last till both of said tracts are made accessible by public road to both the Woodlawn Station and the Vancouver road and no longer.*

G. W. and Josephine C. Stearns in turn sold the parcel for $ 9,000 to D. B. Monteith on February 26, 1889.

https://drive.google.com/open?id=1ML8wCkaoPr79fW_hHkGa82QVcbPMWRIj

And D. B. and Irma M. Monteith sold to J. P. and Louise M. Menefee, F. W. and Ida E. Torgler, and Charles C. and Emma Woodcock on February 23, 1891 for $ 13,500.

https://drive.google.com/open?id=12pittgegX7YngO43wen-8rmJCq2ReQFd

Those same three couples filed the plat for Piedmont Park on June 5, 1891.

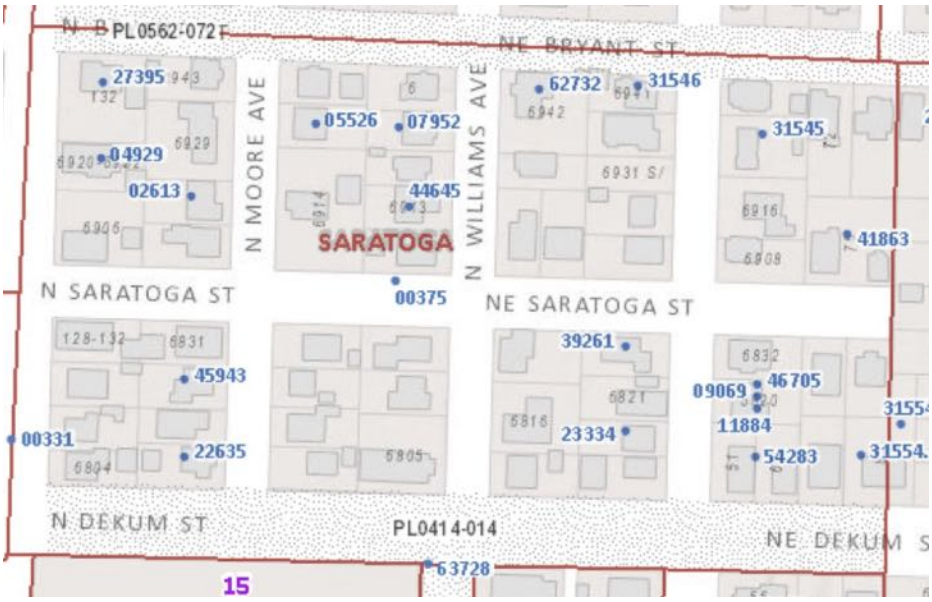
Beverly

The southern 10 acres were more of a problem. I have not figured this one out completely yet. Clearly Jenne was unable or forgot to pay his property taxes, because Sheriff George C. Sears sold the parcel on November 26, 1894 to E.S. Rash for $ 50.00.

https://drive.google.com/open?id=1c_R6kSraX5bRp-F_YsVsRYNX86PdHE6-

https://drive.google.com/open?id=18GqNBpgRIBQskNp7KwteuuQvzoJh2xT1

Florence Meade



Saratoga

The 13.38 acres that are now Saratoga have a relatively simple story. We have seen they were sold by the Ulery's to Florence Meade for $ 1,200 on February 1, 1882. W. H. and Florence Meade in turn sold them for $ 2,750 to Julius E. Sorbin of Albany on October 17, 1882.

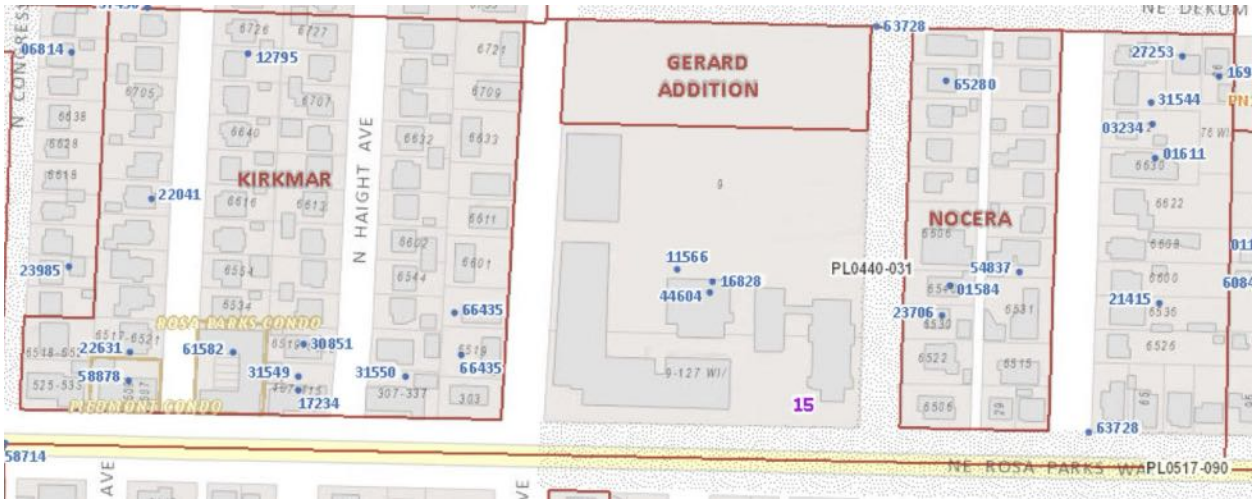
https://drive.google.com/open?id=1KLX7BJODfJs3j9rXvTBeuPeE3nSyj8CU

Sorbin quitclaimed them to Hardy C. Wortman for $ 1.00 on March 28, 1889.

https://drive.google.com/open?id=15YaEpNWuV32RXssr8tE_Rjedt8inY-bL

And finally Wortman filed the plat for Saratoga on March 30, 1889. Both Mr. Wortman and the Saratoga subdivision have their separate chapters in this book.

Sarah McMillen



The 25 acres that Sarah McMillen bought from the Ulery's for $ 2,500 on February 1, 1882 were transferred on August 5 of the same year by R. H. McMillen and his wife Sarah to Orlando Rossi for $ 3,750.

https://drive.google.com/open?id=1eGovVTgQl9t6wy-RwZT-0hLwj5jQFX-Q

On August 29 of 1882 Orlando and Mathilda Rossi sold the parcel for $ 5,000 to George Marshall.

https://drive.google.com/open?id=1yxfTlUA1IIOKgnwmR2iNfxqZSC1MQR1w

The next transaction I have found is a quitclaim for $ 1.00 by George Marshall to his wife Margaretta Kirk-Marshall on April 30, 1884.

https://drive.google.com/open?id=1TJT-hBNQ5H1WqyNsFAb-PZg9TLSq3NFi

The Marshall family, who have their own chapter in this book, were in the habit of transferring their real property to other members of the family when they got older and/or sicker, probably to avoid probate, executors, appraisers, and taxes. The probate file for George Marshal shows basically that at his death there was nothing left in the estate, and the executor of the estate (his wife) had an easy job.

https://drive.google.com/open?id=1sHPTMHOAw8sQwdT8zWILltRa6XS1AZS7

Kirkmar

There are two Margaretta Marshalls to be considered. The first is Margaretta Kirk-Marshall, who died in 1897. She left an estate worth almost $ 100,000, mostly consisting of real property, but the parcel in the Piedmont Neighborhood was not mentioned in the probate file.

https://drive.google.com/open?id=1f7eJnJneqAYa3_yv-8K96VM1CYHH2O96

The second Margaretta is the daughter Margaretta A. Marshall, who in April 1929, with her sister Vidae L. Marshall and her niece M. Genevieve Jones, platted the 8.08 acres of the western part of the Sarah McMillan parcel, between Congress and Vancouver, as Kirkmar. Presumably the name Kirkmar is derived from Kirk-Marshall.

The 100 by 450 feet chunk (1.03 acres) at Congress ? Why ? Must have been sold by Marshall's rather early on.

Nocera

The eastern part. First the 2 ⅝ acres that later becomes Nocera.

> *Beginning on the quarter section line running east and west through the center of section 15, in Township one (1) north of range one (1) east, at a point 1130 feet west of the east line of said section; which said point is at the southwest corner of a parcel of land containing three and one-sixth (3 ⅙) acres heretofore conveyed to one Gustave M. Keller and running thence north six hundred nineteen and 74/100 (619.74) feet; thence west on a line parallel with said quarter section line two hundred (200) feet; thence south six hundred nineteen and 74/100 (619.74) feet; thence east and along said quarter line two hundred (200) feet to point of beginning, containing two and five-sixths (2-⅚) acres of land, be the same more or less.*

Helen O. Stoppenbach for $ 5,000 to the Reverend William T. Bond on May 17, 1906, Book 364 Page 48

https://drive.google.com/open?id=15h9n3ps0Xf5Zyjhc5jJUFv3j13Zqq7DX

The Reverend William T. Bond, unmarried, of Kansas City, Missouri to the Very Reverend Joseph A. Firle of St. Louis, Missouri for $ 5,000 on March 4, 1907.

https://drive.google.com/open?id=1U9152Iczi_eLQgW73VpOKRD_xwpMGy9g

The Provincial of the order, the Very Reverend Joseph A. Firle, unmarried, of St. Louis, Missouri to Society of Redemptorists Fathers for $ 10 on July 18, 1907.

https://drive.google.com/open?id=1hURir6D96BavyHG9oqakCxs2gPfTxDSp

Also: June 1806, Redemptorist Fathers William Bond and Joseph Bell bought 6 acres for $ 12,000. Monday Oregonian March 15, 1907. (??)

On March 6, 1907 Mary E. Marsh, Margaretta Marshall, and Vidae L. Marshall (all unmarried) sold 8.2936 acres to the Redemptorist Fathers for $ 18,622.28 dollars

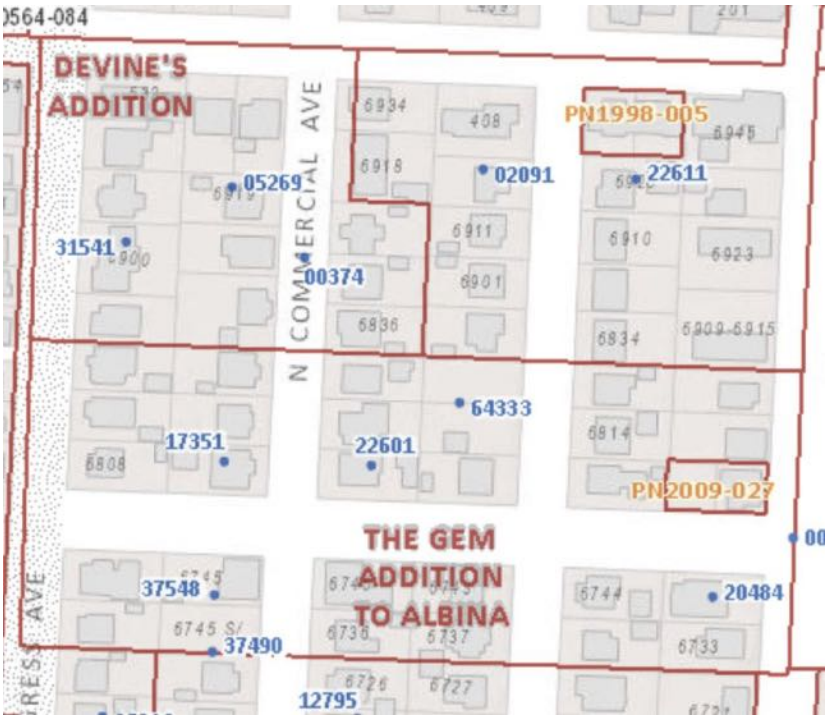
https://drive.google.com/open?id=1BMJ_4OM8acJgwgkpoWRBK10Msji5zy-S

And then there is Gustave Keller. He bought the easternmost 3 ⅛ acres of the Sarah McMillen tract from Mary E. Marsh, Margaretta Marshall, and Vidae L. Marshall for $ 1058,33 on April 9, 1908.

https://drive.google.com/open?id=1TJrNLv0tHmmLgt_N9R_H-LDtXD-Dq5qB

This part was never platted. There is some interesting history here, which we review in the chapter on Gustave and Amalia Keller.

Terzah B. McMillen



South 5.385 acres of 10.77 acres. Becomes Gem Addition.

The undivided one half from James H. and Terzah B. McMillen to George F. Wells and V. K. Strode for $ 1,500 on January 3, 1883.

https://drive.google.com/open?id=1Gra4CIM3rgHxwfN4J5JuyxxlbXxuikwn

The south half from V. K. and Katie Strode and George F. and Lizzie Wells to Mark Jarrett for $ 1,614.00 on October 16, 1888.

https://drive.google.com/open?id=1VgbMb9qrlMiRiMfEJcU_UXwGCVlHaAYZ

Trust deed for the southern 5 acres Lula J. Jarrett to Henry George, Bk 121 Page 437. April 15, 1889.

Henry A. and M. V. George quitclaim for $ 10 to Lula J. Jarrett on October 30, 1889.

https://drive.google.com/open?id=1TxO8fdHAkJtmOyeUNV9-jV2b19j7IsBk

Lula J. Jarrett to William Kincaid 5.38 acres for $ 1 on February 25, 1890.

https://drive.google.com/file/d/1Kk6QgcMRFPnn1U6JgP681X-UaxYRIxYK

Charles K. and Lydia Henry plat the Gem Addition to Albina on March 24, 1890.

Northern half: becomes Devine's Addition (about 2.2 acres).

Mary C. and George E. Smith 3 acres to Rose A. Woodard on May 12, 1903 for $ 3,150.

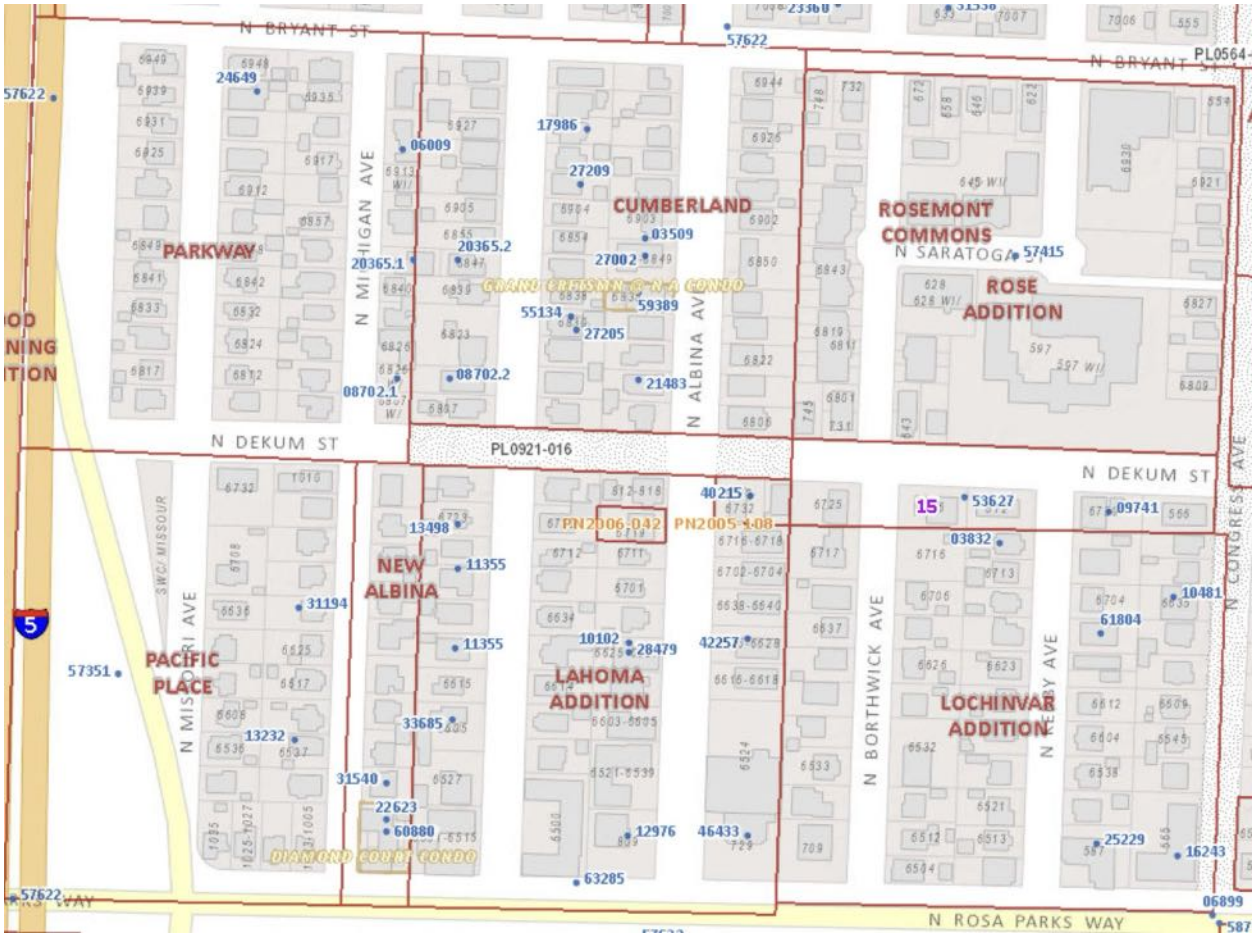
https://drive.google.com/open?id=1CWTgQaaESLtU0QzNMSPYMlBYnudLkRtg

Mary C. and George E. Smith 2.2 acres to Patrick J. Devine on April 1, 1909 for $ 10.

https://drive.google.com/file/d/1_WYa6Eh2yAGG_scNXSjRWUi_vrLYDm0y

Patrick J. and Minnie E. Devine platted on June 17, 1909.

John Hotts



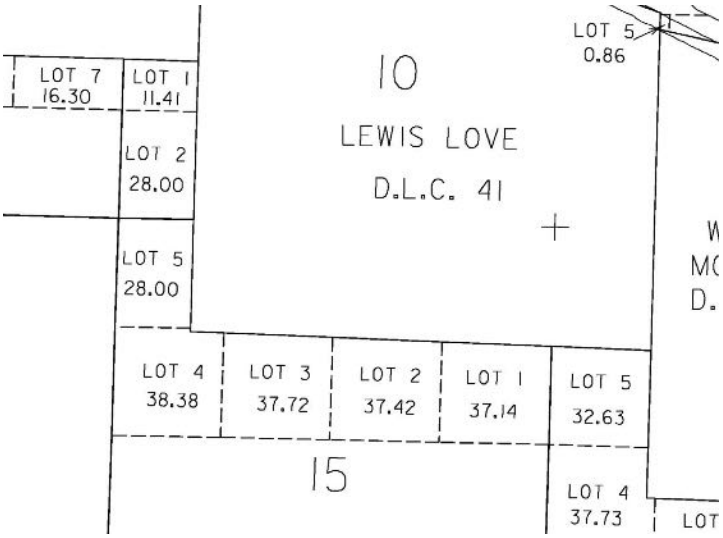
If you think the second wave of sales was complicated for the McMillen pieces, then wait till you hear what happened to the 37.72 acres sold (for $ 62) to John Hotts. I am still pretty far from resolving all the transactions for that parcel between 1882 and the final plats around 1920, but eventually I'll get there.

It started out relatively simple. On December 27, 1882 John Hotts sold 40 acres to a consortium consisting of L. D. Brown, J. A. Strowbridge, H. J. Morrison, James C. Tolman, Edmond F. Lewis, and William P. Wright. The first four had an undivided ⅛ interest, Lewis and Wright had an undivided 1/10 interest.

https://drive.google.com/open?id=1VHw9Ig8Qpyy7W0kbQzZjydlQs7z2-bJy

Now, of course, 40 acres is more than 37.72 acres. No magick was involved, however. In 1862 John Hotts had also bought from John Finstermacher the 67.38 acres that bordered the Ulery homestead on the west side. Remember the DLC map I already showed earlier in this chapter.

Tax lots 1, 2, 3, and 5 south of the Lewis Love DLC are Ulery's homestead, while lot 5 to the west of the Love DLC is in Finstermacher's homestead. Things become complicated because of lot 4 in the southwest corner, which is in Finstermacher's homestead, but is not entirely to the west of Love. The part that is south of the Love DLC is exactly the part in the current Piedmont neighborhood. On modern maps the south boundary of both Ulery and Finstermacher is Rosa Parks Way. The north boundary of Ulery is Bryant Street and the north boundary of Finstermacher's lot 5 is Lombard Street.



Story of New Albina.

Rose Addition.

May Harley from Sheriff (sale Watson, Watson Watson, Watson), October 6, 1896

Sold by Livingston Jenks and May Harley Jenks on December 5, 1905 to Arthur P. Prier for $ 5,500.

https://drive.google.com/open?id=1IUIYbru9DtI8wBqI3fXXvqjkGdaPmjMy

Then on March 27, 1907 sold by Arthur P. and Josie Prier to Margaret Dossche for $ 12,000.

https://drive.google.com/open?id=14heoBsdr6XJx65DFX_0k7fq8UJyLRWWB

May 1907, Margaret Dossche to James Harvey Black, for $ 10.

On November 22, 1907 sold by James Harvey Black (rector of St. Francis) for $ 100 to House of Good Shepherd, an Oregon company that platted the Rose Addition on May 10, 1917.

https://drive.google.com/open?id=1TmQr9JkJx4O5-ma_pvrHRoa5nd5YsE7c

8.02 acres that would become Lochinvar. Sold on October 23, 1889 for $ 1 by J. M. Shelby (unmarried) and James M. and Lena Vanduyn to Francis I. McKenna. I am not sure about the wheeling and dealing that went on, but McKenna deeded

who platted Lochinvar on October 25, 1889.

3.72 acres Alice M. Allen. Tax deficiency. Sold to Ernest Cawston (her brother) Feb 1905.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteaders: David and Martha Jane Ulery

Jan de Leeuw

Version 02-10-2020

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Paddy Carr

We have seen that military bounty land was often passed on by the beneficiaries, undoubtedly for a small fee, to persons with more money and more of an idea of what to do with the land. This was certainly the case with MW-0229-025, where the bounty land was given to a Native American warrior. The patent says A-Chars-War-Chee was one of the 500 Creek volunteers in Captain Paddy Carr's Company in the Creek War. This is fascinating to me, so I went off on a tangent, and did some more digging. There is very little hope to find any further information about A-Chars-War-Chee, but Paddy Carr is another matter. There are two Paddy Carr's in the local history from around 1800 in Georgia. The first one emigrated from Ireland around 1767, started his career as an indian trader, and participated in guerilla warfare in the Revolutionary War.

> *He was known throughout the South as "Captain Paddy Carr"and the troops he commanded consisted of dragoons and riflemen and were known as "Carr's Independent Corps" and are sometimes referred to as "Carr's Legion."(O'Brien, 1922, p 93)*

Since the first Paddy Carr died in 1802, he cannot possibly have participated in the Creek "Red Stick" War, which was in 1813-1814 (Wikipedia, Creek War). According to the Irish historians, the second Paddy was the son of the first one. The Creek War referred to in the patent must have been the Second Creek War in Florida in 1836 (Wikipedia, Creek War of 1836), and the Paddy Carr mentioned must have been the son.

> *Major Carr married a Creek woman and had a son named Patrick, who, like his father, was always known as "Paddy" Carr. In 1826 "Paddy" accompanied a delegation of Indians to Washington and acted as interpreter. He too became a soldier and in 1836 when the Creeks rose he took the side of the United States and marched to Florida with General Jessup at the head of 500 warriors and helped in the suppression of the Indian revolt (O'Brien, 1922, p 95)*



https://drive.google.com/open?id=1OvngfWIXkBOrMQyUwMzWSniiC5CxKiNe

We even have a beautiful portrait of the second Paddy Carr, from the Smithsonian's National Portrait Gallery, done by Alfred M. Hoffy in 1838.

More information about this second Paddy Carr is in McKenney and Hall (1838, p 223-225). It documents his trip as interpreter to Washington, his subsequent career as a trader, slaveholder, and landed gentleman, and his leading of 500 warriors in the Florida campaign.

> *The young Paddy was born near Fort Mitchell, in Alabama, and, in his infancy, was taken into the family of Colonel Crowell, the Indian agent, and kindly reared in the habits of civilised life (p 223).*
>
> *Soon after his return from Washington, he married the daughter of Colonel Lovett, a respectable half breed, with whom he received a portion which, with the property accumulated by himself, furnished a capital sufficient to enable him to go into trade. In a few years he amassed a considerable property, and is now, in 1837, possessed of from seventy to eighty slaves, besides landed property, and a large stock of horses and cattle. (p 223)*
>
> *Paddy Carr has an innate passion for fine horses, and owns a large number of very valuable animals. He is fond of racing, and, when he has a trial of speed depending, if he cannot suit himself with a rider, he rides his own horse. He is of a liberal and generous disposition, hospitable to strangers, and kind to the poor. Many of the poorer class of Indians depend on him for support. He has three wives, one of whom is daughter of the ill fated General McIntosh. The two first born of his children were twin girls, and Captain Crowell, the son of his early friend and patron, having a daughter named Ariadne, he called one of his twins Ari and the other Adne, thus evincing a sense*

> *of benefits received, which is in itself one of the highest evidences of a noble mind. (p 224)*

Enough of Paddy Carr, and back to the main characters of this chapter.

Life and Death

The book by Alley (1885, p. 381) has a short biographical sketch describing David Ulery. I assume Alley actually talked to Ulery, because his book was "*compiled from the most authentic sources*".

> *The subject of this sketch was born in Fayette county, Pennsylvania, May 11, 1831, but when fifteen years of age removed to Wheeling, Ohio county, West Virginia, where he was engaged in steamboating. He afterwards joined his parents in Muscatine county, Iowa, and subsequently moved to Minneapolis, and thence to Crawford county, Wisconsin, and there was married to Miss Martha J. Alcorn. In the spring of 1861 he emigrated to California via the isthmus of Panama, and after remaining in Sacramento until July of that year he came to Portland, Oregon, settled on the road between that city and Vancouver and engaged in fruit and vegetable raising for the Portland market. Disposing of that place in 1882, he took up his residence in Clark county, Washington Territory, and in the month of March took possession of the farm he now occupies in the Chelachie valley. His family consists of one son and three daughters, viz. John H., Mary, Rosa and Lena.*

Note that Ulery bought the farm one month after receiving 1050 + 1200 + 1200 + 2500 + 700 = 6650 dollars from the sale of his donation land claim in Multnomah County. I am pretty sure that was quite a lot more than he paid A-Chars-War-Chee for the patent.

While living on Vancouver road, David Ulery was active in various public-minded activities. He served on juries and councils, and interacted with his neighbors Evander Howe, John Hotts, William Love, George Smith, and Lewis Love, all of them featuring in various chapters of this book. If appraisals were needed, or documents signings needed to be witnessed, then the neighbors helped each other, undoubtedly also because they were the only people around, living in an isolated area, far from the city. In the Willamette Farmer of March 7, 1874, we see Ulery as active in the Grange movement "*a fraternal organization in the United States that encourages families to band together to promote the economic and political well-being of the community and agriculture*" (Wikipedia). It's like a rural neighborhood association.



EDITOR FARMER:—It might be of some interest to many to know that we of Multnomah are moving slowly but surely in the good work of Grange-making.

On the 23d of Feb., 1874, I organized a Grange between the Willamette and Columbia rivers, about six miles from Portland, with twenty-three charter members. Master, David Ulery; P. O. address, Portland. Secretary, S. E. Paddock; P. O. address, Portland. Name of Grange, Willamette.

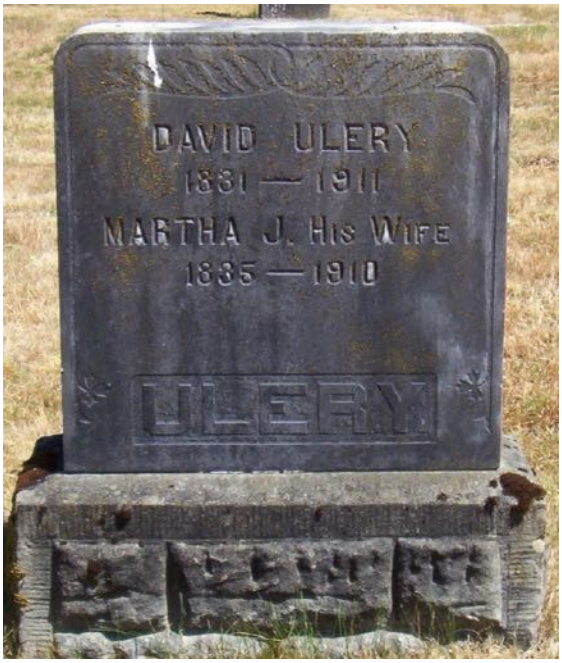
I fear we are not doing justice to the WILLAMETTE FARMER, but remember that spuds are worth nothing and our taxes are enormous. Grass will come by and by. Yours,

JACOB JOHNSON,
Deputy for Multnomah Co.

We can also follow David Ulery through the pages of the federal and state censuses.

https://drive.google.com/open?id=1U8VH0G83sIc_dwDzT9OUADiaEczNtpy2

In 1850 he was 19 years old, living with his parents in Marshall county, Virginia. His profession was listed as cooper. His future wife Martha Jane Alcorn was 14, and living with her parents in Kiskiminetas, Armstrong, Pennsylvania. In 1870 Ulery was a farmer in the Willamette precinct, Multnomah county, owning $ 2,500 worth of real estate, and accompanied by his wife and children John (12) , Mary (8), Rosa (7), Benj (4) and Lisor Ann (2). In the 1880 federal census Rosa Ann (16), Benjamin (14), and Lissa (12) are still at home. In the 1900 federal census the children are not there anymore, and husband and wife are in Chelatchie county in Washington. They are by now 69 and 64 years old, and the census informs us that of their six children only three are still alive. In the 1910 census David and Martha are 76 and 74. After that, no more.



The records of the Chelatchi Cemetery in Amboy, Washington (established 1892) show

***ULERY, DAVID**, b. 1831, d. 1911, Lot 60W*
***ULERY, JOHN**, Lot 60E*
***ULERY, MARTHA J.**, b. 1836, d. 1910, Lot 60W*

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Michael J. O'Brien: *Major Patrick Carr and Captain Patrice McGriff, two Gallant Officers of the Georgia Continental Line*. The Journal of the American Irish Historical Society, 21, 1922, 97-102 https://drive.google.com/open?id=1BEmLmHzPeLPdpwkf1KNnxosi9Wvbo0Zc

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B. F. Alley: *History of Clarke County, Washington Territory, Compiled from the most Authentic Sources. Also Biographical Sketches of its Pioneers and Prominent Citizens.* Washington Publishing Company, Portland, Oregon, 1885 https://drive.google.com/open?id=1lSH0vBcrdK2gx7btAFHorsPdnZ1rgm2e

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteads: John Fenstermacher

Jan de Leeuw

Version 02-12-2019

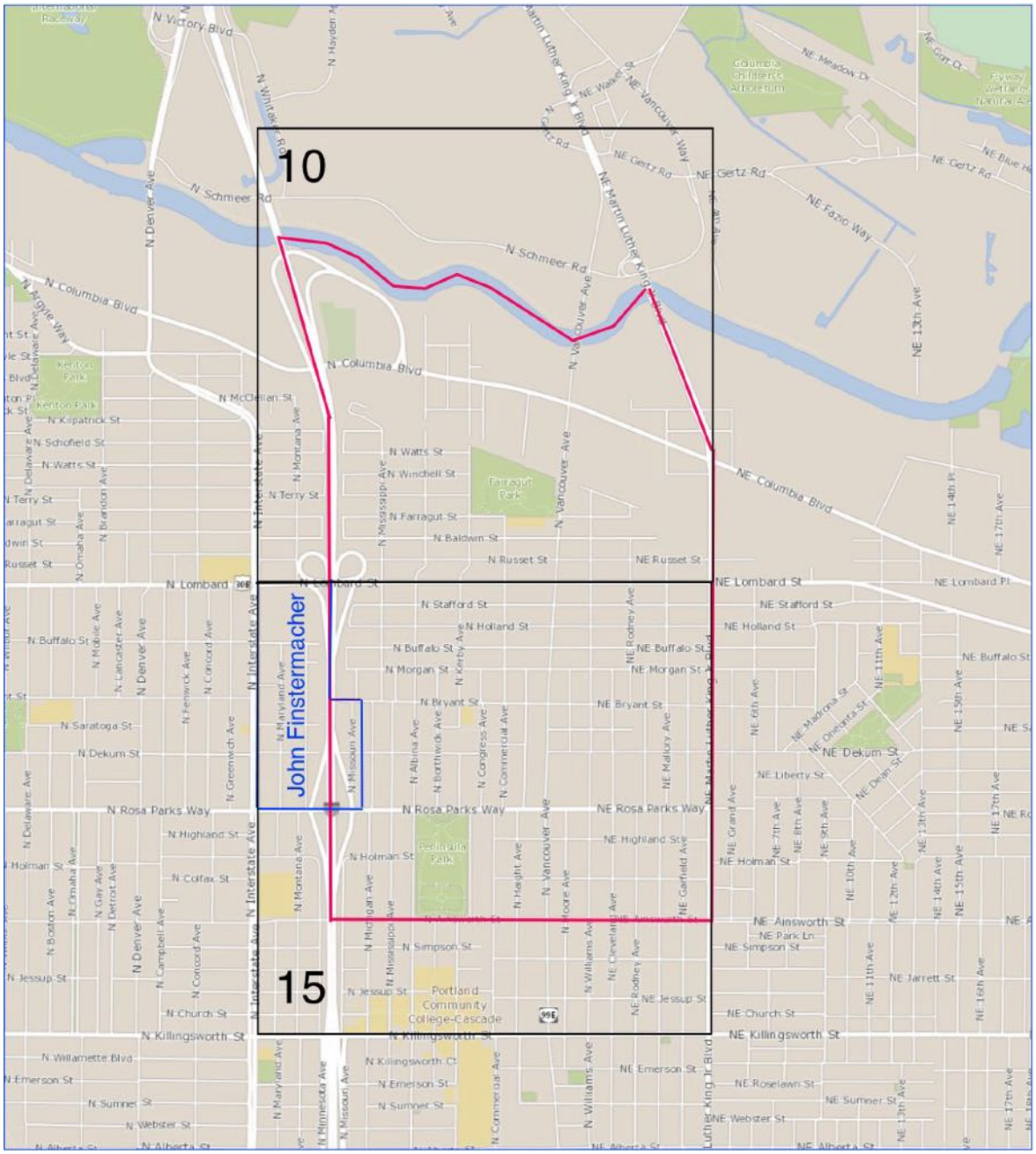
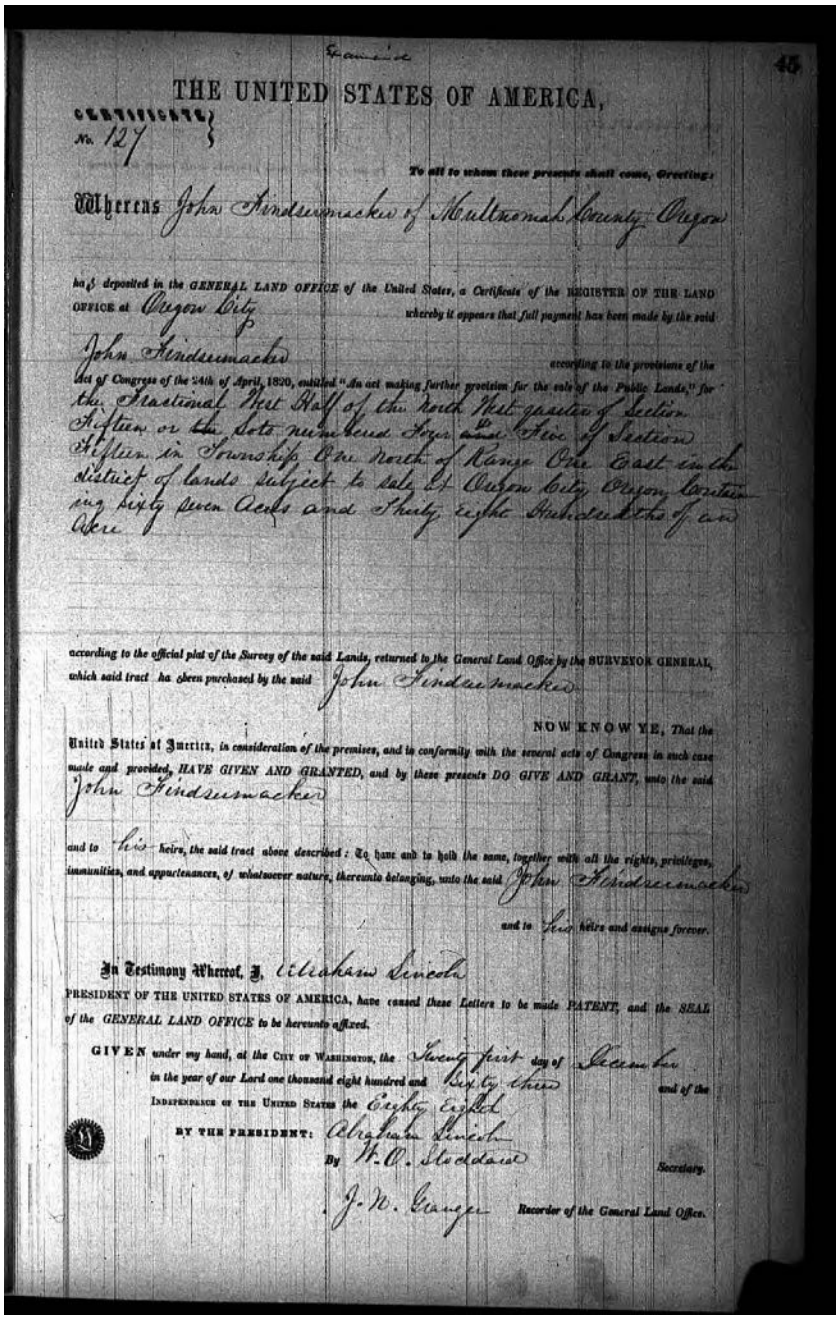


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Homestead **2**

Sales **4**

Homestead



THE UNITED STATES OF AMERICA,

No. 127

To all to whom these presents shall come, Greeting:

Whereas John Findesmacker of Multnomah County Oregon

has deposited in the GENERAL LAND OFFICE of the United States, a Certificate of the REGISTER OF THE LAND OFFICE at Oregon City whereby it appears that full payment has been made by the said John Findesmacker according to the provisions of the Act of Congress of the 24th of April, 1820, entitled "An act making further provision for the sale of the Public Lands," for the Fractional West Half of the North West quarter of Section Fifteen or the Lots numbered Four and Five of Section Fifteen in Township One North of Range One East in the District of lands subject to sale at Oregon City Oregon Containing sixty seven Acres and Sixty eight Hundredths of an Acre

according to the official plat of the Survey of the said Lands, returned to the General Land Office by the SURVEYOR GENERAL, which said tract has been purchased by the said John Findesmacker

NOW KNOW YE, That the United States of America, in consideration of the premises, and in conformity with the several acts of Congress in such case made and provided, HAVE GIVEN AND GRANTED, and by these presents DO GIVE AND GRANT, unto the said John Findesmacker

and to his heirs, the said tract above described: To have and to hold the same, together with all the rights, privileges, immunities, and appurtenances, of whatsoever nature, thereunto belonging, unto the said John Findesmacker and to his heirs and assigns forever.

In Testimony Whereof, I, Abraham Lincoln PRESIDENT OF THE UNITED STATES OF AMERICA, have caused these Letters to be made PATENT, and the SEAL of the GENERAL LAND OFFICE to be hereunto affixed.

GIVEN under my hand, at the City of Washington, the Twenty first day of December in the year of our Lord one thousand eight hundred and Sixty three and of the Independence of the United States the Eighty Eighth

BY THE PRESIDENT: Abraham Lincoln

By W. O. Stoddard Secretary.

J. M. Cooper Recorder of the General Land Office.

https://drive.google.com/file/d/0B94Urj3OjM7BczRxZlNjZmUtcFE

On December 21, 1863 the United States registered the sale of 67.38 acres of public land for the usual $ 1.25 per acre to John Findsermacker, under the provisions of the Act of Congress of the 34th of April, 1820, entitled *“An act making further provision for the sale of public lands”*. For the moment, ignore the fact that the recipients name is spelled differently as the one in the title of this chapter.

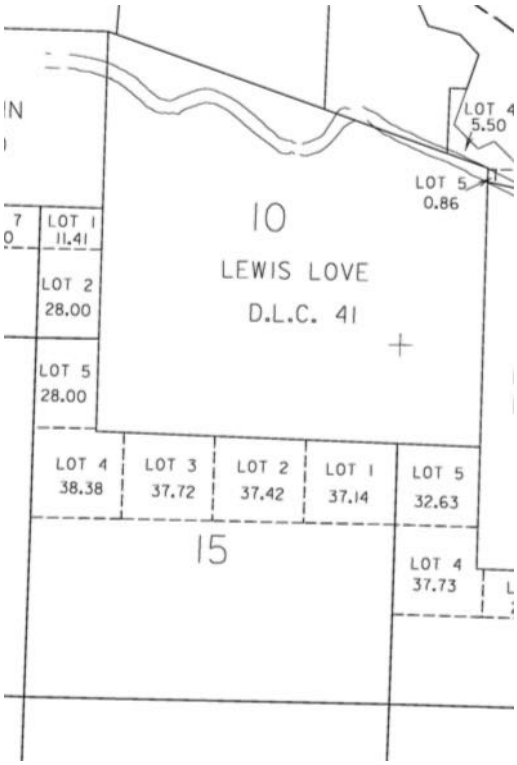
The deed corresponding to the patent was not recorded with Multnomah County until January 17, 1880.

https://drive.google.com/open?id=1pEM1Kkg_eau6sihj6llVo3_lHohzUKzL

The precise description of the land is

> *The Fractional West Half of the North West quarter of Section Fifteen or the lots numbered Four and Five of Section Fifteen in Township One North of Range One East.*

The following small map with donation claims and lot sales makes the description someone clearer.



Note that the west boundary of the Lewis Love DLC corresponds to what is now the I-5 freeway, while the south boundary is Bryant Street. Thus only a tiny sliver of Findsermacker’s land is in modern Piedmont, only about the eastern third of lot 4, in fact about 14 acres. The rest is in modern Arbor Lodge. Also note that the map has an error, because the total acreage for lots 4

and 5 on the map is 28.00 + 38.38 = 66.38, while the patent specifies that Fenstermacher bought 67.38 acres. It looks as if the original intention was to make lot 4 equal to 20 chains by 20 chains, i.e. a quarter mile by a quarter mile, or 40 acres.

In any case, he did not hold on to it for very long. Thus his role in the history of Piedmont is almost infinitesimal, but his life story is too interesting not to tell.

Sales

Fenstermacher sold his land on October 27, 1862 to his neighbor John Hotts for $ 100. Remember that he paid 67.38 x 1.25 = 88.23 dollars for it.

https://drive.google.com/open?id=1DwiA9jG8GjMOpf6xq22ON1Ax6Y3WGZYw

Note that the sale to Hotts was registered one year before the legal patent was issued, and a full 18 years before the patent was registered with the county.

John Hotts sold part of the Fenstermacher homestead to Charles M. Russell for $ 6,740 in 1882. What he actually sold were the 53.92 acres of the 67.38 acres that were not in the current Piedmont neighborhood, i.e. the rectangle west of what is now the freeway. There are actually two deeds registering for this sale. The first is dated May 26, 1882

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and the second June 27, 1882

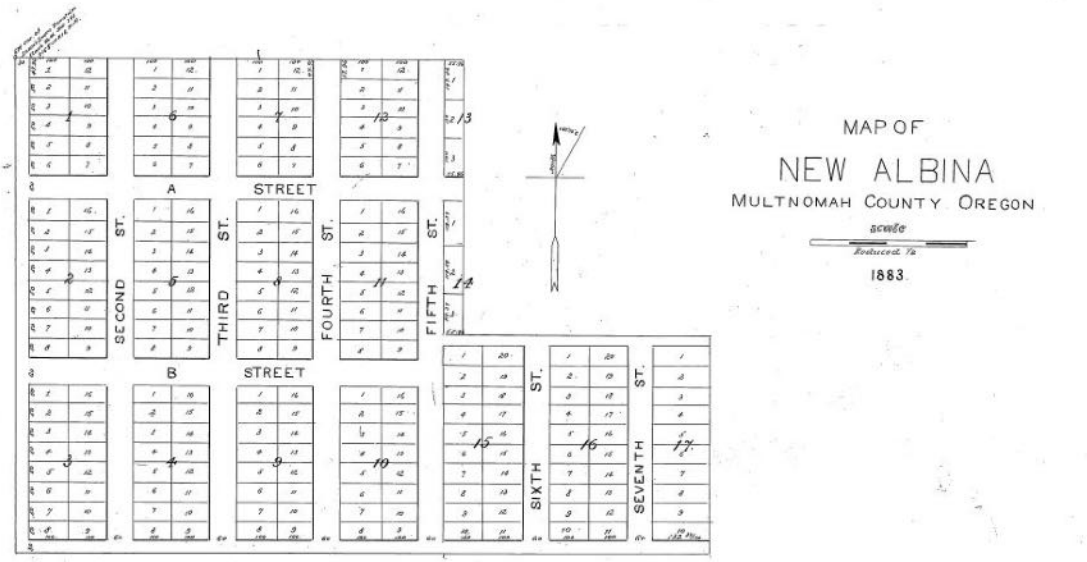
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The reason there are two deeds may be the nineteenth century equivalent of a typo. In the first deed the parcel is described as having an east boundary on the line separating sections 9 and 15. That should be sections 10 and 15, of course, and that was duly corrected in the second deed.

As for the 67.38 - 53.92 = 13.46 acres of Fenstermacher's homestead in modern Piedmont, that part was included in the sale of 40 acres by John Hotts for $ 12,000 to a consortium consisting of Lorenzo D. Brown, J. A. Strowbridge, H. J. Morrison, James C. Tolman, Edmond F. Lewis, and William P. Wright. The first four grantees had a ⅛ interest, the last two a 1/10 interest. The remaining 40 - 13.46 = 26.54 acres came from the 37.72 acres (i.e. lot 3 on our little map) John Hotts bought from his other neighbor David Ulery on May 2, 1863.

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On January 19, 1883 the same six gentlemen platted their 40 acre parcel as the New Albina subdivision. For some reason New Albina never got developed as such, and the land was partitioned, sold off, and later platted as the smaller subdivisions Cumberland, Parkway, Pacific Place, Lahoma, and Lochinvar. These later sales are more appropriately discussed in the David Ulery homestead chapter.



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NEW ALBINA!

LOTS! MORE LOTS!

At Prices and on Terms within Reach of All!

Lots Vary in Size from 50x100 to 50x132 Feet each!

THE TOWN-SITE OF NEW ALBINA HAS just been surveyed, recorded, and placed upon the market. The location is about one mile and a quarter north of Albina, and an equal distance east of the dry dock and O. R. & N. Co's works in lower Albina.

Persons desiring to visit the ground can do so by taking the steamer "Blazee," starting from the foot of Alder street, and landing at Delay's wharf, and, going thence by plank road or near the track, or can go from East Portland to the spot, by the Vancouver road.

The proposed Portland and Vancouver railway passes along the east side of the tract!

The site is admitted to be among the most eligible of any tract within the range of vision from this city or East Portland, being located on high, dry ground, from which the cities of Portland and Vancouver will soon be equally visible, and it will undoubtedly, in a very short time, become in demand for suburban residences.

Terms of sale are **one-third cash down**, and the remainder in from one to four months, at prices ranging from $100 to $250 a lot, according to size and location.

A fair discount will be allowed for cash down in full, on certain sales, and the interest charged on deferred payments.

For particulars, call on LENT & MATTHEW, South side Stark, between Front and First streets, Portland, or MATTHOUK, McQUILKIN & CO., Fourth street, near T., East Portland, Oregon. Either of whom will furnish plats, prices, &c., and show the property to all seeking investments favorable

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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homesteaders: John Fenstermacher

Jan de Leeuw

Version 02-10-2019

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Death



Before I am going to discuss what I know about John Fenstermachers life, I first have to mention that his last name is often spelled differently, for instance Findsermacker or Finstamaker. And various permutations of these variations. Because of later developments, discussed below, I will use Fenstermacher. Snyder (1989, p 80-81) suggests the different spellings are there because Fenstermacher did not know how to write. No matter how you spell it, it means windowmaker. It suggests an Amish or Pennsylvania Dutch origin, and indeed there are many Fenstermachers in Pennsylvania. But, like for his homesteading neighbor Evander Howe, initially the details about John Fenstermacher's life are scarce and hard to come by. As is often the case, as we saw with both Liverpool Liz and Evander Howe, information becomes more readily available at death.

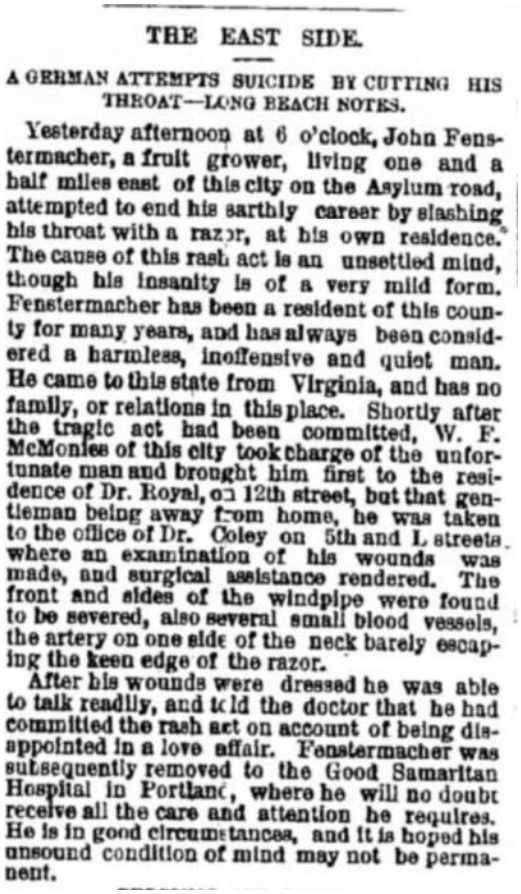
Probate file.

So let us look into the sad death of John Fenstermacher. He died May 17, 1887, and was buried in Lone Fir Cemetery, section 19, lot 26, grave 2S. The excellent Find-a-Grave site has a picture of the gravestone, which also tells me he was 63 years old when he died, leading us to believe he was born in 1824.

> *His grave is in Lone Fir Cemetery, marked by a weathered shaft of marble with one simple decoration, a bundle of wheat -- reference to the Biblical assurance that "He will gather His wheat unto Himself" (Snyder, 1989, p. 81).*

Of course the gravestone does not tell us how he died, or who paid for the obelisk and the grave site. My guess is it was paid for by the State of Oregon, which was, at least initially, the beneficiary of his death.

Next on my search I found two articles from the Morning Oregonian, the first from May 19, 1887, and the second from May 9, 1888. I summarize their story, which has some temporal peculiarities. Remember the official date of death is May 17, 1887. Here is the first article.



THE EAST SIDE.

A GERMAN ATTEMPTS SUICIDE BY CUTTING HIS THROAT—LONG BEACH NOTES.

Yesterday afternoon at 6 o'clock, John Fenstermacher, a fruit grower, living one and a half miles east of this city on the Asylum road, attempted to end his earthly career by slashing his throat with a razor, at his own residence. The cause of this rash act is an unsettled mind, though his insanity is of a very mild form. Fenstermacher has been a resident of this county for many years, and has always been considered a harmless, inoffensive and quiet man. He came to this state from Virginia, and has no family, or relations in this place. Shortly after the tragic act had been committed, W. F. McMonies of this city took charge of the unfortunate man and brought him first to the residence of Dr. Royal, on 12th street, but that gentleman being away from home, he was taken to the office of Dr. Coley on 5th and L streets where an examination of his wounds was made, and surgical assistance rendered. The front and sides of the windpipe were found to be severed, also several small blood vessels, the artery on one side of the neck barely escaping the keen edge of the razor.

After his wounds were dressed he was able to talk readily, and told the doctor that he had committed the rash act on account of being disappointed in a love affair. Fenstermacher was subsequently removed to the Good Samaritan Hospital in Portland, where he will no doubt receive all the care and attention he requires. He is in good circumstances, and it is hoped his unsound condition of mind may not be permanent.

The article says that "yesterday" John Fenstermacher tried to commit suicide by cutting his throat with a razor at his own residence on Asylum Road. Let's assume that "yesterday" is, indeed, May 17, 1887. W. F. McMonies, a neighbor, found him and eventually got him to Dr. Coley who dressed his wounds.

> *After his wounds were dressed he was able to talk readily, and told the doctor he had committed the rash act on account of being disappointed in a love affair.*

The second article of May 9, 1888 says that on May 17, 1887 the second suicide attempt, this time by hanging, was successful. This obviously corresponds with the official date of death. The article says

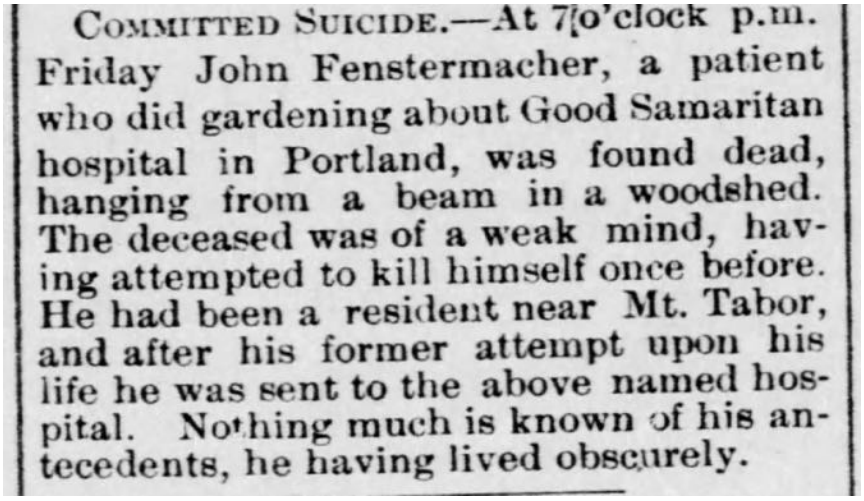
> *Previously he made an attempt on his life by cutting his throat.*

Snyder (1987, p. 80) has a lurid account of the two suicide attempts. In fact, he even describes a third attempt, also involving a razor, and for both failed attempts he gives the names of the doctors, and even the amount of their bills. I am not sure where that information comes from, because of Snyder's infuriating habit not to give references and sources, and to be rather cavalier about names and dates. Again, his books are very useful, but they would have been so much more useful with suitable notes and references. Anyway, let's copy here what Snyder says on his page 80.

> *Lying in a pool of blood with his throat cut, John Finstamaker (or Findermacker -- his name was spelled various ways because he did not know how to write) was found in his bachelor's farmhouse one day in the spring of 1887 by a neighbor, William Monies. John was still alive, so Monies got him into a buggy and whipped off to try to find a doctor before the victim bled to death. He had to drive to various offices before finding a doctor in. "At last," as Monies said in his account of the incident, he found a Dr. Coles, who "operated on the cut neck, charging $50."*
>
> *This was the second time John had tried to commit suicide. The first time Dr. John Sellwood had repaired the damage for $ 25. But the third time was the charm. John died by his own hand May 17, 1887, and, hopefully, found the piece he was seeking. He was 63 years old. What disappointments, what self-recrimination, regrets or remorse may have tortured poor old John, God alone knows.*

Not just God, it turns out. Fenstermacher told the reporter of the Oregonian that he was "disappointed in a love affair". Snyder also has the names of the doctor, of the victim, and of the neighbor wrong, or at least different from what the Oregonian has. In subsequent remarks on the Fenstermacher inheritance and relatives he also makes various mistakes, so I am not sure about the veracity of what he describes as the first attempt.

Also note that according to the information we have so far, Fenstermacher cut his throat in May 17, then was taken to Good Samaritan, and then hung himself on the same day. This seems an unlikely sequence of events. For a more plausible story we rely on information from the Statesman Journal of June 19, 1887.



COMMITTED SUICIDE.—At 7 o'clock p.m. Friday John Fenstermacher, a patient who did gardening about Good Samaritan hospital in Portland, was found dead, hanging from a beam in a woodshed. The deceased was of a weak mind, having attempted to kill himself once before. He had been a resident near Mt. Tabor, and after his former attempt upon his life he was sent to the above named hospital. Nothing much is known of his antecedents, he having lived obscurely.

This suggests Fenstermacher was committed after his suicide attempt, did some gardening on the hospital grounds for a month, and then hung himself on June 17, 1887. It implies, of course, that the official day of death, which is on the grave in Lone Fir, is incorrect. Whoever paid for the grave used the first suicide date as the day of death -- but Fenstermacher managed to live another month after his official death.

Be that as in may, the second Oregonian article of May 9, 1888 gives some interesting personal details, probably gathered from neighbors and other acquaintances. Fenstermacher came to Oregon as a private in the US Army, and fought under Sheridan in a battle with Indians at the Cascades. After his death his personal property was found buried in various places. He had also mentioned to these same acquaintances or neighbors that he made several substantial deposits, but because he did not mention in which bank, they could not be found.

> *He was a miserly person, never known to expend a cent unnecessarily; and some who knew him intimately say that in his greed for wealth, he even deprived himself of sufficient to eat.*

In addition

> *He never spoke of himself or family relations, and no one here ever knew from whence he came, hence, after his death, all efforts to learn as to whether of where he had lawful relatives were unavailing, although no little trouble was taken in the premises.*

As a result of all this secretiveness there was no testament to be found. Fenstermacher died intestate, and his estate, worth $ 15,000, by law escheated to the State of Oregon on May 20, 1888. Note that inflation calculators tell us that $ 15,000 in 1887 dollars is $ 375,000 in 1917 dollars. A considerable amount of money, to be sure. Also, in the Notes from East-Portland, on the site of the Genealogical forum of Oregon, we find the following clipping.

July 11, 1887

- The Alvin Allard estate was sold last Saturday by the administrator for $1900. It consists of thirty-four acres of land at Gravel hill.
- Judge J. K. Wait, the administrator of the estate of Fenstermacher, who recently committed suicide, on Saturday sold the personal effects of the deceased at his place out in the country. The sale included the hay and fruit. The sale brought about $180 in cash.
- BORN--In East Portland, July 9, to the wife of H. P. McGuire, a daughter. Mother and child doing well.
- DIED--In East Portland, July 10, Mary F. wife of J. K. Laing, aged 42 years. (Bangor, Me., and Worcester, Mass., papers please copy).
- Funeral from residence, cor 4th street and Holladay avenue, Wednesday at 10 A. M. Friends of the family are invited to attend.
- The funeral of Ben Holladay will take place from the Cathedral, corner Third and Stark streets, Monday morning, July 11, at 10 o'clock.

And in the Morning Oregonian of June 19, 1888 we see how the state disposed of the Fenstermacher land in East Portland.

AN ESTATE SOLD.—At the courthouse, yesterday morning, Auctioneer A. R. Richardson sold property belonging to the estate of John Fenstermacher, which was recently escheated to the state. Fourteen acres were sold, realizing $14,700. Five acres, with orchard, situated on the Asylum road, were sold to Scott Swetland for $1500 an acre; and nine acres in the same vicinity went to John Hobson for $810 an acre.

Just for completeness, here are the two deeds. First State of Oregon to Svetland

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And then State of Oregon to Hobson

https://drive.google.com/open?id=1ShOldKWWl6DtrqTjBwCFL5HQnihO_-E2

The Heirs

After 1888 all should have gone quiet. But it didn't. News of Fenstermacher's death, and of the large amount of money sitting in the state's coffers, soon reached Pennsylvania. And these alleged relatives, or their lawyers, flocked to Oregon to sue the state and to prove to the courts they were indeed the legal heirs. It is not easy to disentangle all these lawsuits, but I shall try. In the process a lot of new information about John Fenstermacher will come to the fore.

The first case was filed in Multnomah Circuit Court by Peter Fenstermacher et al. on May 25, 1889. Judge Stearns appointed Mr. George A. Brodie to investigate their claims. I am not sure what Mr. Brodie found, but the court ruled the plaintiffs were not the relatives of John Fenstermacher. On March 10, 1890 Judge A. H. Tanner represented another batch of alleged heirs in the same court. He asked to send a commissioner to Pennsylvania to "take testimony". Judge Stearns said he had already made his ruling in the previous case, and "further proceedings in the matter must be carried to the supreme court". On October 27, 1890 the Oregon Supreme Court refused to overrule the circuit court's decision.

Skip to 1897. In the San Francisco Call of June 16, 1897 it is reported that 67 Fenstermacher relatives, represented by the firm of Emmons & Emmons, began suit in the Multnomah Circuit Court. In connection with this suit

> *Attorney Chester A. Dolph was commissioned by Governor Lord to go East and investigate the claim, and his report was adverse to the heirs.*

The Morning Oregonian of April 8, 1898 mentions that Judge Sears dismissed the suit, of Alice Reonbault et al. vs the State Of Oregon, because Emmons & Emmons failed to produce two witnesses

> *… of which one -- J. Schaefer -- has died since the action was begun, and the other -- Harry Monice -- has gone to the Klondyke.*

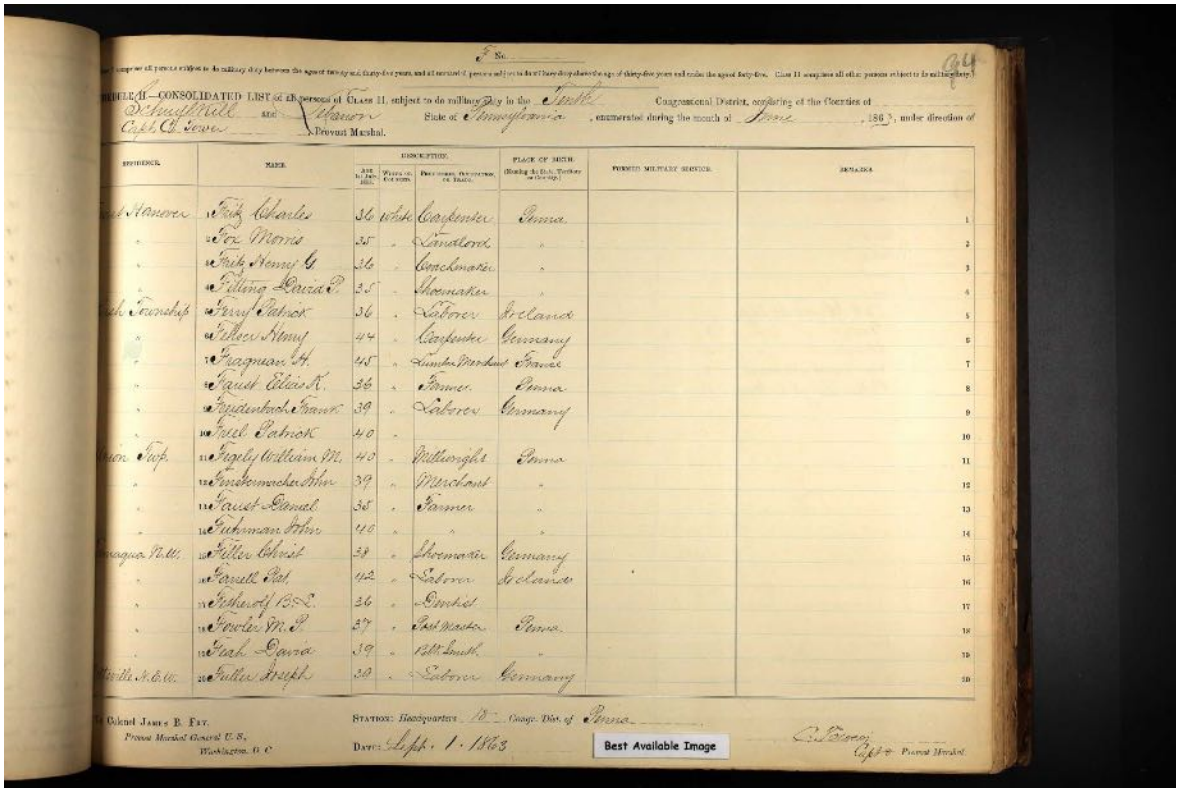
The article also mentions another suit going on, championed by Attorney J.C. Moreland, "who is now East gathering testimony". More detail about this latest lawsuit is in the Morning Oregonian of February 28, 1898. Plaintiffs are Amos L. Young, Charles W. Young, Sue Osterman, Mary Osterman, and Elizabeth Osterman. Amos and Charles Young maintained they were sons of Lavina Fenstermacher, a sister of John Fenstermacher. The Osterman women were daughters from a second marriage of John Fenstermacher's mother.

> *Mary Osterman and Elizabeth Osterman are of unsound mind, and J.C. Moreland has been appointed their guardian ad litem.*

The article briefly summarizes the proceedings in the earlier lawsuits in Judge Stearns' court.

> *At the time of this suit several attorneys went to Pennsylvania, and found the Fenstermachers were a very prolific race, and thick as fleas in that state, but none of them could establish relationship with this Fenstermacher.*

Some additional information was provided by these alleged relatives about John Fenstermacher. He enlisted in the army in Pennsylvania, and then came west with his regiment to Walla Walla. He had a tendency "for deserting from the army every now and then". This was supposedly born out by army records. It made me curious. There is a 1873 army pension application, under number R. 3,524, for service in Pennsylvania by John Fenstermacher, which was actually rejected, perhaps because of later desertions. Ancestry.com also has a June 1863 civil war draft registration record from the counties of Schuylkill and Lebanon in Pennsylvania, where John Fenstermacher, 39 years old, a merchant, is declared eligible for the draft.



https://drive.google.com/open?id=1RcUv1nvTcXDlx2JBSKsxeNAYsrr6SSAQ

The Morning Oregonian of March 21, 1898 made some coastal elitist fun of the simple souls in Pennsylvania. They got hold of a March 5th, 1898 letter from a Mrs. Amanda Laubach, from Kreidersville, Northampton County, Pa., addressed to "Any Postmaster in the State of Oregon".

Mr Jehtelmen

Will you Pleas and Let me no if John Fenstermacher is Died in the State of Oregon. If not ask the Justice of the Peace if you Pleas. We Se in the Paper that John Fenstermach Died and left a big estate. He Disappeared From here in 1858 Where he bought an Ammence tract of land. He died a hermit. I will give you some of the Fenstermacher Name.

The Oregonian continues

Then follows a list of names as long as the list of patriarchs given in the fifth chapter of Genesis, and which might be as interesting, if it only stated how long each Fenstermacher lived and whom he begat.

Unlike the previous lawsuits, this last one had legs. Attorney J.C. Moreland had done his homework, and produced a long string of witnesses. The state, in the person of Attorney Chester V. Dolph, also put up a fight. Before we go into the arguments, we may as well summarize the Fenstermacher story, as argued by the plaintiffs. The clearest statement is in the Pacific Reporter, from when the case reached the Supreme Court.

To prove their heirship, they gave evidence to the effect that in 1826 or 1827 one George Fenstermacher and Elizabeth Newhard were married in Pennsylvania, and as a result of such marriage four children were born to them, to wit, LaVina, Jonas, Amanda, and John; the two latter of whom died at an early age, unmarried. About 1837 or 1838 the father deserted the family, and was never afterwards heard of. Lavina, the eldest daughter, then a girl 10 or 11 years of age, went out to work, and was subsequently married to John Young, a stage driver, by whom she had three children, one of whom died in infancy, and the other two are plaintiffs in this action. The mother, Elizabeth, with her two sons, after living among her relatives a short time, went to the Northampton poor house in 1839. From there Jonas was bound out to one David Keller of Stroudsburg, Pa., where he remained five or six years. He then went to learn the brick mason's trade with a man by the name of Deal, with whom he remained a short time, and then went away to shift for himself. After remaining at the poor house for a time, his mother married one Osterman, by whom she had three children, who are also plaintiffs in this case. She died July 22, 1889.

Single mother, poor house, son given in bondage, two daughters judged to be "insane" from a second marriage. Just to be complete I checked the Federal Census in Pennsylvania. In the 1850 Census in Denison, Luzerne, Pa., we find Lavina Young (23), married to John Young (28), with children Elizabeth (6), and Amos T. (2). In the 1860 Census in Lausanne, Carbon, Pa., we find Domnick Osterman (53), married to Osterman (no first name, 52), with children Susan (17), Joseph (13), Elizabeth (10), and Mary (7). Those are our plaintiffs, all right.

The story continues with Jonas Fenstermacher's military career, illustrating why he was denied a civil war pension.

> *The plaintiff's further gave evidence to the effect that in June, 1855, a young man calling himself John Fenstermacher enlisted at Wilkesbarre, Pa., in Company G, 9th regiment, United States infantry, and afterwards came with his company to this coast. After he enlisted he was arrested, or his arrest attempted, on a warrant under the name of Jonas Fenstermacher; but by some arrangement or management of the captain the officer was not allowed to take him, and he went on with his company. At Ft. Simcoe, about 1858 or 1859, he was accused of desertion, caught, flogged, and dishonorably discharged.*

Five years later he was in Portland, bought and sold various pieces of land, grew fruit and raised cattle on Asylum Road, lead a lonely and miserly life, and managed to scrape together a small fortune. But eventually the demons from his past got the better of him, and in a second or third attempt he killed himself.

From Polk's Portland City Directories we find that in 1885, 1886, and 1887 John Fenstermacher lived on Asylum Road. In 1885 he was listed as a farmer, in 1886 and 1887 as a fruit grower.

Asylum Road in East Portland used to be named U Street. In 1859 Dr. J.C. Hawthorne started the private Oregon Hospital there. It soon started to specialize in the treatment of mental illness, and in 1862 it became Oregon Hospital for the Insane, the first such facility in the state. By 1873 18-20 percent of the population of East Portland worked there, and U Street was renamed Asylum Street. Most patients were committed by the state, and the hospital was almost exclusively funded by Dr. Hawthorne's lucrative state contract. His friends in high places supported him until well in the 1880's, when the state mental hospital moved to Salem. The distastefully named Asylum Road became Hawthorne Avenue. What upstanding citizen would want to buy a house on Asylum Road ?

In the San Francisco Call of June 16, 1897 it says Fenstermacher lived on 14 acres he owned in the Seldon and Hiantha Murray Donation Land Claim, which means he grew his fruit somewhere on what is now Hawthorne Boulevard between 20th and 38th Street. Those are the 14 acres sold by the state in June 1888.

In the lawsuit the various witnesses for the plaintiffs testified that they knew Jonas or John Fenstermacher in Pennsylvania or in the military, and that he had told them the various details of his life. Attorney Dolph argued that the case was completely based on hearsay, because the witnesses had all their information from Fenstermacher himself, who was now deceased. The state argued that there indeed was a Jonas Fenstermacher in Pennsylvania, and in the US Army, but it had not been established that this was the same person as the John Fenstermacher who died in Portland.

On September 19, 1898 Judge Sears sided with the plaintiffs, and awarded them the fund. One last thing had to be settled.

> *The evidence shows the original amount of the escheated assets to have been $ 15,165.62, but that the state has paid out $ 1,995.05 for costs and expenses necessarily incurred in successfully defending two certain actions brought to recover the fund by parties claiming to be entitled thereto.*

Attorney Moreland and the plaintiffs did not like the fact that they had to pay the state for the costs of the failed lawsuits of their relatives, and appealed that part of the ruling. The Supreme Court of Oregon on January 29, 1900 decided to uphold Judge Sears' calculations. As in the previous Peter Fenstermacher et al. appeal, the Supreme Court refused to rule on the facts of the case, because "a proceeding of this kind is an action at law, and therefore the findings of the trial court upon controverted facts are not open to review here." The lawsuits were finally settled.

LONG DRAWN-OUT LITIGATION.

Brought to a Close by the Payment, of an Escheated Estate, to the Rightful Heirs.

The suits, brought by the alleged heirs of the Fenstermacher estate, to secure the funds escheated to the state school fund years ago, have finally met with success, and the heirs are now about to receive the money due them from their deceased relative's estate. In the supreme court recently the heirs won their suit, and yesterday the state land office received the mandate of the court, ordering the payment, to the heirs, of the amount involved—$12,-17057. Judge J. C. Moreland, attorney for the heirs, was in the city yesterday afternoon to secure the payments, but as the circuit court for Multnomah county, in making the order for the payment, in accordance with the mandate of the supreme court, had ordered the secretary of state to draw the warrants on the school fund, it was found necessary to have changed the order, substituting the chief clerk of the land board for the secretary of state. The amended order will be received today, when the warrants will be drawn on the principle of the common school fund, in favor of the heirs, as follows:

J. C. Moreland, guardian of Mary and Elizabeth Osterman	$ 6,085.28½
Susan Osterman	3,042.64¼
Amos T. Young	1,521.32⅛
Charles W. Young	1,521.32⅛
Total	$12,170.57

Thus ends the sad story of Jonas Fenstermacher, who very briefly owned a very small part of the Piedmont Neighborhood, and of the hundreds of relatives who wanted a piece of the estate when he died.

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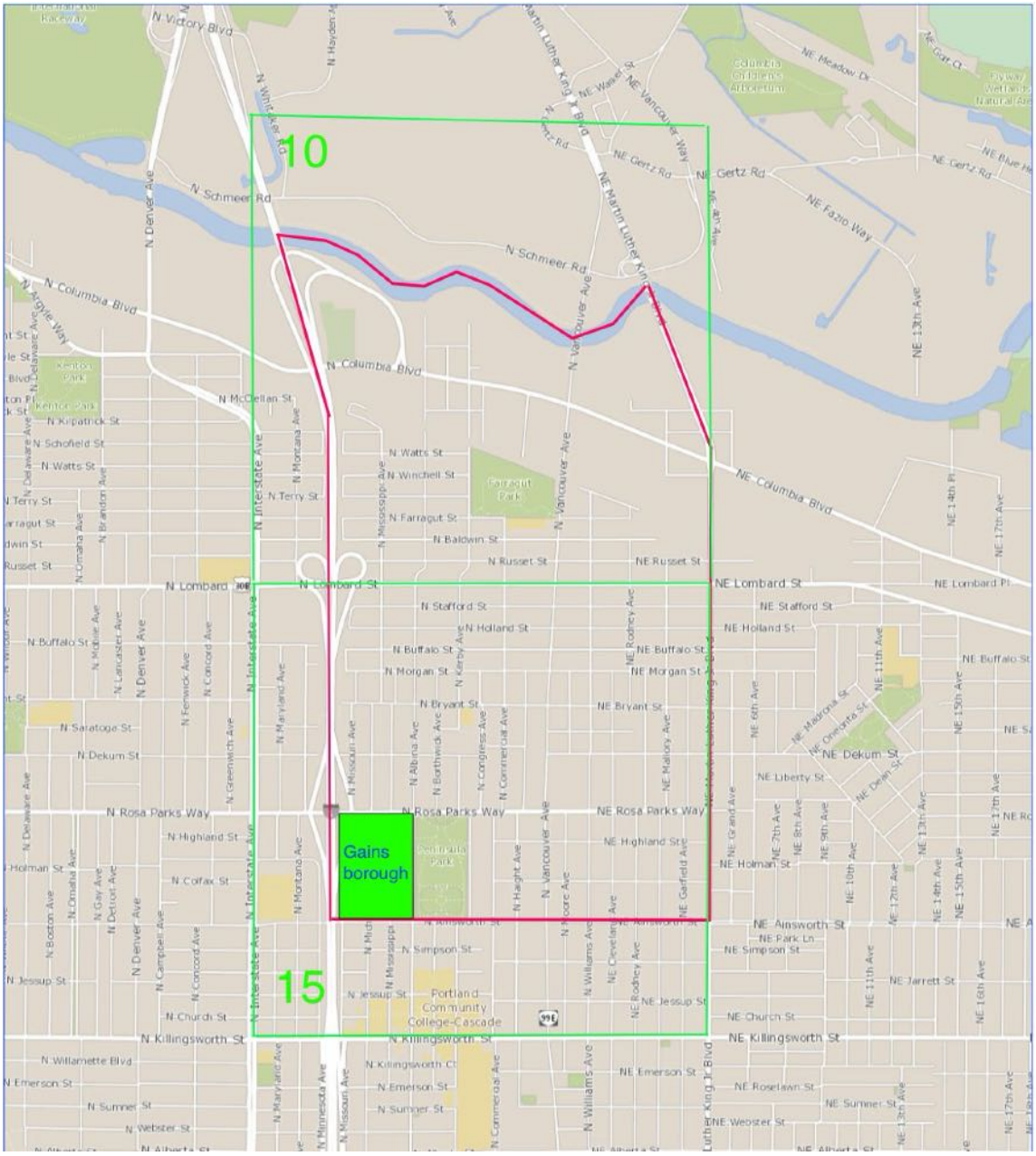
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https://drive.google.com/open?id=15hQltM24BGUZjA6WXPmCE0vb6i8jHsgg

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Subdivisions: Gainsborough

Jan de Leeuw

Version 04-01-2018



4295x

PLAT OF GAINSBOROUGH

IN

SECTION 15 T.1N.R.1E.,W.M.

MULTNOMAH COUNTY OREGON

Surveyed by Marshall Bros. January, 1908

Scale 1 inch = 100 ft.

P 280

STATE OF OREGON, } ss.
County of Multnomah }

I, Jas. W. Beveridge, County Clerk and ex-officio Recorder of Conveyances, in and for said County and State aforesaid, do hereby certify that the within plat was received for record on the 25th day of Jan. A.D. 1908 at 11:38 o'clock A.M. and recorded in Book 1138 of Deeds, Page 2

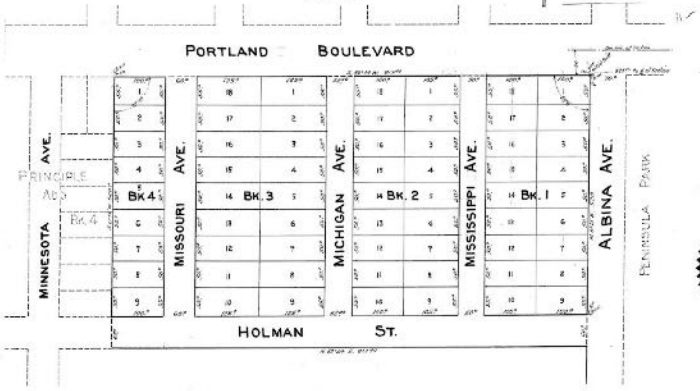
Witness my hand and seal of office affixed this 28th day of Jan. A.D. 1908.

Jas. W. Beveridge
County Clerk.

By [illegible] Deputy.

Plat 15

In Book 1138 On Page 2



All taxes from 1916 to 1926 both inclusive are paid.
T. M. Hurlburt, Sheriff.
By [illegible] Deputy

Approved June 31 1908
Horace G. Welch, Assessor
By [illegible] Deputy

All taxes and special assessments against the property appear to be paid or bonded, and the plat is of a suitable and convenient character.
[illegible] 1-31-08
City Engineer

Approved July 1st 1908
[illegible]
[illegible]
[illegible]
Board of County Commissioners

Attest: Jas. W. Beveridge
County Clerk
By [illegible] Deputy

Book 1138 Page 2

2

KNOW ALL MEN BY THESE PRESENTS: That Ukase Investment Co., a corporation organized and existing under and by virtue of the laws of the State of Oregon, does hereby make, establish, and declare the annexed map of GAINSBOROUGH as described in the accompanying surveyor's certificate, a true and correct map and plat thereof, all lots and blocks being of the dimensions shown on said map, and all streets and avenues of the width therein set forth, and said Ukase Investment Co. does hereby dedicate to the use of the public as public ways forever all streets and avenues shown on said map.

IN WITNESS WHEREOF, said Ukase Investment Co. has caused these presents to be executed by its president and its secretary, and its corporate seal to be hereunto affixed this 31st day of January, 1908

Ukase Investment Co.
By W. K. Smith Jr. President
Ukase Investment Co.
By M. H. Hartwell Secretary

Executed in the presence of us as witnesses:—
[illegible]
[illegible]

State of Oregon }
County of Multnomah } ss.

BE IT REMEMBERED, that on this 31st day of January, 1908, before me the undersigned, a notary public in and for said State and County, personally appeared W. K. Smith Jr. and M. H. Hartwell, to me personally known, who being first severally sworn, did say that he the said W. K. Smith, Jr. is the President, and he the said M. H. Hartwell is the Secretary of Ukase Investment Co., the corporation named in, and who executed the foregoing instrument, and that the seal affixed to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and they acknowledged said instrument to be the free act and deed of said corporation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my notarial seal the day and year first in this my certificate written.

[illegible]
Notary Public for State of Oregon.
My commission expires Feb. 12th 1910

I, C. I. Marshall, being first duly sworn, depose and say that I have correctly surveyed and marked with proper monuments the lands represented on the annexed map of GAINSBOROUGH; that as an initial point for said survey I drove a galvanized iron pipe 2 inches in diameter and 24 inches long 6 inches below the surface of the ground, said initial point being situated at the intersection of the south side of PORTLAND BOULEVARD and the west side of ALBINA AVE., and being 30.0 feet west of the line running north and south through the center of Section 15, T. 1 N. R. 1 E. W. M., and 50.0 ft. south of the line running east and west through the center of said Section 15. The property platted is described as follows: Beginning at the initial point aforesaid, and running thence S. 89°58' W. along the southerly line of Portland Boulevard 917.0 ft. to the north east corner of Blk. Principle Road; thence S. 0° 01' W. along the east line of Principle Add. 530.5 ft.; thence N. 89°08' E. parallel to the southerly line of Portland Boulevard 917.0 ft. to a point in the west line of Albina Ave.; thence N. 0° 01' E. 530.7 ft. to point of beginning.

C. I. Marshall

Subscribed and sworn to before me this 31st day of January, 1908
[illegible]
Notary Public for State of Oregon
My commission expires Feb. 12th 1910

STATE OF OREGON, County of Multnomah } ss

I, Jos. N. Terwilliger, County Clerk and ex-officio Recorder of Conveyances, in and for said County, do hereby certify that the within instrument of writing was received for record on the [illegible] day of [illegible] A.D. 1928 at [illegible] o'clock [illegible] M., and recorded in Book 1153 on Page 28

Witness my hand and seal of office affixed. JOS. N. TERWILLIGER, County Clerk.

By F. Richardson Deputy

P-44295

GAINSBOROUGH

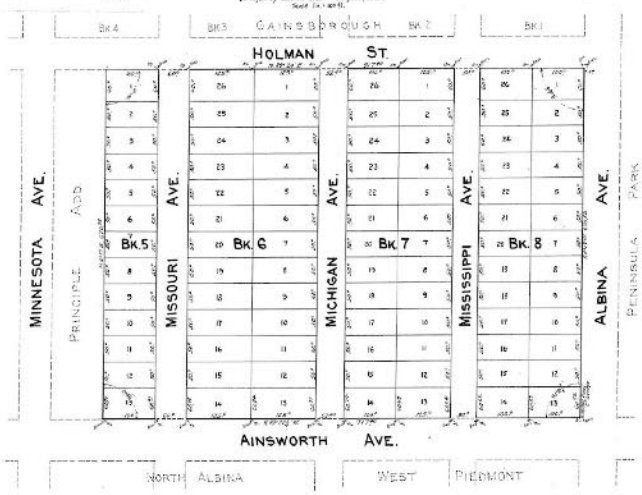
PLAT 2

IN

SECTION 15 T.1N.R.1E.W.M.

MULTNOMAH COUNTY OREGON

Surveyed by Marshall Fox August, 1928



All taxes from 1917 to 1927 both inclusive are paid.

T. M. Hurlburt Sheriff
By [illegible] Deputy

Approved Sept 18 1928
Henry L. White Assessor
By [illegible] Deputy

All liens and special assessments against the property appear to be paid or bonded, and the plat is of a suitable and convenient character.

[illegible] City Engineer 9/24/28

Approved Sept 26 1928

[illegible] County Commissioners

Attest Jos. N. Terwilliger County Clerk
By F. Richardson Deputy

Vol 1153 Page 28

Know All Men By These Presents: That Ulhaus Investment Co, a corporation organized and existing under and by virtue of the laws of the State of Oregon, does hereby make, establish and declare the annexed map of Gainsborough Plat 2 as described in the accompanying surveyor's certificate, as true and correct map and plat thereof, all lots and blocks being of the dimensions shown on said map and all streets and avenues of the width therein set forth, and said Ulhaus Investment Co. does hereby dedicate to the use of the public as public ways forever all streets and avenues shown on said map.

In Witness Whereof, said Ulhaus Investment Co. has caused these presents to be executed by its president and its secretary, and its corporate seal to be hereunto affixed this 25th day of August, 1928.

Ulhaus Investment Co.

Executed in the presence of us as witnesses: [illegible] [illegible]

By W. K. Smith Jr. President

Ulhaus Investment Co. By M. H. Hartwell Secretary

STATE OF OREGON, County of Multnomah } ss

Be It Remembered, That on this 25th day of August, 1928, before me, the undersigned, a notary public in and for said State and County, personally appeared W. K. Smith, Jr. and M. H. Hartwell, to me personally known, who being first severally sworn said say that he the said W. K. Smith, Jr. is the President, and he the said M. H. Hartwell is the Secretary of Ulhaus Investment Co. the corporation named in and which executed the foregoing instrument; and that the said attached to said instrument is the corporate seal of said corporation, and that said instrument was signed and sealed on behalf of said corporation by authority of its Board of Directors; and they acknowledged said instrument to be the free act and deed of said corporation.

In Testimony Whereof I have hereunto set my hand and affixed my notarial seal the day and year first in this my certificate written.

[illegible] Notary Public for State of Oregon
My commission expires [illegible]

I, C. L. Marshall, being first duly sworn, depose and say that I have correctly surveyed and marked with proper monuments the lands represented on the annexed map of Gainsborough Plat 2, that on an initial point for said survey I drove a galvanized iron pipe 2 inches in diameter and 36 inches long 6 inches below the surface of the ground, said initial point being situated at the intersection of the north side of Ainsworth Avenue with the west side of Albina Avenue, and being 5.89°24'W 824.9 feet and 3.0°15'W 1240.52 feet from the center of Section 15, 1 N R 1E W.M. The property platted is described as follows: Beginning at the initial point aforesaid; running thence S 89°24' W along the north line of Ainsworth Avenue 317.40 feet to the east line of Principle Add; thence N 0°15' E along said east line of Principle Add. 670.74 feet to the south line of Holman St; thence N 89°24' E along said south line of Holman St. 317.40 feet to the west line of Albina Avenue; thence S 0°15' W along said west line of Albina Avenue 670.52 feet to the point of beginning.

C. L. Marshall

Subscribed and sworn to before me this 23rd day of August, 1928.

[illegible] Notary Public for State of Oregon
My commission expires Nov 11 1929

Gainsborough Will Be Title for Old Auto Park.

Gainsborough is the name that has been selected for the subdivision located where the municipal auto park used to be, according to announcement made yesterday by Henderson-Bankus, Inc., which has the management of the addition for the Ukase Investment company.

The subdivision lies opposite Peninsula park and consists of 25 acres. Grading already has been started in the district by the Edlefsen-Wygant company, which has the contract for all street improvements, including sewers, sidewalks, curbs, water mains and hard-surface pavements. The first unit of Gainsborough will be placed on the market as soon as improvements have been completed.

BUILDING ACTIVITY NOTED

GAINSBOROUGH ADDITION IS SCENE OF INDUSTRY.

Barren Area of Three Years Ago Now Studded With New and Modern Homes.

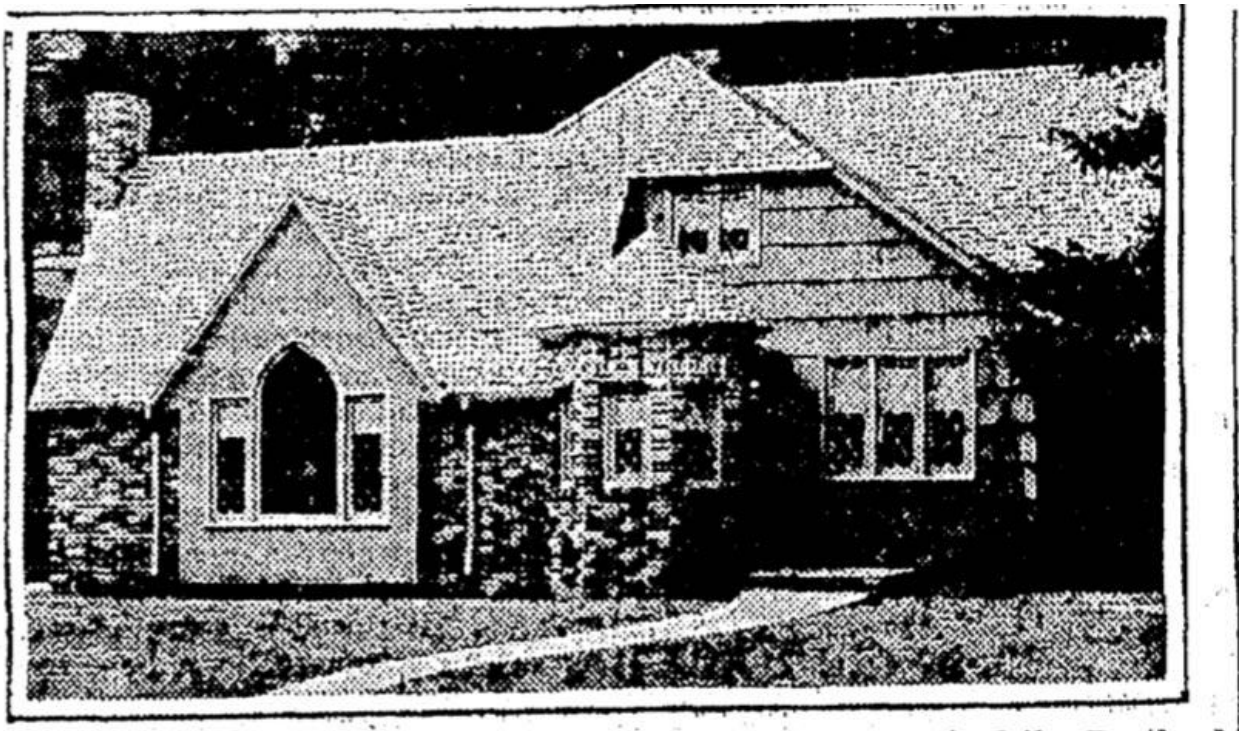
To paraphrase a slogan from a popular cigarette advertiser, "What a whale of a difference just three years make."

For three years ago the municipal automobile camp in the Peninsula district was a great vacant space, studded here and there with trees. Today it is Gainsborough addition, platted and improved with all modern facilities, and the scene of a house building campaign that has transformed it into a very pleasing and popular residential section.

Victor B. Smith, contractor, has a program that calls for eight new houses in Gainsborough this summer. Six of them already have been started. They are set among native trees, and when completed will be set off by green lawns.

"Business has been exceptionally good with us," said Mr. Smith yesterday, "for we have been giving home seekers the kind of places they want—colorful, modern houses."

Gainsborough addition is located between Mississippi and Killingsworth avenues.



Three years ago this charmingly developed street was part of the Portland municipal automobile camp. Victor B. Smith, contractor, has changed the district greatly. Eight more houses are on his summer construction program. Six of them have already been started.

TYPE OF HOME BEING ERECTED IN POPULAR GAINSBOROUGH DISTRICT



BUILDING ACTIVITY NOTED

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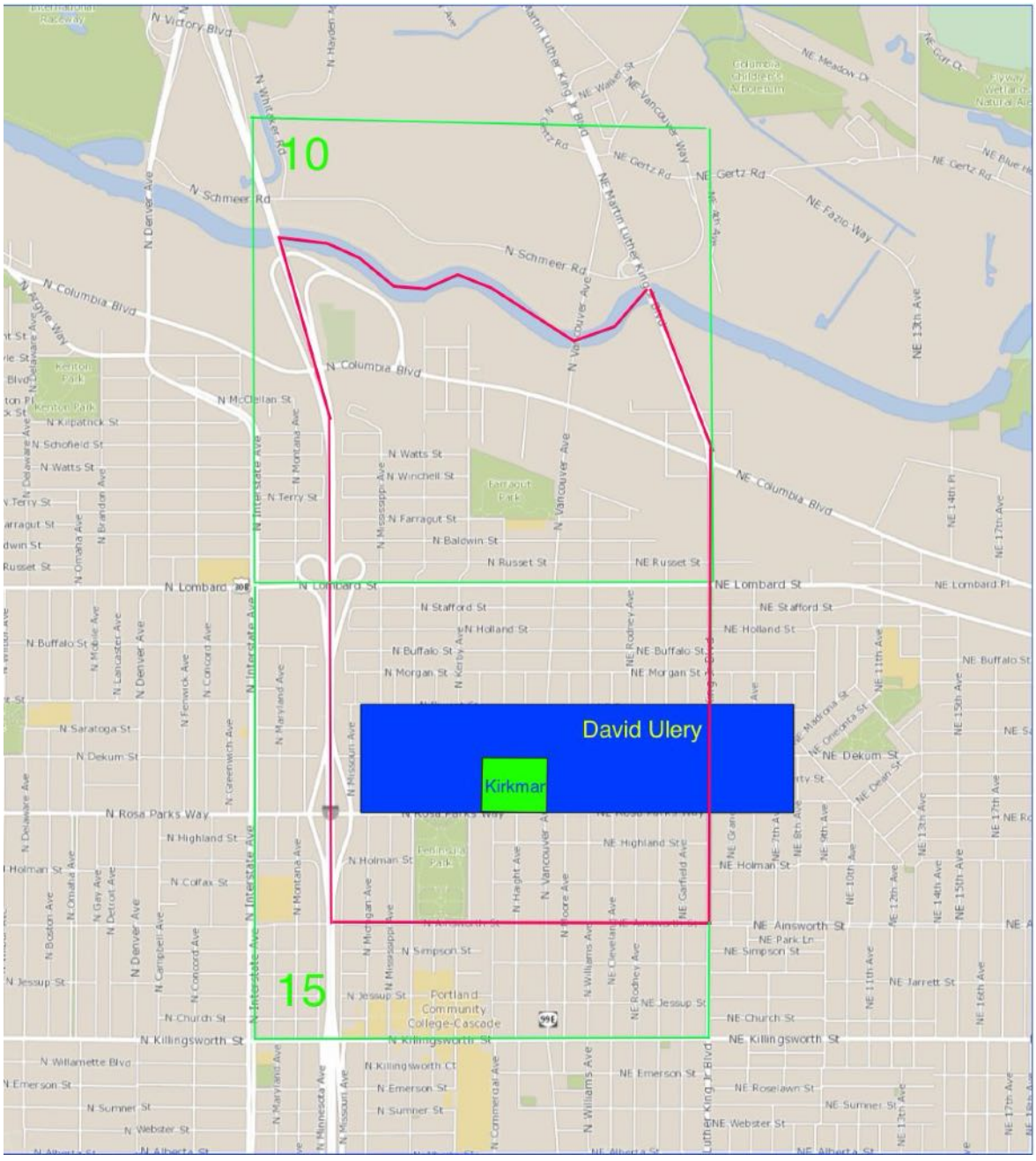
Gainsborough addition is located between Mississippi and Killingsworth avenues.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Subdivisions: Kirkmar

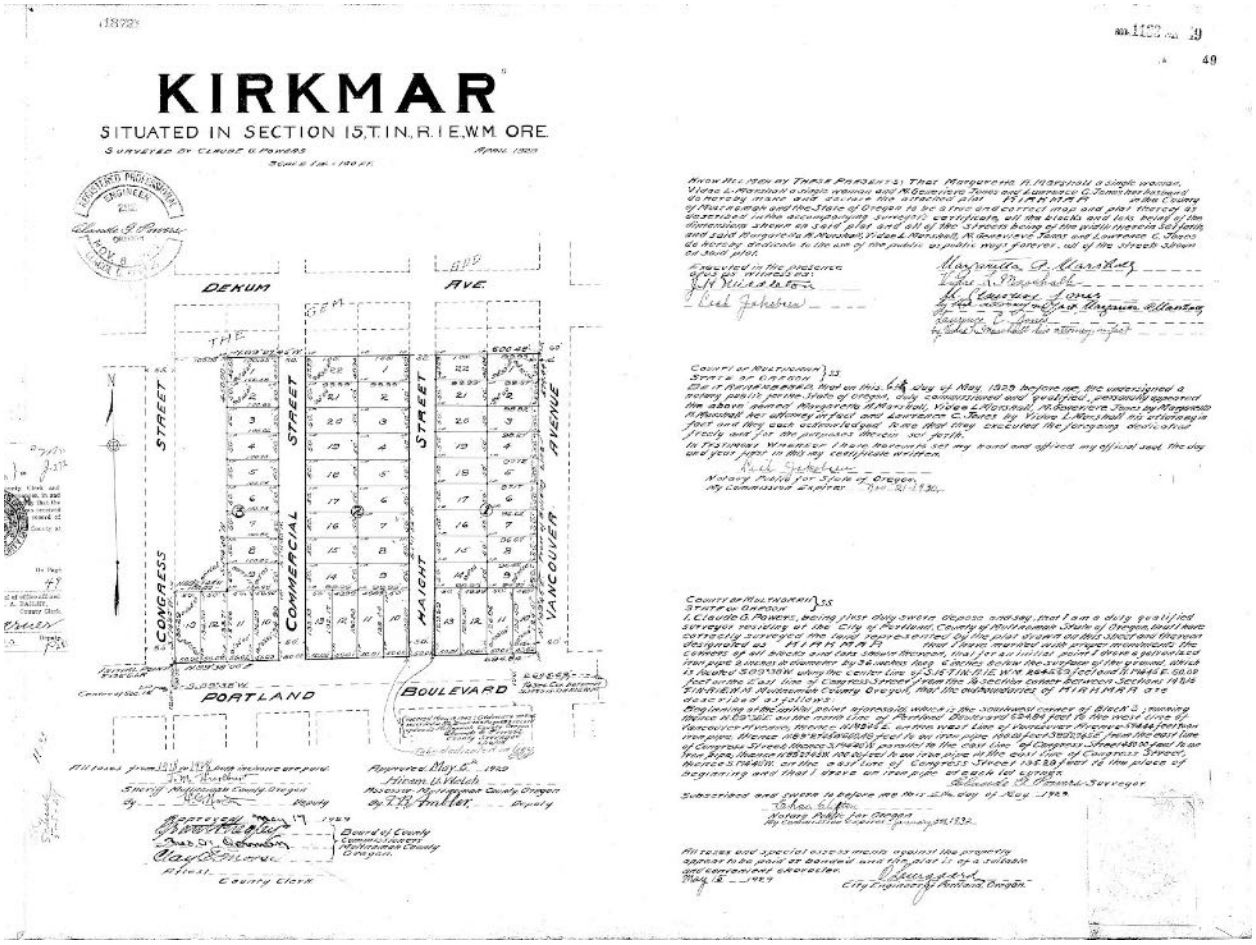
Jan de Leeuw

Version 04-02-2018



Plat

On May 6 1929 the plat of Kirkmar, totalling just over 8 acres, was filed with the county by the unmarried sisters Margaretta A. Marshall and Vidae L. Marshall, their niece M. Genevieve Jones and her husband Lawrence C. Jones.



http://www4.multco.us/Surveyimages/Plats/PL1000-1199/PL1133-049.PDF

> *Know all men by these presents: That Margaretta A. Marshall a single woman, and Vidae L. Marshall a single woman and M. Genevieve Jones and Lawrence C. Jones her husband do hereby make and declare the attached plat Kirkmar in the County of Multnomah and the State of Oregon to be a true and correct map and plat thereof as described in the accompanying surveyor's certificate all the blocks and lots being of the dimensions shown on said plat and all of the streets being of the width therein set forth and said Margaretta A. Marshall, Vidae L. Marshall, M. Genevieve Jones and Lawrence C. Jones do hereby dedicate to the use of the public as public ways forever, all of the streets shown on said plat.*

From the other parts of the text we see that only the sisters Marshall were present at the notarization, and that they had power of attorney to sign for the Jones couple, who lived in California.

On the plat map, note the cutout in the northwest corner, where a 100 by 450 feet strip is not included in the plat. These remained separate tax lots, which are not part of one of the major subdivisions. In the same way Kirkmar ends 100 feet south of Dekum. The blocks to the north are parts of the Gem Addition.

Developer

We have more biographical information about the Marshall sisters, and about the Marshall family more generally, in the “persons” part of this book.

https://drive.google.com/drive/folders/1MJQ1znbbb-JXkkoa58FNRpOHlnSN3Ot8

For our purposes it suffices to make the rather safe conjecture that the name Kirkmar came from the sisters’ mother, Margaretta Marshall, née Kirk, who died in 1896, and did own the land after the death in 1887 of father George Marshall.

Development

It took quite a long time for development to get underway. Initially there were advertisements in the Oregonian which indicated Kirkmar, or part of Kirkmar, was used as a (small) practice golf course. This is from the Oregonian of around 1930.



We cannot use the Block Book or the Sanborn maps to see what was there in 1906 or 1924-1928, because nothing was. The Sanborn maps simply show a large empty lot.

It seems that development did not start seriously until around 1940, which was around the time Margaretta and Videa Marshall died, in, respectively, 1939 and 1942.

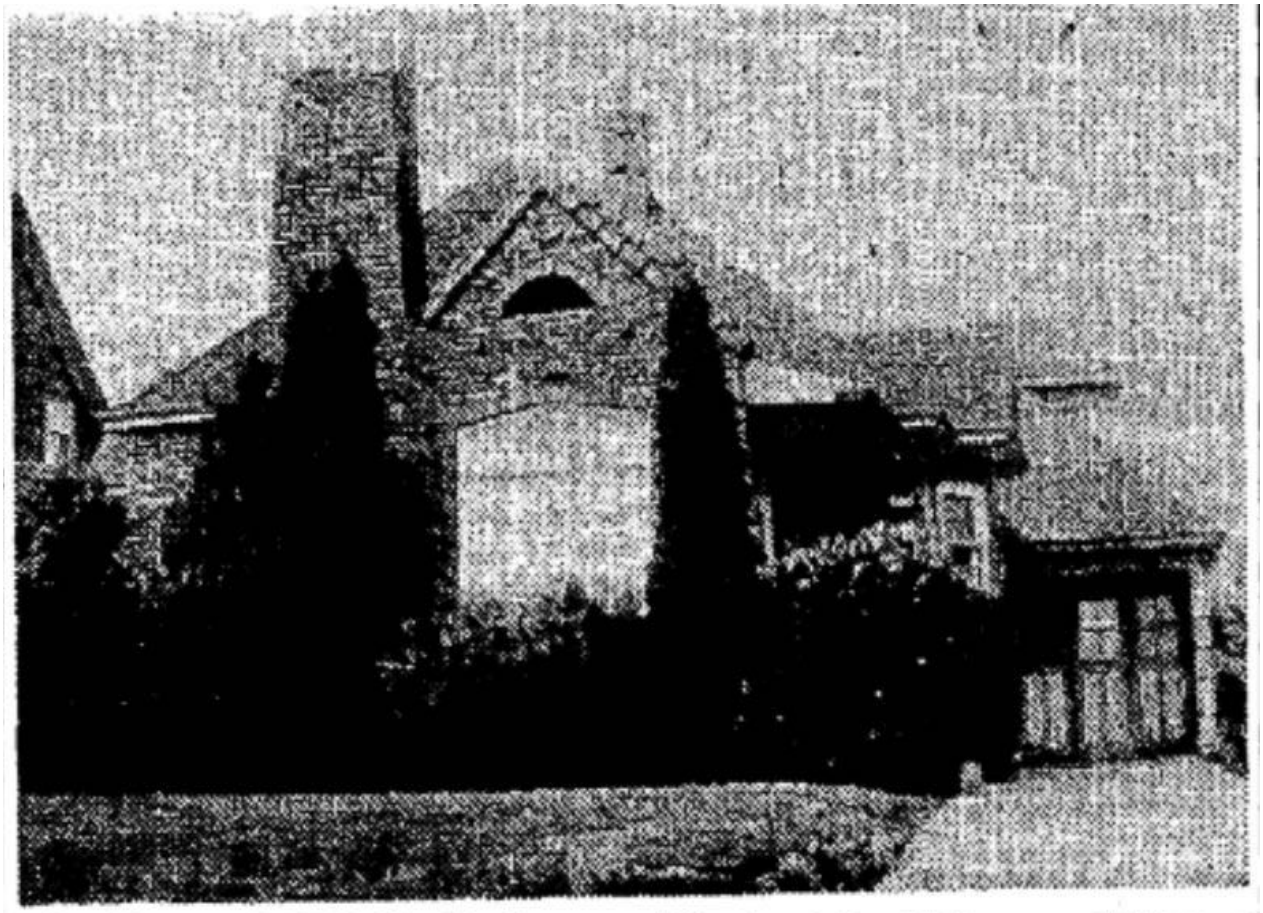
Kirkmar Makes Rapid Progress In Development

Exceptional progress has been made in the development of Kirkmar addition, a residential district opposite Piedmont, according to Wolf Templeman, realtor at 511 North Portland boulevard.

Mike Mohl, builder, has just completed a new house at 6607 North Commercial avenue, which was purchased by Sidney Klahn. Mr. Mohl intends to erect a number of homes in Kirkmar. A building restriction will assure the prospective home owner of the maintenance of a standard of dwellings which will not detract from the appearance of the district or the value of the property, according to Templeman.

The proximity of Kirkmar addition to the shopping district, churches, schools and Peninsula park, and it's accessibility by street car and trackless trolley make it especially desirable as a location for a home, Templeman said.

Morning Oregonian, February 28, 1937



Residence at 6546 North Commercial street in Kirkmar addition, sold to Marie Healey Smith through G. M. Burton Realty company.

Sunday Oregonian, November 20, 1938

New District Termed 'Hit'

Opening of the Kirkmar residential district has been one of the outstanding successes of the residential developments in Portland, in the opinion of Charles H Derrie, president of Cooley & Rinehart company, realty firm in the Railway Exchange building.

Eight houses have just been completed in this new district by Edwin Sandberg, builder, at a cost of approximately $45,000. Additional new building is contemplated for the district.

"There is an exceptional demand for this type of new house which features all new conveniences at a popular price," Mr. Derrie remarked. His firm is the exclusive sales agent for the district being developed by Mr. Sandberg.

"With the FHA insured loans that are available, home ownership is easy—one of the easiest things that has come to the average person in recent years.

"Don't be a laggard and hold off until it is too late," Mr. Derrie advised.

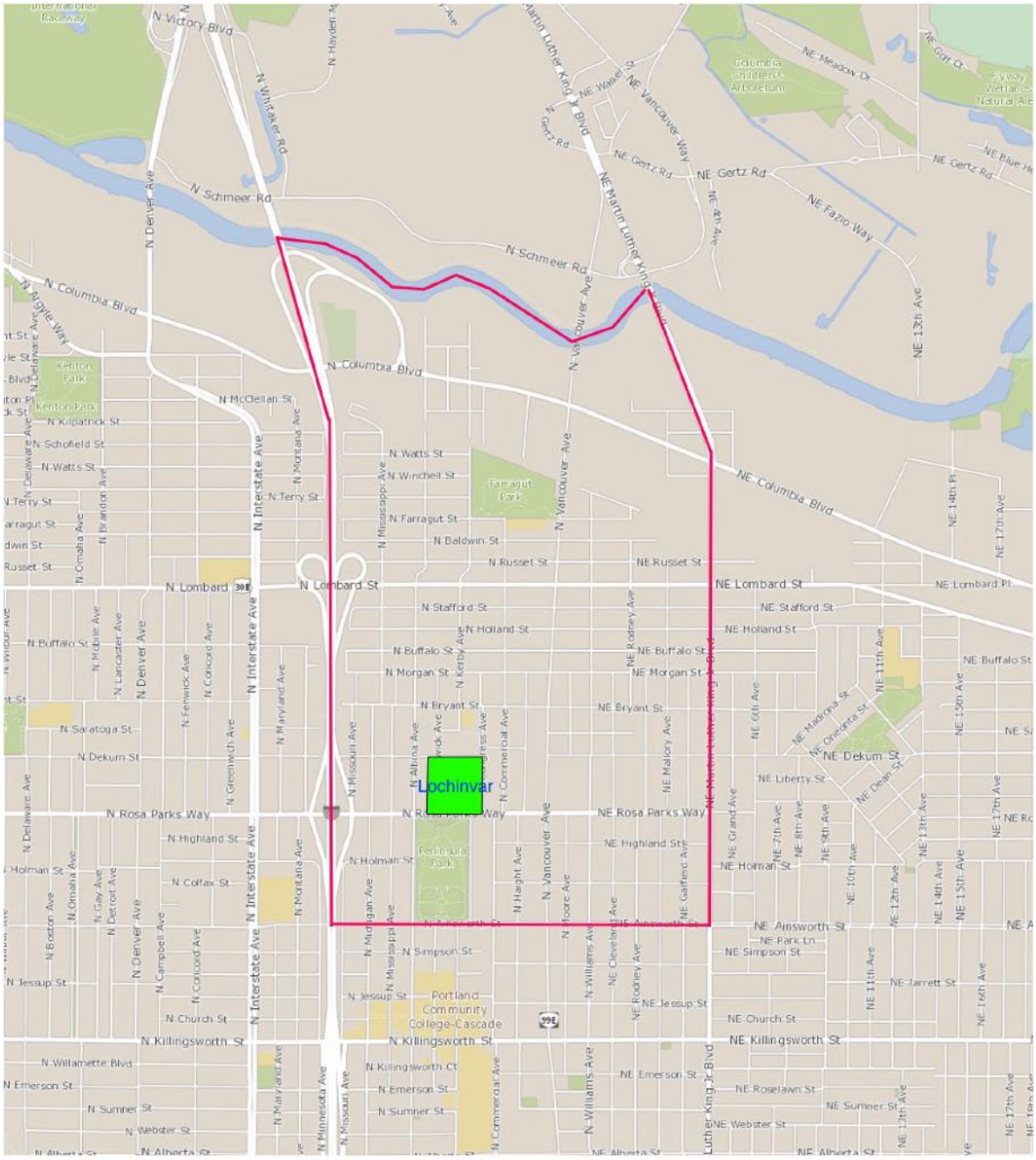
Oregonian, May 05, 1940

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

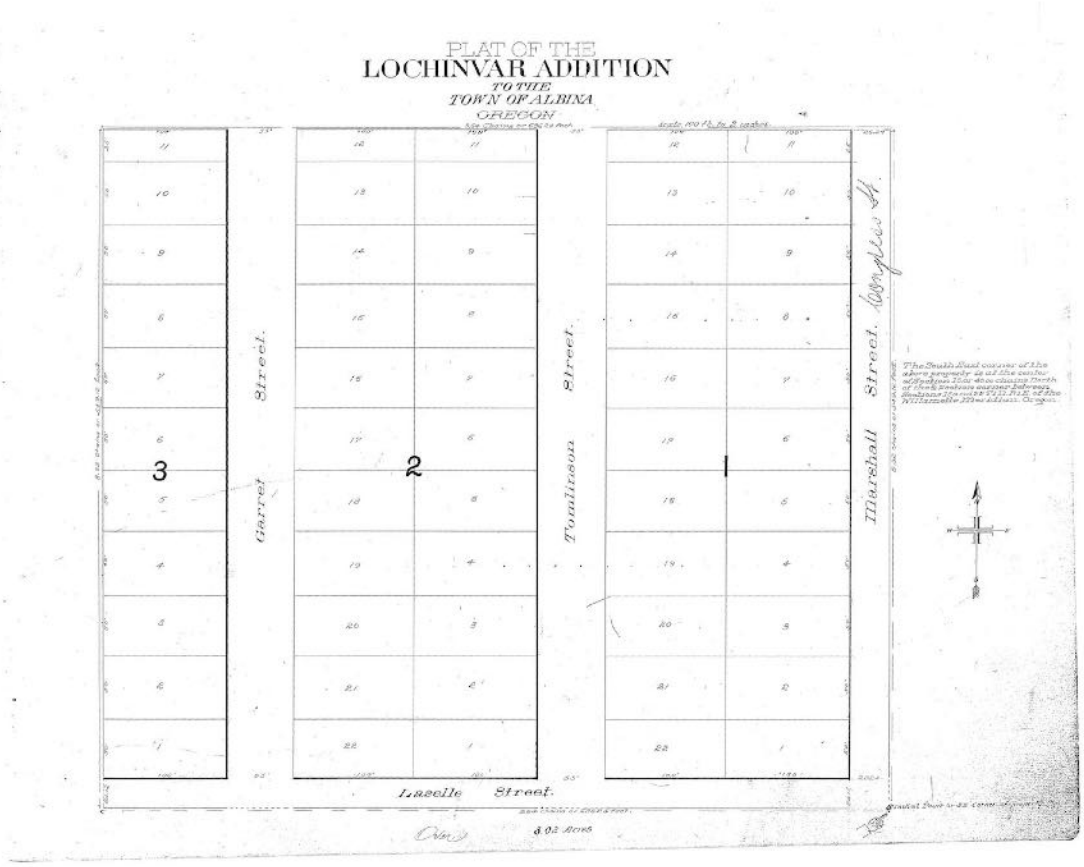
Subdivisions: Lochinvar

Jan de Leeuw

Version 04-20-2019



In 1889 Francis J. McKenna recorded the plat for the Lochinvar Addition, 8.02 acres, bounded by N Rosa Parks Way, N Dekum Street, N Congress Avenue and the east row of N Borthwick Avenue.



http://www4.multco.us/Surveyimages/Plats/PL0000-0499/PL0140-014-015.PDF

If you download the file then the handwritten plat description is the second page of the PDF. The transcript is as follows.

> *Know all men by these Presents that the annexed and foregoing is a true and correct Plat of the Lochinvar Addition to the Town of Albina in the County of Multnomah and State of Oregon in Section 15 T. 1 N. R, 1 E. Willamette Meridian that the initial Part of Survay of said Addition is set forth in the Certificate of Survayor annexed to said Plat and that I, Francis I. McKenna do give grant and dedicate to the Public as Streets all those parcels of land marked and designated upon said Plat as such Streets and known as Garret Street 55 feet wide between block Two and Three, Tomlinson Street 55 feet wide between Block one and Two and Marshall Street 26.24 feet wide on East side of Block one and Laselle Street 24.12 feet wide on south side of said Addition. In Witness Whereof I have hereunto set my hand and Seal this -- day of October 1889. (signed) Francis I. McKenna*

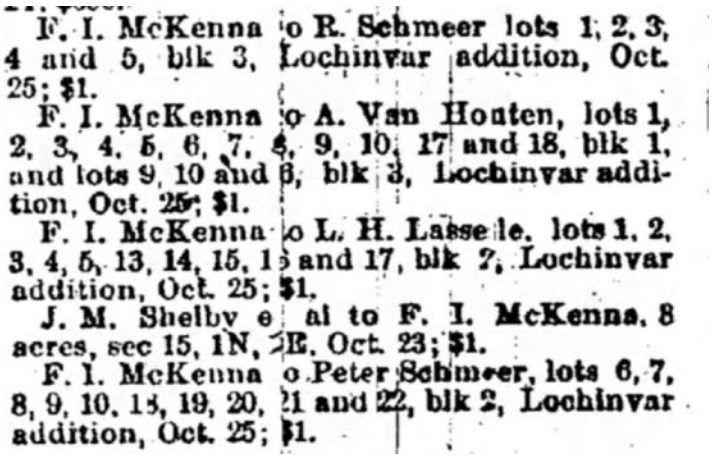
The street names have obviously changed. In the big name change of January 12, 1892 Laselle Street became Portland Boulevard, Garret Street became Borthwick Avenue, Tomlinson Street became Kerby Street, and Marshall Street became Congress Street.

Biographical information about Francis I. McKenna is in another chapter of this book. To get a quick idea, he has a fine Wikipedia page.

https://en.wikipedia.org/wiki/Francis_I._McKenna

For our purposes it suffices to note that around this time (1889-1890) he, and his Conservative Real Estate and Trust Company, platted and sold the lots of University Park, Portsmouth, Good Morning Addition, Marchmont Addition, and Lochinvar Addition. There is a 1890 advertisement at the end of this section. Only Lochinvar is in Piedmont, but Good Morning Addition is in Arbor Lodge, just across the freeway.

Lochinvar is in the David Ulery DLC, in the 37 acres that John Hotts bought in 1863 from Ulery. Currently I am tracing how the eight acres for Lochinvar got to McKenna. Here is a beginning, from the Oregonian of October 24, 1889. It indicates McKenna bought the parcel from J.M. Shelby et al, but I have not found the deed yet.



F. I. McKenna to R. Schmeer lots 1, 2, 3, 4 and 5, blk 3, Lochinvar addition, Oct. 25; $1.

F. I. McKenna to A. Van Houten, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 17 and 18, blk 1, and lots 9, 10 and 8, blk 3, Lochinvar addition, Oct. 25; $1.

F. I. McKenna to L. H. Lasselle, lots 1, 2, 3, 4, 5, 13, 14, 15, 16 and 17, blk 2, Lochinvar addition, Oct. 25; $1.

J. M. Shelby et al to F. I. McKenna, 8 acres, sec 15, 1N, 2E, Oct. 23; $1.

F. I. McKenna to Peter Schmeer, lots 6, 7, 8, 9, 10, 18, 19, 20, 21 and 22, blk 2, Lochinvar addition, Oct. 25; $1.

https://drive.google.com/open?id=1WiyR0C72s6HymyORDrRLWpwCnLwMNAAG

Note also the one dollar quit claim deeds, which give a strong indication where the actual money for buying the parcel came from. Lochinvar is 22 + 22 + 11 = 55 lots. R. Schmeer gets 5 lots, Peter Schmeer 10 lots, L.H. Laselle 10 lots, and A. van Houten 15 lots. Tomlinson 10 lots. That leaves only 5 lots for McKenna.

Also at the end of this section is a photo of the Lochinvar page of the 1906 Block Book, showing ownership of the lots at that time. There are some familiar names there. Tomlinson and Lasselle

originally had streets named for them. Van Houten was the partner of McKenna in the Conservative Real Estate and Trust Company.

The two pages from the 1924-1928 Sanborn maps covering Lochinvar finally show which lots actually had houses on them and which were still empty. The huge empty lot east of Congress would later become the Kirkmar Addition.

CHEAP FOR CASH

Having perfected arrangements to go into an extensive manufacturing business on the Willamette river water front at Portsmouth, we desire to close out our real estate business. Therefore we will sell lots in

Lochinvar Addition,
Good Morning Addition,
Marchmont Addition.
And Portsmouth

AT ACREAGE PRICES FOR CASH.

Marchmont

Lies at the north base of Mt. Tabor. Size of lots, 34x100. Price, $100 each for spot cash. 25-foot lots one mile further out in same direction are selling for $200. You can't buy anything in neighborhood of Marchmont for less than $1000 per acre. Our prices are at the rate of $750 per acre. Remember, this is by the lot, and there are several good houses in this addition.

Lochinvar

Adjoins Piedmont on the west. Acres in this vicinity are worth $2000. We will sell lots 50x100 in Lochinvar for $250 each, spot cash. This is 25 per cent. less than acreage prices, and 661 per cent. less than adjoining lots.

Good Morning Addition

Is still nearer the Willamette river. Size of lots, 33½x110, with wide alleys back of lots. Will sell these fine lots for $225 each, spot cash. This property is only one mile and a half from geographical center of Portland.

Portsmouth

This will be the scene of our future action, and consequently we are not so anxious to close out these lots. However, we will make a liberal discount for cash if you desire to purchase Portsmouth lots.

AGENTS WANTED

To Sell University Park and Arbor Lodge.

CONSERVATIVE REAL ESTATE & TRUST CO.

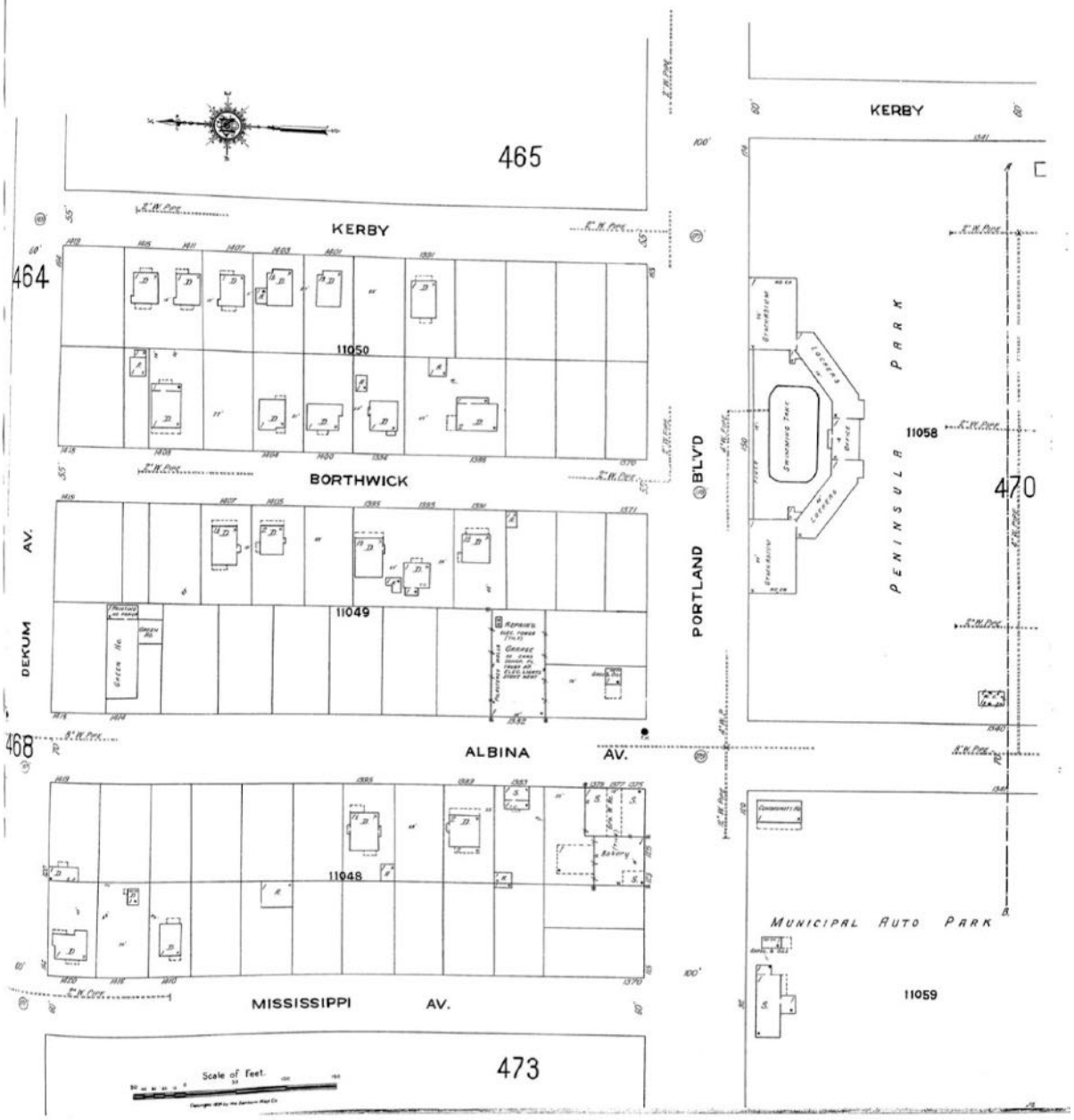
FRANCIS I. McKENNA. - Manager.
G. H. VAN HOUTEN, - Trustee.

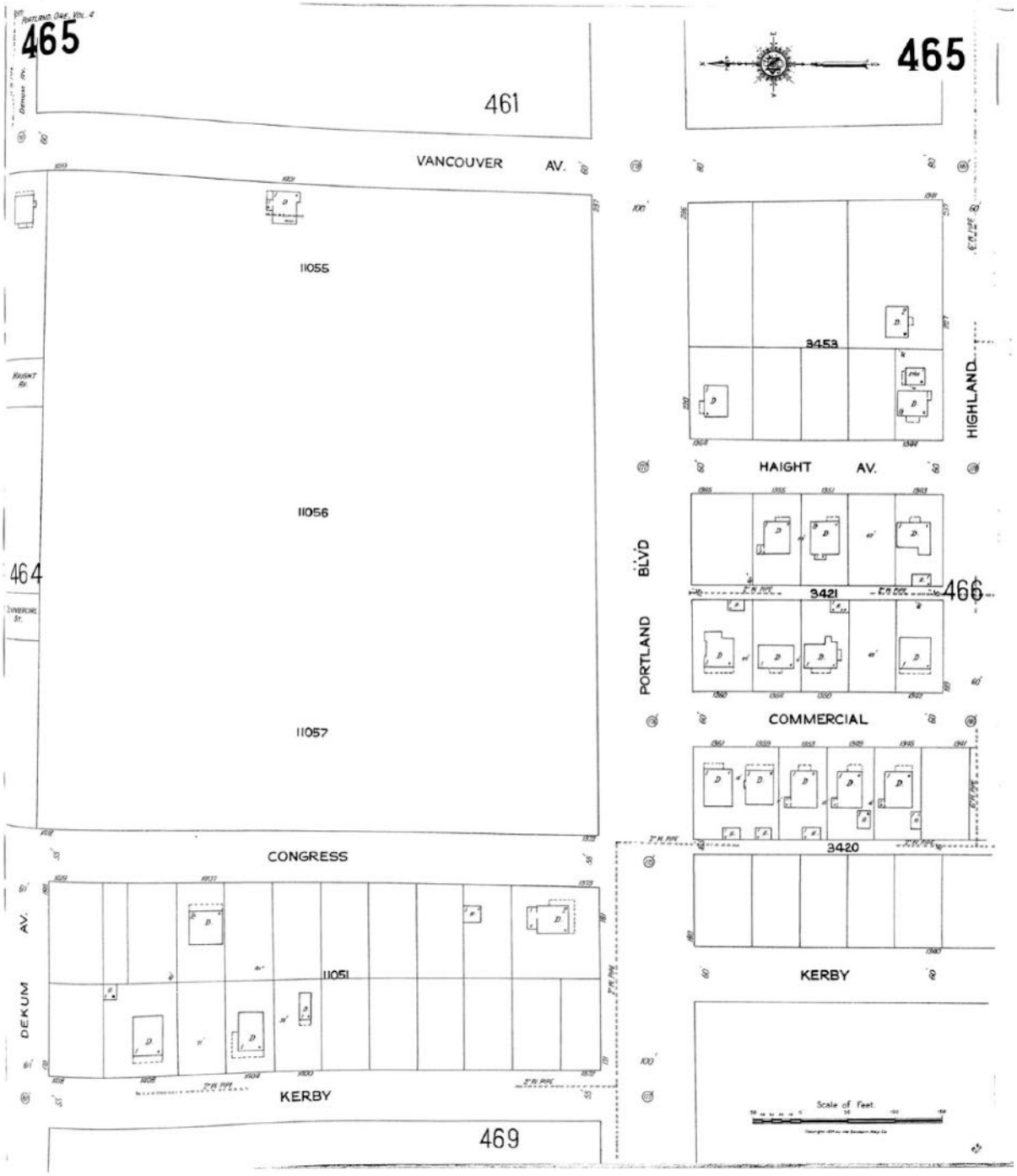
44 Stark Street, Portland, Oregon.

https://drive.google.com/open?id=1hoAd5TDzYPQ0pSAquOqLjcDGwvGMNVH0

Aloys Harold
W. G. Kerns
Addie Kerns W. G.
M. T. Tomlinson
Minnie B. Newton
S. C. Priestley
M. A. Cummings
Marie L. Van Houten
3
PORTLAND
BORTHWICK
55 ST.
Ray E. Watts
H. B. Cumpson
Maria Bauer
Lor. H Lassell
Chas Olsen
L. H. Tarpley
Mich. Lamond
Harry E. Joy
Jas. D. Ruthford
Edw. J. Ball
L. H. Tarpley
L. H. Burton
J. L. Lysons
L. H. Tarpley
2
KERBY
55 ST.
C. W. Cole
L. H. Tarpley
Frida Gerhardt
Chas. West
J. L. Lysons
Hattie Salmon
J L. Lysons
Sarah A. Hill
Geo. Gillespie
H. W. Hall
M. E. McFarland
M. T. Tomlinson
Babetta Bauer
Mich. Lamond
1
BD.
AV.
MICHIGAN
460
CONCRETE

469


465
KERBY
464
11050
BORTHWICK
AV.
DEKUM
11049
PORTLAND
BL'VD
468
ALBINA
AV.
11048
MISSISSIPPI
AV.
473
Scale of Feet.
KERBY
PENINSULA
PARK
11058
470
MUNICIPAL AUTO PARK
11059


PORTLAND, ORE., VOL. 4
465
461
VANCOUVER AV.
11055
11056
11057
464
CONGRESS
DEKUM AV.
11051
KERBY
469
465
3453
HIGHLAND
HAIGHT AV.
3421
466
PORTLAND BLVD
COMMERCIAL
3420
KERBY
Scale of Feet.

References

Wikipedia, *Francis I. McKenna*
https://en.wikipedia.org/wiki/Francis_I._McKenna

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Subdivisions: Loveleigh

Jan de Leeuw

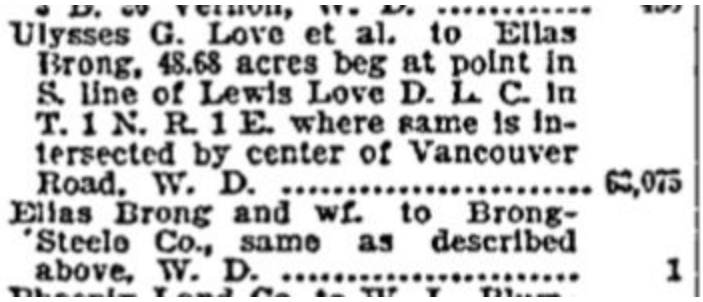
Version 03-06-2018

Oh, the beauty of the lots,
Sightly lots, and pretty spots,
Give me "Loveleigh" for a home,
Build a cottage, wood or stone,
Then no more I'll stray or roam
From these lovely beauty spots
"Loveleigh", of all places wide,
There I'll take my pretty bride.

F. MacNeill, 726 Patton Road,
02/07/1909

Let's start with some colorful history. Captain Lewis Love homesteaded a good portion of what is now mostly NE Portland. He came to Oregon in 1849 with his wife and 7 children and established a Donation Land Claim of 640 acres (one square mile). He was a farmer (on the Columbia Slough), grocery store owner, and Justice of the Peace. He operated a ferry service across the Columbia Slough, ran grist and saw mills, a steamboat business, and a hotel. He died a millionaire in 1903 and is buried in the Historic Columbia Cemetery in North Portland (north side of Columbia Blvd, immediately east of the freeway), which actually used to be called Love's Cemetery. After his death his homestead was sold, in various pieces, to developers, after passing through the hands of his offspring.

Elias Brong was active in Portland real estate since 1889, mostly in converting old homesteads into platted city additions. He bought about 50 acres from the Love heirs. In the Morning Oregonian of March 22, 1908, we see the recorded deed of the sale in the real estate section.



Ulysses G. Love et al. to Elias Brong, 48.68 acres beg at point in S. line of Lewis Love D. L. C. in T. 1 N. R. 1 E. where same is intersected by center of Vancouver Road, W. D. $2,075

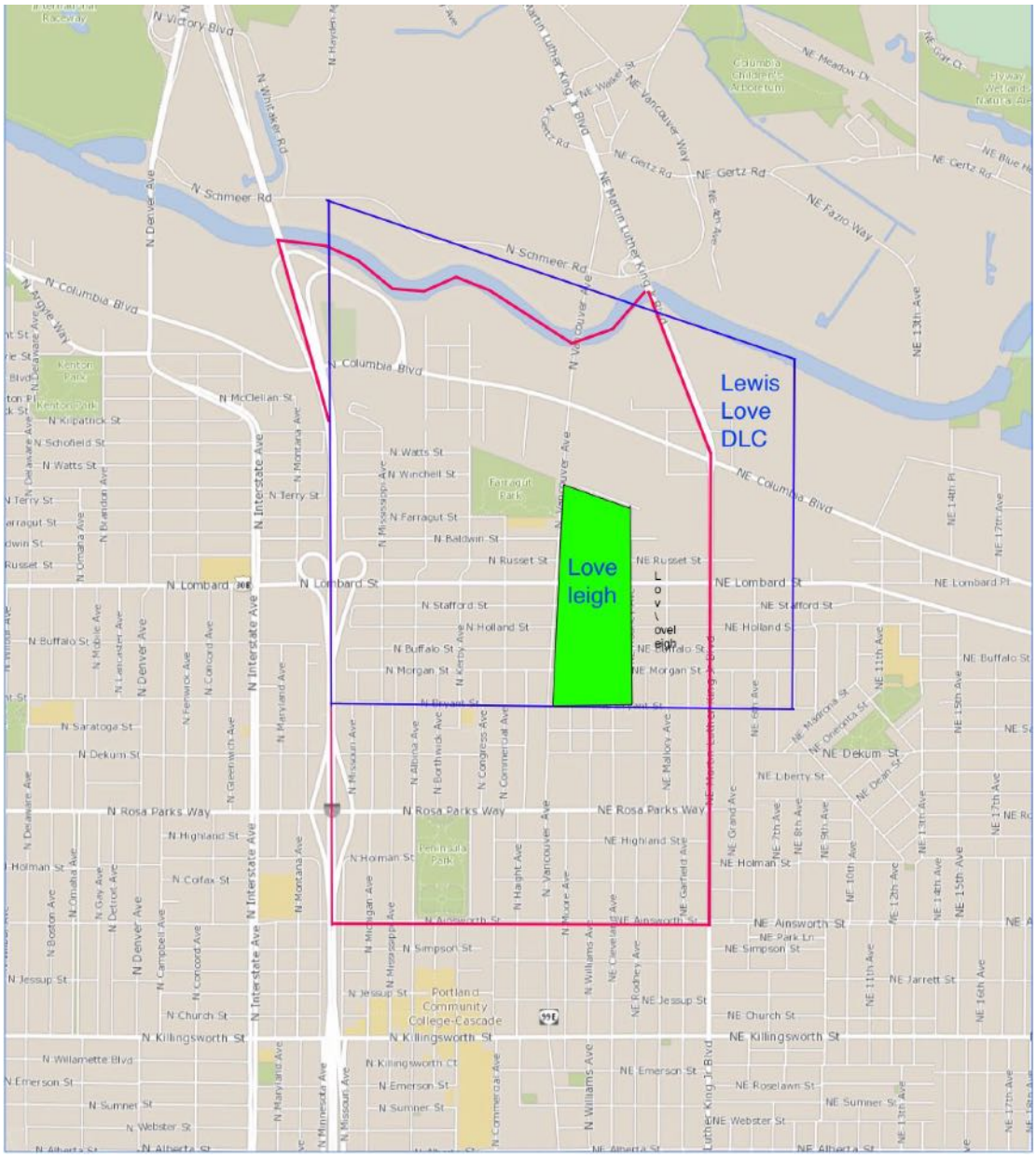
Elias Brong and wf. to Brong-Steele Co., same as described above, W. D. 1

We include a picture of the Father of Loveleigh (born in Ohio 1860 - died in Portland 1920).



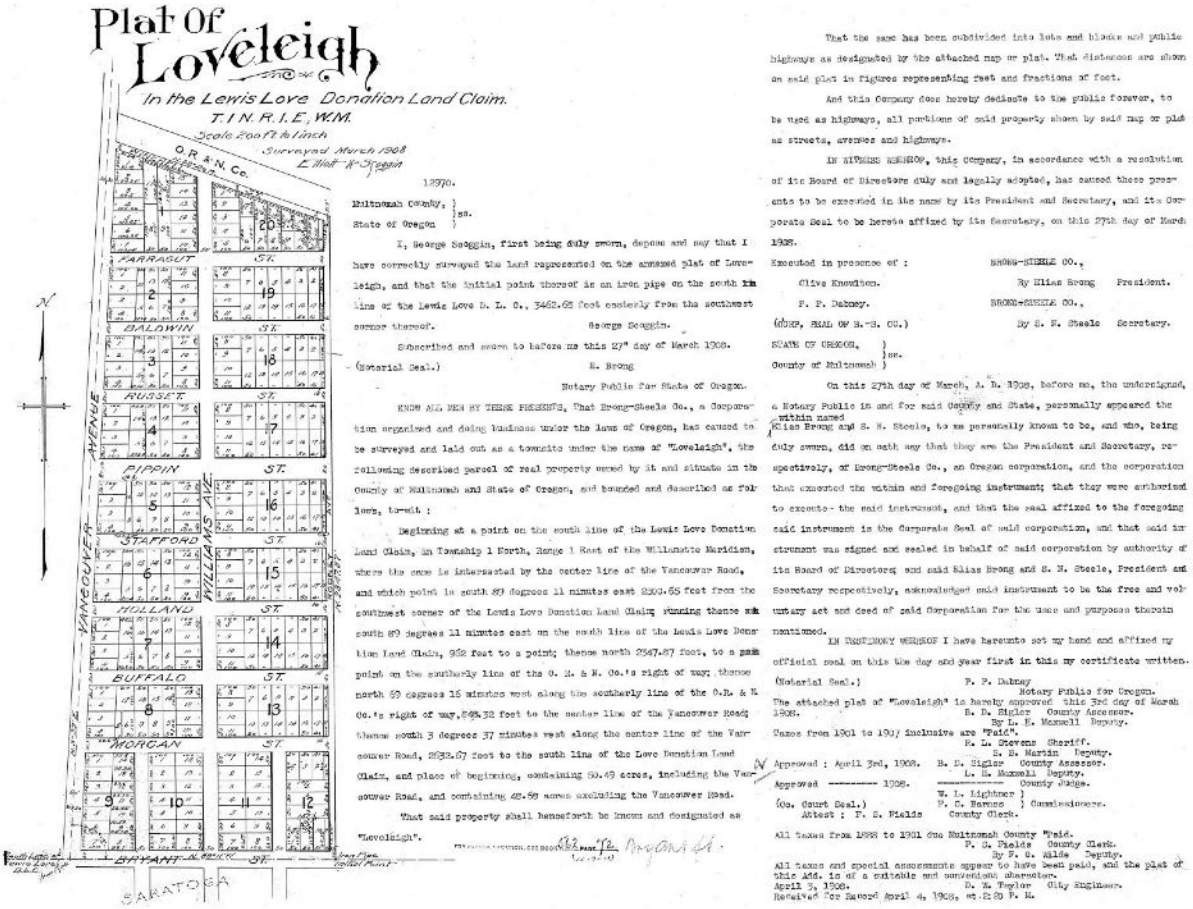
ELIAS BRONG

In the map below modern Piedmont is outlined in red, the Lewis Love Donation Land Claim is outlined in blue, and the Loveleigh subdivision is in solid green. The borders of Loveleigh are Vancouver in the west (west of Vancouver it is Lovewood - added 1928), Bryant in the south, Rodney in the east (east of Rodney it is Love's Addition - added 1918), and Winchell (i.e. the railroad tracks) in the north.



https://drive.google.com/file/d/1H7iCvc9u4icpIK1b6oQUW-s9-5aU-RBr

The Brong-Steele Company platted Loveleigh in 1908, and put the lots on the market. Below is a copy of the plat map and application. As always, the URL beneath pictures links to a bigger and better version in the cloud. As is usual Brong-Steele asserts they own the land and will donate the roads and sidewalks to the public domain. Of course Pippin Street is now Lombard Street.


Plat Of
Loveleigh
In the Lewis Love Donation Land Claim.
T. 1 N. R. 1 E. W.M.
Scale 200 Ft. to Inch
Surveyed March 1908
E. Elliott & J. Scoggin

O. R. & N. Co.

FARRAGUT ST.
BALDWIN ST.
RUSSET ST.
PIPPIN ST.
STAFFORD ST.
HOLLAND ST.
BUFFALO ST.
MORGAN ST.
BRYANT ST.
SARATOGA

VANCOUVER AVENUE
WILLIAMS AVE.

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

1270.

Multnomah County, } ss.
State of Oregon }

I, George Scoggin, first being duly sworn, depose and say that I have correctly surveyed the land represented on the annexed plat of Loveleigh, and that the initial point thereof is an iron pipe on the south line of the Lewis Love D. L. C., 3462.68 feet easterly from the southwest corner thereof.

George Scoggin.

Subscribed and sworn to before me this 27th day of March 1908.

(Notarial Seal.) E. Brong
Notary Public for State of Oregon.

KNOW ALL MEN BY THESE PRESENTS, That Brong-Steele Co., a Corporation organized and doing business under the laws of Oregon, has caused to be surveyed and laid out as a townsite under the name of "Loveleigh", the following described parcel of real property owned by it and situate in the County of Multnomah and State of Oregon, and bounded and described as follows, to-wit :

Beginning at a point on the south line of the Lewis Love Donation Land Claim, in Township 1 North, Range 1 East of the Willamette Meridian, where the same is intersected by the center line of the Vancouver Road, and which point is south 89 degrees 11 minutes east 2300.65 feet from the southwest corner of the Lewis Love Donation Land Claim; running thence south 89 degrees 11 minutes east on the south line of the Lewis Love Donation Land Claim, 932 feet to a point; thence north 2547.87 feet, to a point on the southerly line of the O. R. & N. Co.'s right of way; thence north 69 degrees 15 minutes west along the southerly line of the O.R. & N. Co.'s right of way, 696.32 feet to the center line of the Vancouver Road; thence south 3 degrees 37 minutes west along the center line of the Vancouver Road, 2632.07 feet to the south line of the Love Donation Land Claim, and place of beginning, containing 50.49 acres, including the Vancouver Road, and containing 48.68 acres excluding the Vancouver Road.

That said property shall hereafter be known and designated as "Loveleigh".

That the same has been subdivided into lots and blocks and public highways as designated by the attached map or plat. That distances are shown on said plat in figures representing feet and fractions of feet.

And this Company does hereby dedicate to the public forever, to be used as highways, all portions of said property shown by said map or plat as streets, avenues and highways.

IN WITNESS WHEREOF, this Company, in accordance with a resolution of its Board of Directors duly and legally adopted, has caused these presents to be executed in the name by its President and Secretary, and its Corporate Seal to be hereto affixed by its Secretary, on this 27th day of March 1908.

Executed in presence of : BRONG-STEELE CO.,
Clive Knowlton. By Elias Brong President.
P. P. Dabney. BRONG-STEELE CO.,
(CORP. SEAL OF B.-S. CO.) By S. N. Steele Secretary.

STATE OF OREGON, } ss.
County of Multnomah }

On this 27th day of March, A. D. 1908, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named Elias Brong and S. N. Steele, to me personally known to be, and who, being duly sworn, did on oath say that they are the President and Secretary, respectively, of Brong-Steele Co., an Oregon corporation, and the corporation that executed the within and foregoing instrument; that they were authorized to execute the said instrument, and that the seal affixed to the foregoing said instrument is the Corporate Seal of said corporation, and that said instrument was signed and sealed in behalf of said corporation by authority of its Board of Directors; and said Elias Brong and S. N. Steele, President and Secretary respectively, acknowledged said instrument to be the free and voluntary act and deed of said Corporation for the uses and purposes therein mentioned.

IN TESTIMONY WHEREOF I have hereunto set my hand and affixed my official seal on this the day and year first in this my certificate written.

(Notarial Seal.) P. P. Dabney
Notary Public for Oregon.

The attached plat of "Loveleigh" is hereby approved this 3rd day of March 1908.
B. P. Sigler County Assessor.
By L. H. Maxwell Deputy.

Taxes from 1901 to 1907 inclusive are "Paid".
R. L. Stevens Sheriff.
B. B. Martin Deputy.

Approved : April 3rd, 1908. B. P. Sigler County Assessor.
L. H. Maxwell Deputy.
Approved ---------- 1908. ---------- County Judge.
W. L. Lightner }
(Co. Court Seal.) P. C. Barnes } Commissioners.
Attest : F. S. Fields County Clerk.

All taxes from 1888 to 1901 due Multnomah County "Paid.
P. S. Fields County Clerk.
By F. G. Wilds Deputy.

All taxes and special assessments appear to have been paid, and the plat of this Add. is of a suitable and convenient character.
April 3, 1908. D. M. Taylor City Engineer.
Received for Record April 4, 1908, at 2:20 P. M.

http://www4.multco.us/Surveyimages/Plats/PL0000-0499/PL0414-047.PDF

The name Loveleigh came from a contest, in which winner Orena F. Rater won a $10 prize. Brong-Steele did a lot of creative advertising, with promises, prizes, and calculations. At the end of this paper we have included some of their ads from the Daily Oregonian between 1908 and 1911. Some of these ads mention the Swift Company -- in 1906 Swift bought the local Union Meat Company and started a large meat packing plant on the Columbia River, south of Hayden Island, and platted Kenton as its company town. The ads also mention the El Tovar "sister addition" of Loveleigh in Woodlawn, which has its north-east corner at MLK and Lombard.

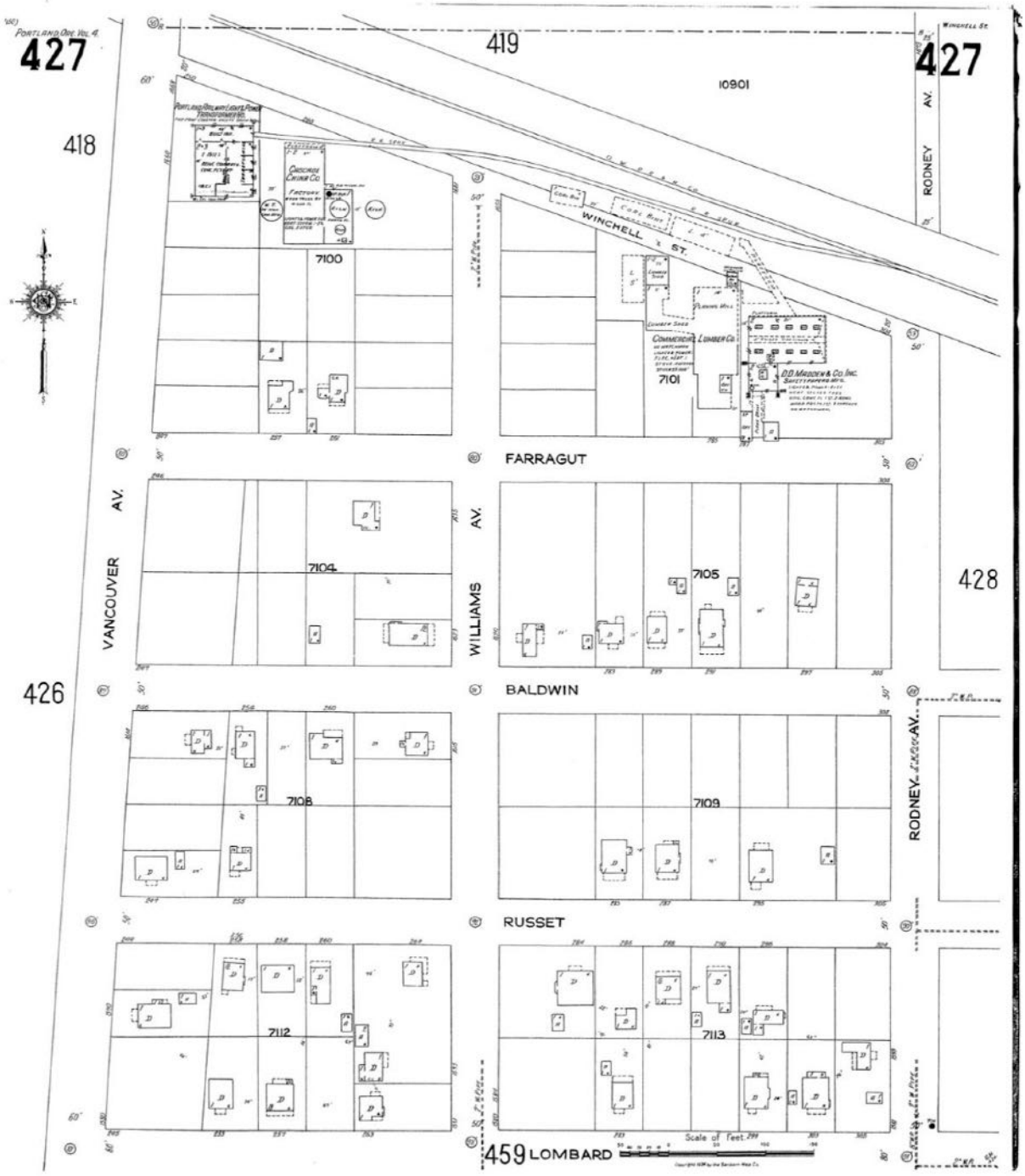
Here is an overview picture of the subdivision, looking north, from a 1908 Brong-Steele ad. Bryant is at the south side, the two large roads going north are Vancouver and Union (Martin Luther King), the smaller roads going north are Williams and Rodney.

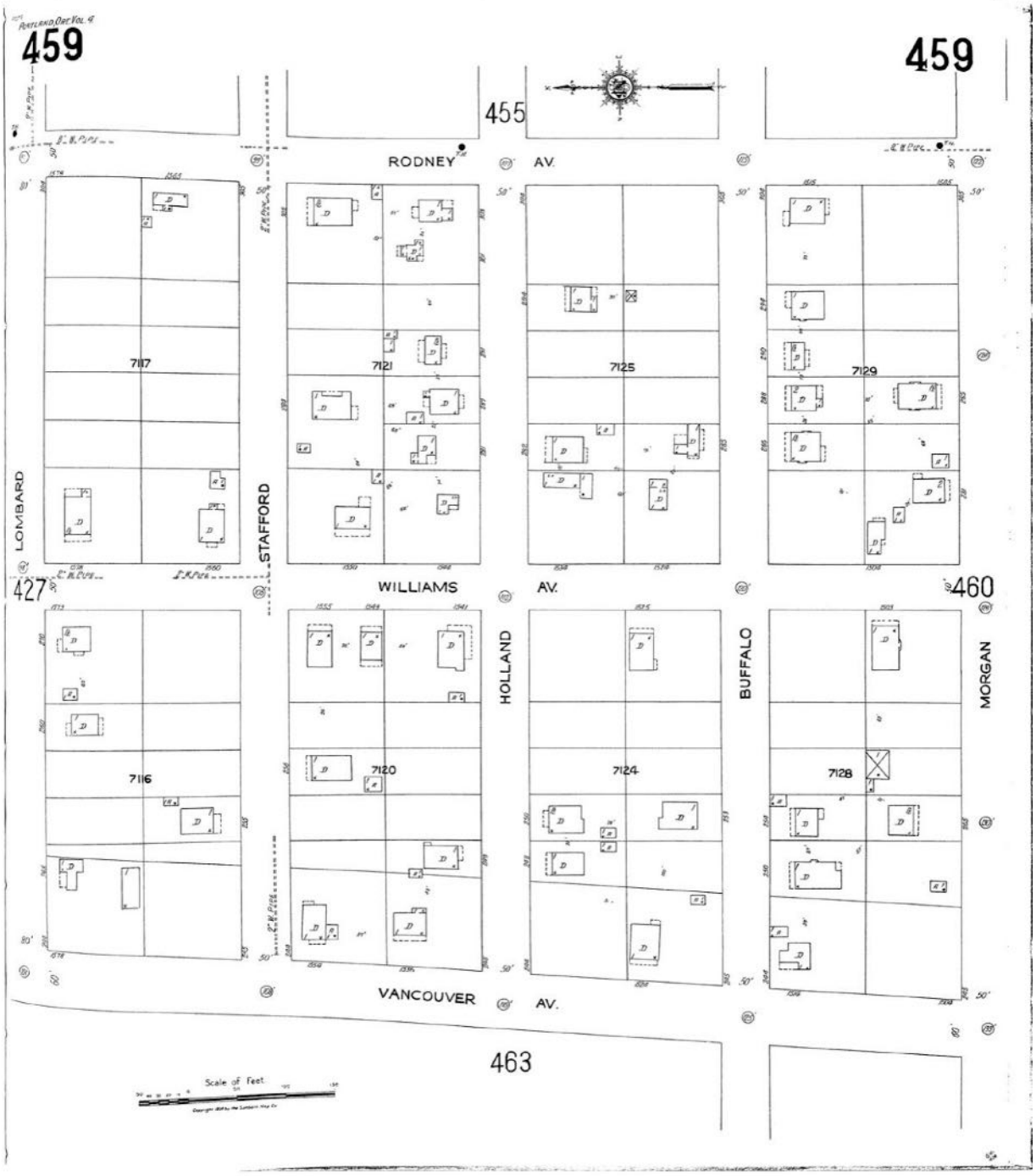


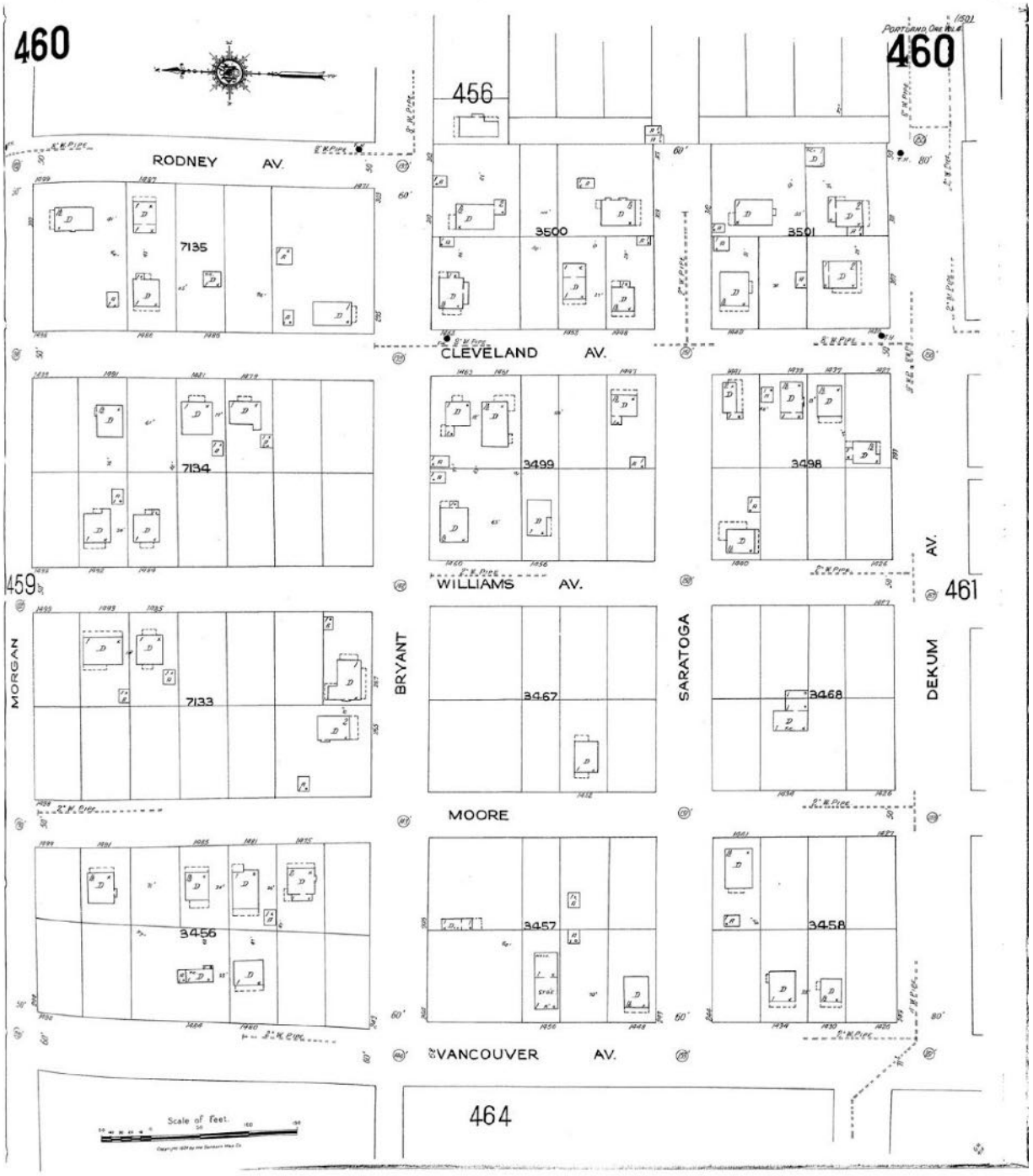
If you want to see if your house is in the Loveleigh subdivision, check this convenient web page.

https://www.redfin.com/sitemap/329418/OR/Multnomah-County/Portland/loveleigh

The next three pages are 1924 Sanborn maps of Loveleigh. They show which lots have houses (or businesses) on them in 1924, and which lots are still empty. Comparing the Sanborn maps with the current Portland Maps website gives information about the houses, and shows the changes over the last almost 100 years.


427
418
419
10901
427
RODNEY AV.
WINCHELL ST.
7100
7101
FARRAGUT
VANCOUVER AV.
WILLIAMS AV.
7104
7105
428
426
BALDWIN
7108
7109
RODNEY AV.
RUSSET
7112
7113
459 LOMBARD
Scale of Feet


459
459
455
RODNEY AV.
7117
7121
7125
7129
LOMBARD
STAFFORD
427
WILLIAMS AV.
460
HOLLAND
BUFFALO
MORGAN
7116
7120
7124
7128
VANCOUVER AV.
463
Scale of Feet


460
456
460
RODNEY AV.
CLEVELAND AV.
WILLIAMS AV.
VANCOUVER AV.
MOORE
MORGAN
BRYANT
SARATOGA
DEKUM AV.
459
461
464
7135
7134
7133
3456
3500
3501
3499
3498
3467
3468
3457
3458
Scale of Feet.

LOVELEIGH IS THE NAME

Portland, Oregon, March 28, 1908.

Brong-Steele Co., 110 Second Street—

Gentlemen: When you advertised for the most appropriate name for your beautiful tract of land, which is part of the Lewis Love homestead, and being so well acquainted with the land and the beautiful view which I get of the majestic snow-capped mountains of St. Helens, Adams and Hood, also the panoramic view of the beautiful hills across the mighty Columbia into Clarke county, the name "LOVELEIGH" came to me as the most appropriate one to give this beautiful addition. As the first part of the name is given in honor of Captain Lewis Love, who entered the land as a donation land claim over 50 years ago, and the last part of the name signifies a broad expanse of beautiful fields or lovely country,

Not—"The lowing herds wind slowly o'er the lea,"
Not—"A thousand demons lurk within the lee,"
But—The well-known Love's old home, "LOVELEIGH."

I hereby acknowledge the payment of sum of $10.00 in payment of the name "LOVELEIGH." Wishing you success in selling this beautiful addition, as it is undoubtedly the finest part of the city of Portland for homes, and thanking you for the same, I am, cordially yours,

ORENA F. RATER,
1215 EAST TAYLOR STREET.

The beautiful tract of high land purchased from the Love heirs by Brong-Steele Co. has been christened "LOVELEIGH," the name suggested by Orena F. Rater, who courteously acknowledges the receipt of the $10 prize money above.

LOVELEIGH

Affords the best opportunity ever presented to the people of Portland. Never in the past have such desirable building sites been offered at such low prices, considering the location and conveniences. Loveleigh lies this side of the immense

SWIFT PACKING PLANT

and north of Piedmont on the VANCOUVER CAR LINE, where there is an unobstructed view of the world-famous and awe-inspiring mountains—ST. HELENS, ADAMS and HOOD.

COME OUT TODAY AND MAKE RESERVATIONS	**LOTS $400 TO $500** $10 DOWN—$10 MONTHLY	AGENTS will BE THERE to SHOW YOU the GROUND

Take either the Woodlawn or Vancouver car, get off at Woodlawn schoolhouse and walk two blocks. In the course of a few days an office will be opened and an agent will be there every day till all the lots are sold. All lots are 50x100 feet.

WE ARE GOING TO MAKE THIS TRACT THE

FINEST RESIDENCE PORTION OF THE CITY

It will be platted at once and all improvements put in—GRADED STREETS, BULL RUN WATER, ETC., ETC.

PHONES A AND M 1743

BRONG-STEELE CO.

110 SECOND STREET



LOOKING NORTH ON WILLIAMS AVENUE IN LOVELEIGH

ANNOUNCEMENT

Next Tuesday, April 13, All Lots in LOVELEIGH and EL TOVAR Will Be Advanced 10 Per Cent

At last 100 lots in LOVELEIGH and EL TOVAR should be secured by wise homesite and investment seekers between now and Monday evening at 8 o'clock, when our office door will close and bar others from this opportunity. Remember, 8 p. m. Monday is the last hour we will sell lots at present prices.

IT WILL PAY YOU TO READ THIS STUDIOUSLY

MAGNICENT VIEW
TWO CAR SERVICES
18 MINUTES' RIDE

Loveleigh — SISTER ADDITIONS
El Tovar — GEMS OF PENINSULA

GRADED STREETS
WATER--LOTS PARKED
FINE HEALTHY AIR

SIGNS of the TIMES and THEIR SIGNIFICANCE

One has only to look around the city within the small radius of a mile of the heart of the shopping district to be convinced of the grand march of progress Portland is making. During the past 12 months upwards of $12,000,000 has been invested in new buildings. From a point of vantage—say the Board of Trade—one can point to at least 50 buildings, ranging from 3 to 10 stories, in course of construction, representing over $5,000,000, and about a dozen more skyscrapers are being planned and will be started this summer. All this building activity means a greater Portland and increased values of property.

You Will Save 10 Per Cent By Buying Before 8 o'Clock Monday Night

GRASP the OPPORTUNITIES TODAY, They WON'T LAST

Your time today and tomorrow will be profitably spent by visiting LOVELEIGH and EL TOVAR. By investigating the property you will find it desirable and very cheap even at the advanced prices.

Take Vancouver or Woodlawn car and get off at Bryant st. Agents will show you the tracts.

Terms 10 Per Cent Down, 2 Per Cent Monthly. Office Open Evenings Till 8 o'Clock

Phones A and M 1743 **BRONG-STEELE CO.** **110 Second Street**

WHEN YOU BUY

BUY RIGHT — in other words, buy where your investment will be steadily on the increase. **THAT PLACE,** of all places in Portland today, is **"LOVELEIGH,"** delightfully located on the Vancouver car line, between Portland and Vancouver. **SWIFT** has already begun the expenditure of millions in an enormous packing plant, and work will soon begin on a $750,000 sawmill. **AND ALL THIS** is in the vicinity of "Loveleigh," which means great profit to those who have already bought and those who now buy, for the hundreds of employes of these industries must have homesites.

"LOVELEIGH"

IS THE PLACE

VISIT "LOVELEIGH" TODAY

Free Car Fare by Calling at Our Second Street Office

IT MEANS MONEY FOR YOU

BRONG-STEELE CO.

PORTLAND, OREGON
110 Second Street

Phones: A-1743 **Main 1743**

BEAR IN MIND

THAT **"LOVELEIGH"** is everything that its name implies, and more, too—high, beautiful and sightly; within the city limits, only 15 minutes by car from Second and Washington sts.; graded street (established grades); building restriction; streets 50, 60 and 80 feet; city water and electric lights; lots 50x100 feet, cleared and parked; Catholic school within two blocks; "Woodlawn" public school within 800 feet. We want you to see these lots. Take Vancouver car and get off at Woodlawn school, or take Woodlawn car, get off at Dekum avenue and walk west to Woodlawn school. Lots 50x100 — $10 down and $10 per month.

AGENTS ON GROUND TODAY

PROSPERITY

Is upon us in PORTLAND NOW, and MILLIONS of DOLLARS of Eastern money is now being spent in great Packing Plants and other Factories and Milling Propositions in Portland, and from present outlook a great majority of them will be built on the PENINSULA. Can you realize what that means to a party buying a lot in either

Loveleigh or El Tovar

at present prices? It means easily double the price paid for same. What better do you want?

Look at Union Avenue (the longest street in the city) the contract to pave TWO MILES of it has just been let, costing over $160,000. EL TOVAR is facing on this great business street, and LOVELEIGH is only two blocks west of it, and both of these beautiful additions are in the vicinity of where SWIFT PACKING CO. are spending MILLIONS, and so many other big concerns under consideration that it makes these two additions look unusually good to the investor. Every street in LOVELEIGH is graded and now laying water mains; a number of homes built and now building.

A Great Future for These Two Additions
IS ASSURED.

Building Restrictions, Graded Streets and Water Mains Laid Free to Buyer.

Price $350 and Upward

Terms, $10 Cash and $10 Per Month—Call and See Them

Brong-Steele Co.

PHONES—MAIN 1743, A-1743. 110 SECOND STREET.

DO NOT LET THE OPPORTUNITY PASS

A man's life is what he makes it. Opportunity is constantly passing us, stops, stares us in the face, and, if we do not grasp it, it goes on. Many a man has been poor all his life because he was a "Doubting Thomas." We are giving you today a chance to get a home in either of our beautiful sister additions—

LOVELEIGH

— OR —

EL TOVAR

For the price of your cigar money each day, if you are a good smoker. Before you get the lot paid for on the monthly plan, it will double in price, while your cigar money goes up in smoke.

Think it over, then come in and look the lots over.

Union avenue, the **great business street** of East Portland, cuts these two additions in twain.

Building restrictions, graded streets, city water mains, without cost to buyers. So many **big concerns going beyond us. Prices reasonable. Terms easy.**

Take Vancouver or Woodlawn car at Washington and Second streets. Get off at Woodlawn schoolhouse. Agent on ground.

BRONG-STEELE CO.

110 SECOND STREET

LOVELEIGH

"?"

If a Man Buys a Lot in Loveleigh or El Tovar

For $500 and pays 10 per cent cash and the balance 2 per cent monthly, how much will he have to save daily to make his monthly payments?

LET'S FIGURE IT OUT

10 per cent of $500 equals $50—first payment.
2 per cent of $500 equals $10—monthly payments.
$10 divided by 30 (days) equals 33 1-3 cents—daily savings.

ANSWER 33⅓ CENTS

What's the Sacrifice?

Possibly a few cigars, a few drinks, the theatre or a ball game.

IF HE STUDIES THE MATTER SERIOUSLY he will logically conclude that the little sacrifice will yield him HANDSOME RETURNS. In a few months he will realize that he has something substantial to show for his money, that he has a standing in the community, and that he is a man of importance.

Remember — 500,000 1912

Means 200,000 for the peninsula, and the building up of the BEAUTIFUL ADDITIONS—LOVELEIGH and EL TOVAR. These two tracts are the most desirable home district to be found. It is only 18 minutes' ride from Second and Washington streets down Union avenue, the main thoroughfare between Portland's business center and Vancouver. Schools, stores, Bull Run water, telephones, electric lights, graded streets, building restrictions and a perpetual view of mountains make the district ideal for homes.

Go Down Today

You will be delighted with the property and you will find the prices reasonable. If you take Vancouver car get off at Bryant street and you will be on the ground. If you take Woodlawn car, get off at Portland boulevard and walk two blocks north on Union avenue.

Office Open Evenings Till 8

Prices Right — Terms Easy

10 Per Cent Down
2 Per Cent Monthly

BRONG-STEELE CO.

110 SECOND STREET

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EL TOVAR

$500 REWARD

LET YOUR BRAINS FILL YOUR POCKET BOOK

EVERYBODY CAN TRY

PROPOSITION—To the person forming the largest list of words out of the letters used in the word

LOVELEIGH

We will give $100 Credit Certificate. The second and third largest lists will receive $75 and $50 respectively in Credit Certificates. The balance of the $500 to be divided among the other contestants according to the merits of their respective lists.

CONDITIONS—Write your list with pen and ink, using one side of the paper only. The letters shall not be used oftener in any one word than they appear in the word Loveleigh. For example, the following words come within the requirements: Love, go, log, hog, etc. Pin the pages of your list together and sign your name and address plainly.

SEND IN YOUR LIST, NO MATTER HOW SMALL

IT MAY BE A PRIZE WINNER

A WORD OF EXPLANATION—Loveleigh is the name of one of the most beautiful home sections in the city. It lies just north of Piedmont and commands an unsurpassed view of mountains and river. Only 20 minutes' car ride from Washington st.

CREDIT CERTIFICATES—These Credit Certificates will be accepted by the company at face value as part purchase price for any lot hereafter sold in the tract at our regular list price. It is understood, however, that the certificate must be presented for redemption within 30 days from its date, and that not more than one Certificate can be applied on each lot.

ALL THE LISTS MUST BE IN OUR OFFICE BY JULY 1. THE REWARDS WILL BE DISTRIBUTED BY JULY. 3. ADDRESS

BRONG-STEELE CO.

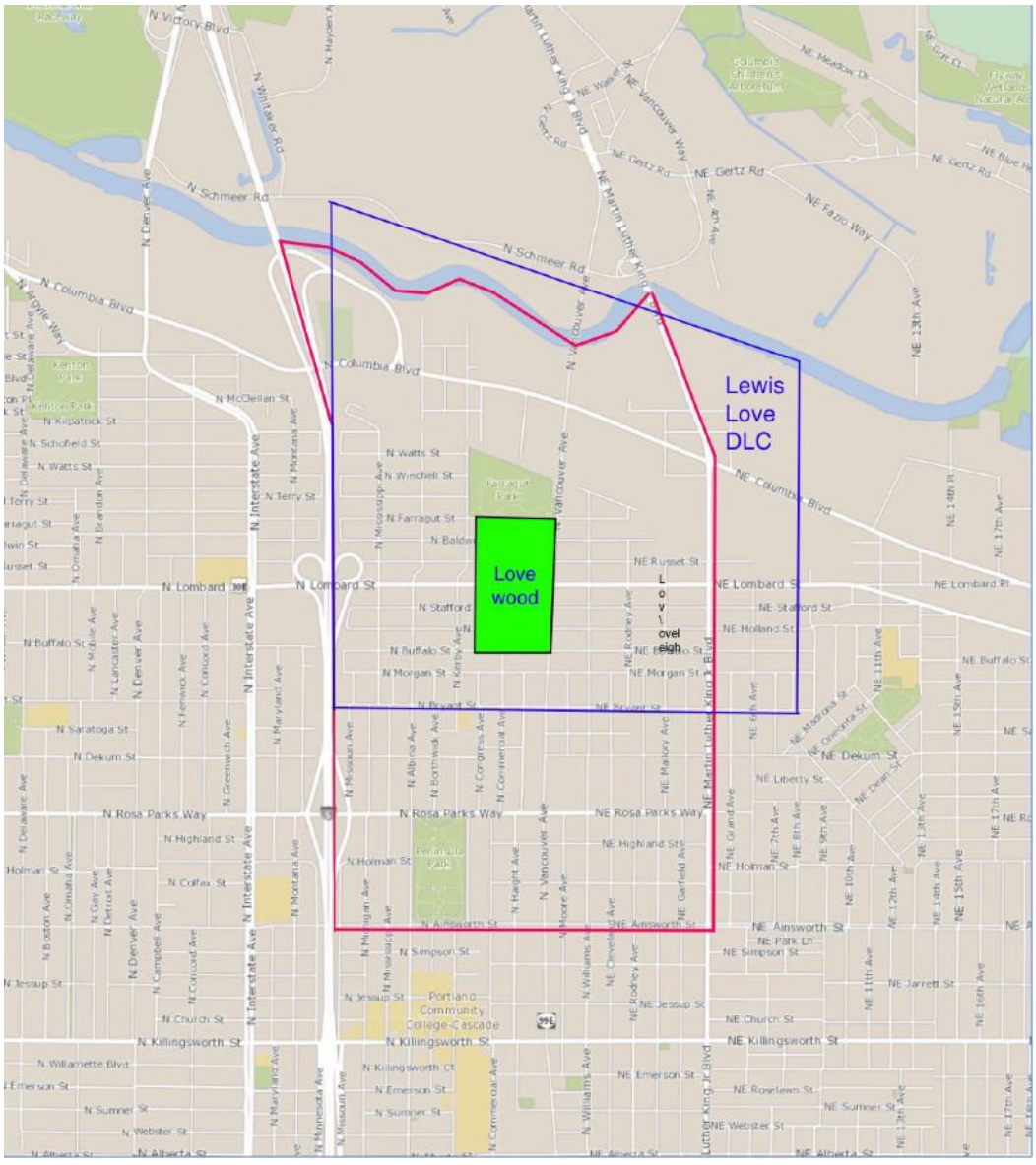
SALES DEPARTMENT.
GROUND FLOOR LEWIS BUILDING, PORTLAND, OREGON.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Subdivisions: Lovewood

Jan de Leeuw

Version 03-08-2018



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In this chapter we review the information we have on the Lovewood subdivision, the solid green area on the map above, inside the red outline of modern Piedmont. As is usual in this book, the URL under the picture links to a larger copy with a higher resolution that you can view in the browser or download.

The Lovewood subdivision is different in many respects from neighboring subdivisions such as Loveleigh, Swinton, and Fairport. It was platted in 1928, which is late compared to other subdivisions in Piedmont. There was no reason any more to sell the lots with the pitch that they were close to the Swift plant and other industrial units in North Portland. Secondly, it was not platted by a development, investment or trust company, but by the City of Portland. This is unusual. As the following article from the Morning Oregonian of July 15, 1928 shows the City took over the property because of delinquent taxes. We are not sure when, and from whom, but that's a topic for further research. This was in depressed economic times, so there may have been some connection with the banking crisis.

It is also very interesting, but not very surprising, that initially the City had a racist exclusion clause in the deed, and only decided to remove it under pressure from the NAACP.



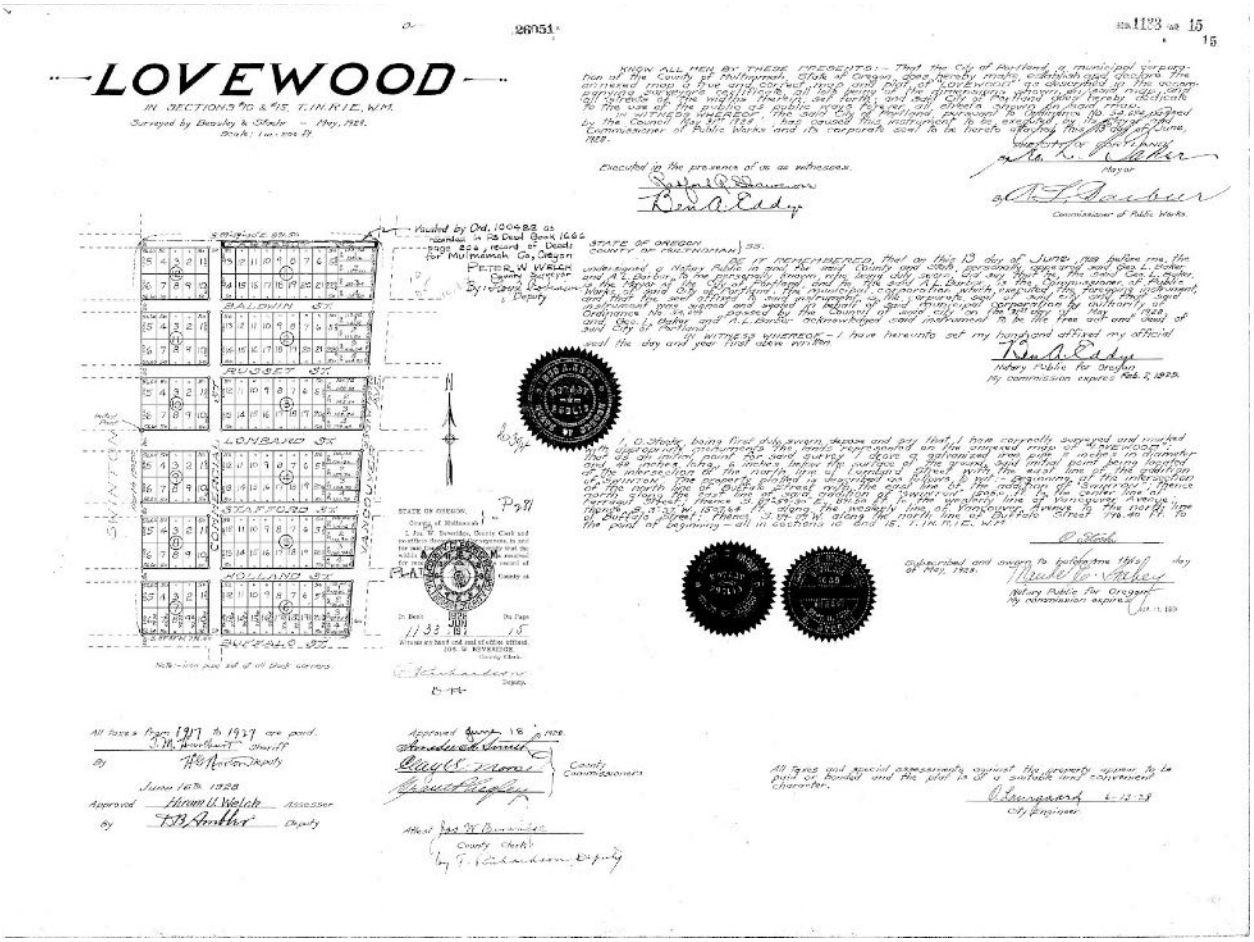
CITY TO SELL PROPERTY

Lovewood Buyers Not to Be Restricted to White Race.

The city will impose no restrictions against negroes and others not of the white race on property which it will offer for sale in Lovewood, a district platted by the city when it took over acreage in the Peninsula district for delinquent assessments.

The delinquent tax committee has recommended to the council that the sentence, "No person other than the Caucasian race shall own any part of said property or occupy the same as a residence," be stricken out of the deeds. Protest against the restriction was made to the council by the Portland branch of the National Association for the Advancement of Colored People on the ground that it was undemocratic.

The next picture is the original 1926 plat map, with survey and notary information. The plat map shows four blocks of 20 lots, 6 blocks of 10 lots, and two blocks of 22 lots, for a total of 184 lots.

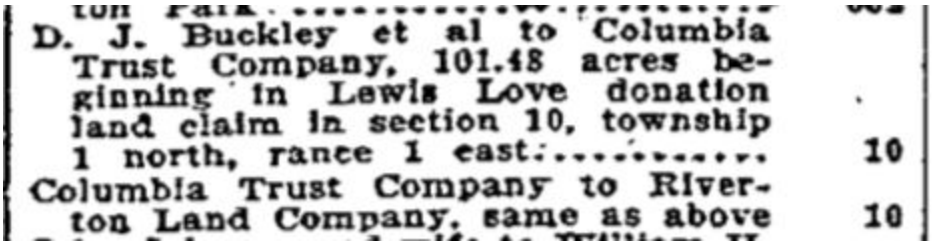


http://www4.multco.us/Surveyimages/Plats/PL1000-1199/PL1133-015.PDF

Like Loveleigh, Swinton, and Fairport the Lovewood subdivision was located on a part of the Lewis Love Donation Land Claim. After Captain Love died in 1903 his properties, which included about half of modern Piedmont, part of 700 acres of land in sections 10, 14, and 15 of township 1 north, range 1 east, was divided up among his children and grandchildren. A piece of 128 acres usually described as “on Vancouver county road” went to his spiritualist minister son Green C. Love. There was a great deal of conflict between the children about the estate, partly because Captain Love put some rather unfriendly restrictions in his will. I will tell that story elsewhere. Although I am not entirely sure, the 128 acres must have covered the land from Bryant in the south to the Columbia Slough in the north, and between Vancouver in the east and (roughly) Kerby in the west. That includes the Green C. Love Addition, Lovewood, Farragut Park, and the industrial area around Columbia Boulevard, between the railroad and the Slough.

In the real estate section in the Oregonian of May 5, 1909 we see the sale of 101.48 acres to the Columbia Trust Company. The year before they had platted Swinton. D.J. Buckley was basically buying and selling pieces of the Lewis Love inheritance. He had bought the ⅛ share of son Fred D. Love for $ 10,000, and the 1/30 share of grandson John A. Love. He was also

handling the affairs of some of the other children of William Love. I will get more precise if I manage to actually see the deed.



D. J. Buckley et al to Columbia Trust Company, 101.48 acres beginning in Lewis Love donation land claim in section 10, township 1 north, rance 1 east..... 10

Columbia Trust Company to Riverton Land Company, same as above 10



BIG SUBURBAN TRACT IS SOLD

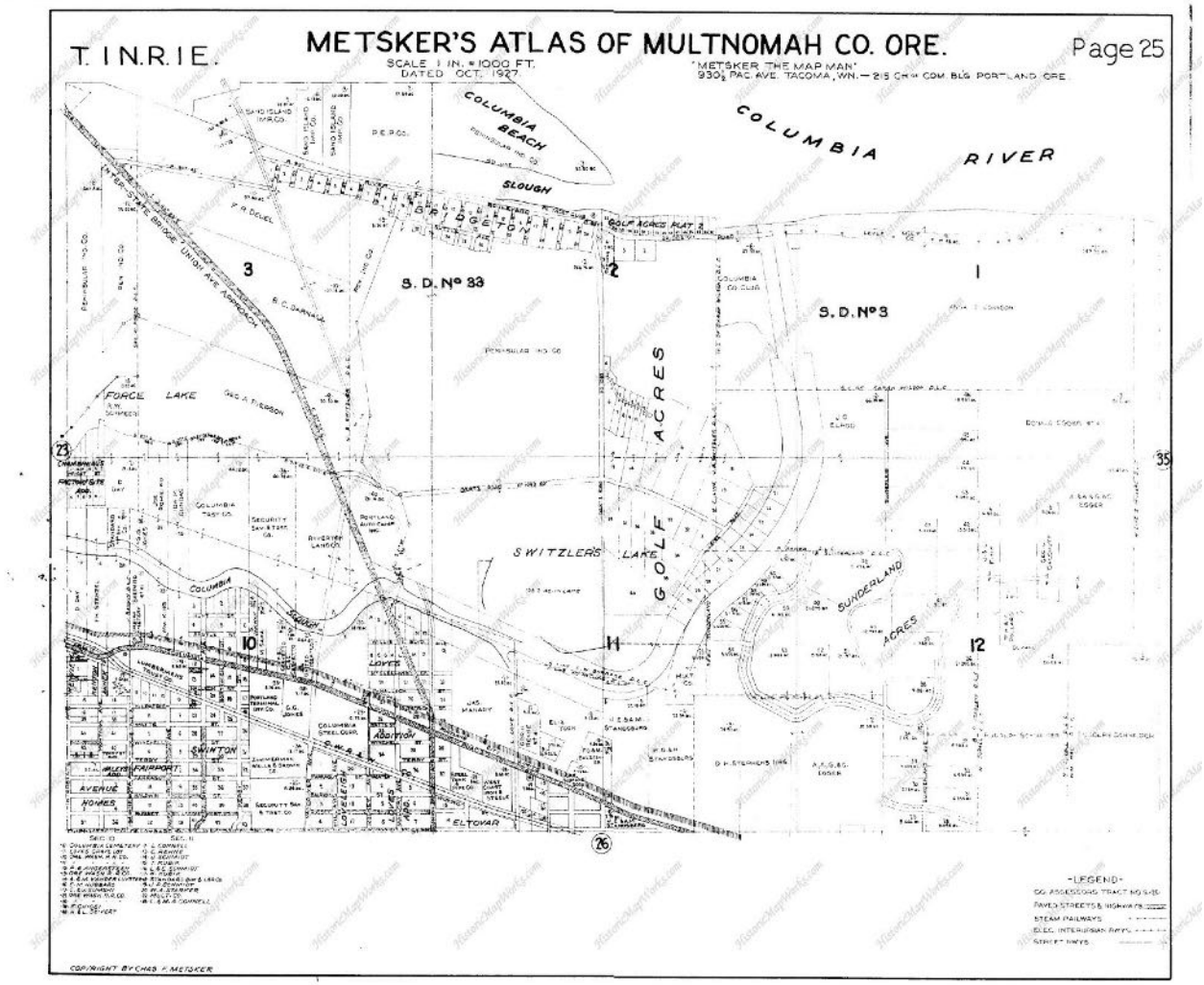
The Columbia Trust company has just purchased 101 acres of the Lewis Love donation claim, lying at the intersection of Columbia boulevard and Vancouver county road, near Loveleigh and Swinton additions. The land was secured through the Brong-Steele company for a syndicate composed of Portland and Astoria business men. The price, it is said, was upwards of $75,000. The deed passed yesterday. It is said the land was bought as an investment and will not be platted.

The same company has added 114 acres to the original Columbia Beach property, making their holdings now 330 acres. The Columbia Trust company will act as selling agents for the Riverton Land company, just incorporated, and will announce two very important deals in about a week's time, one being an acreage subdivision and one a city subdivision proposition.

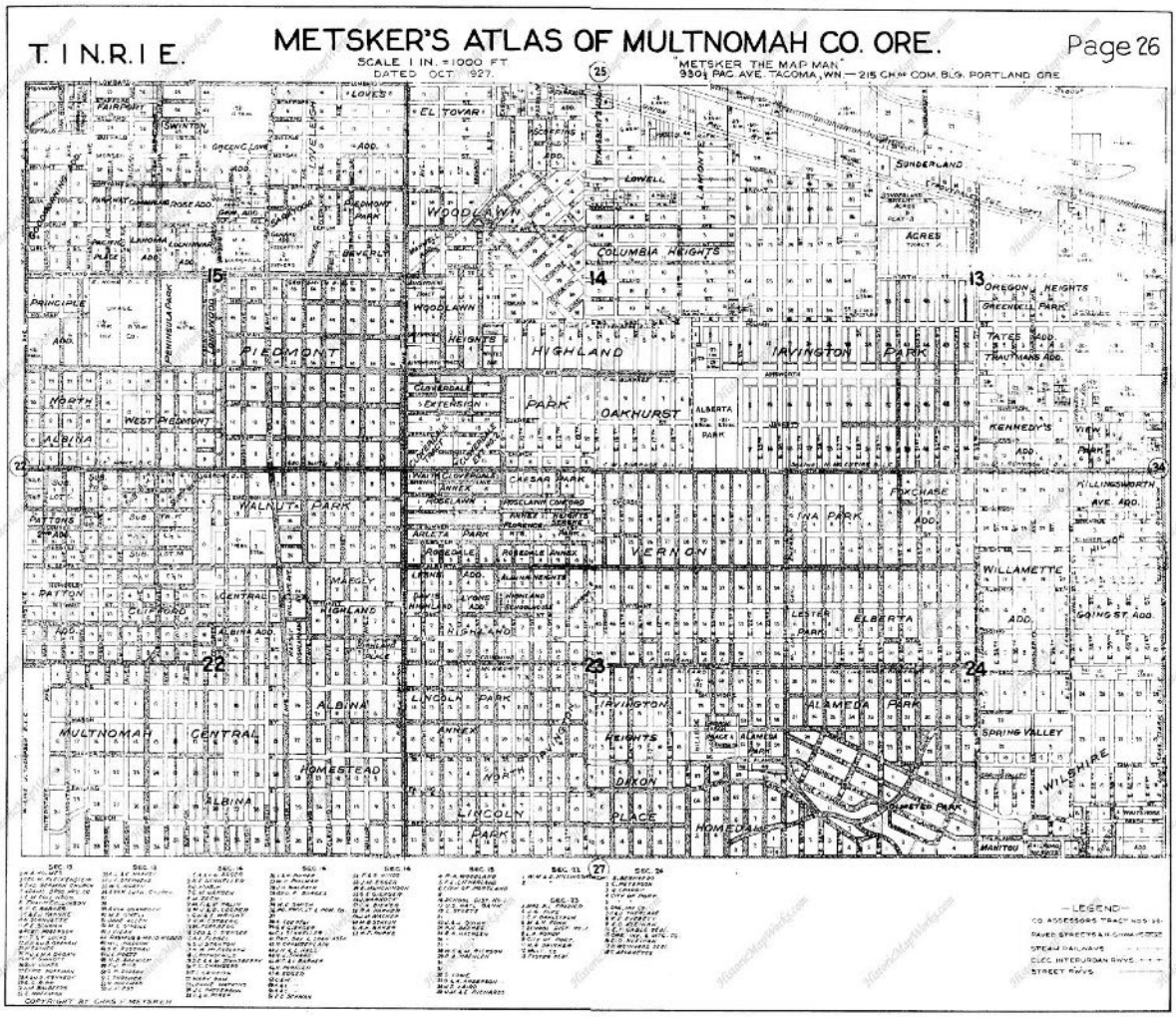
Note that the buyers say, in 1909, that the land will not be platted but will be an investment. This explains why the area between Loveleigh and Swinton was not developed until the City took over in 1928.

The two 1927 Metsger maps, shown below, are helpful. If we add up the pieces between Vancouver Avenue and the eastern border of Swinton, all the way from Buffalo Street to the Columbia Slough, then we find about 86 acres. From the Slough to the northern border of the Lewis Love DLC is maybe another 15 acres, so that we get close to the 101 acres “lying at the

intersection of Columbia boulevard and Vancouver county road, near Loveleigh and Swinton additions."



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https://drive.google.com/file/d/0B94Urj3OjM7BcFVwMlRIMlQwZkk/view

Like Loveleigh, Swinton, and Fairport the Lovewood subdivision was cut in half by Lombard Street, which seems like a natural subdivision boundary, especially in later years when it became an important traffic artery. Note that the part above Lombard is in section 10 of township 1 range east 1, while the southern part is in section 15. In addition, the western boundary is not a street, but simply the eastern boundary of Swinton. And the northern boundary is not the railroad, but Farragut street. The area that would later become Farragut Park was not included.



PLANT SITE IS BOUGHT

Loggers and Contractors Machinery Company to Build.

J. H. LaMoree, president and management of the Loggers & Contractors' Machinery company, yesterday concluded the purchase of a tract of 17 acres of land bounded by the Oregon-Washington railroad right-of-way, Vancouver avenue and Columbia boulevard, to be used as a site for the new plant of the corporation. The company is now located adjacent to the Willamette Iron works in south Portland and by reason of increasing output and restricted space there, sought a new location.

The property acquired was owned by Green C. Love and is a part of the Lewis Love donation land claim. While the price is not stated it is understood to have been in the neighborhood of $2000 an acre. Construction of the new plant will begin immediately.

The assumption is that is the area north of the railway, in the strip owned by Green C. Love. Again, more precise analysis is possible by looking at the deed.

After 1928, development of Lovewood got underway. Since sales were handled by city employees, they were somewhat slow getting underway unsurprisingly slow. It seems the city sold blocks of houses to various builders, rather than to individuals. In 1933 deeds were changed again. Initially it was required that houses to be build on the lots had to be at least $ 3,500, this was decreased to $ 2,500. Remember that this development got under way during the Great Depression. We close this chapter with an Oregonian article of March 28, 1937 and an ad from the same year, when the crisis was subsiding and the building took off. In fact the article states that 200 lots have been sold, while 184 had been platted originally.

54 HOUSES BUILT IN NORTH DISTRICT

Lovewood Activity Reveals Building Trends

Construction of 54 new houses with an estimated valuation of $270,000 in the Lovewood district of north Portland was cited last week as an indication of the building trend now sweeping the city of Portland.

A total of 200 lots in this district have been sold, it was announced.

The new houses which are under construction or are planned and will be started soon are of modern design and feature all modern conveniences. The average value has been placed at $5000.

In some cases the landscaping and placing of shrubbery already has been completed.

There are at least five builders participating in the development of the Lovewood district. Most of the activity centers on North Holland and Stafford streets between Vancouver and Commercial avenues.

One builder alone is reported to be constructing 24 houses in this section, three of which already have been sold.

Construction work got under way in November and has been gaining momentum with the more favorable weather of spring.

Residential Development Takes Place in North Portland District

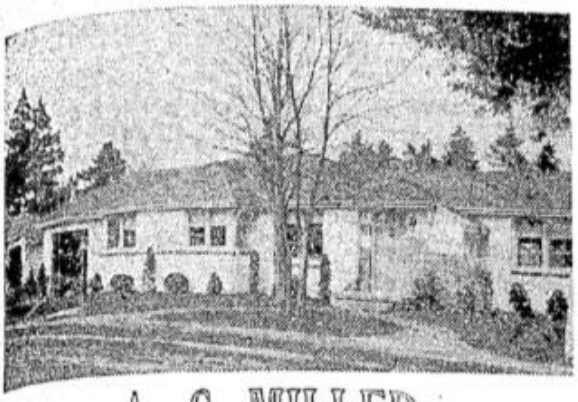


These new houses, just completed on North Holland street between Vancouver and Commercial avenues, are typical of the development now taking place in what is known as Lovewood district. Building activity got under way in November, and now 54 new houses are under construction, totaling in value approximately $270,000.

BUYING NEAR LAKE

Cape Cod Cottage Completed in Eastmoreland District

LOVEWOOD'S FASHION ROW ON EASTER PARADE



A. C. MILLER

for 20 years a builder of exclusive and originally designed homes

ANNOUNCES

the opening of Fashion Row
in the smart new
LOVEWOOD ADDITION

50 NEW HOMES

And Many Sites Available

CAPE COD FRENCH COTTAGES
MONTEREY
SEMI-ENGLISH CONTEMPORARY

All of the Ultra-Modern Home Features
Including Winter Air Conditioning

SIZES—4 TO 7 ROOMS

Prices From $4475 Up

OVERSIZED WOODED TRACTS

Near Grade, High and Parochial Schools

FHA RENT-LIKE FINANCING

LOCATED

2 BLOCKS SOUTH OF LOMBARD ON HOLLAND ST., BETWEEN VANCOUVER AVE. AND COMMERCIAL. (GO OUT VANCOUVER AVE. TO HOLLAND ST.)

A. C. MILLER, Builder

Guaranteed Construction

1015 N. W. Lovejoy BE 9602

References

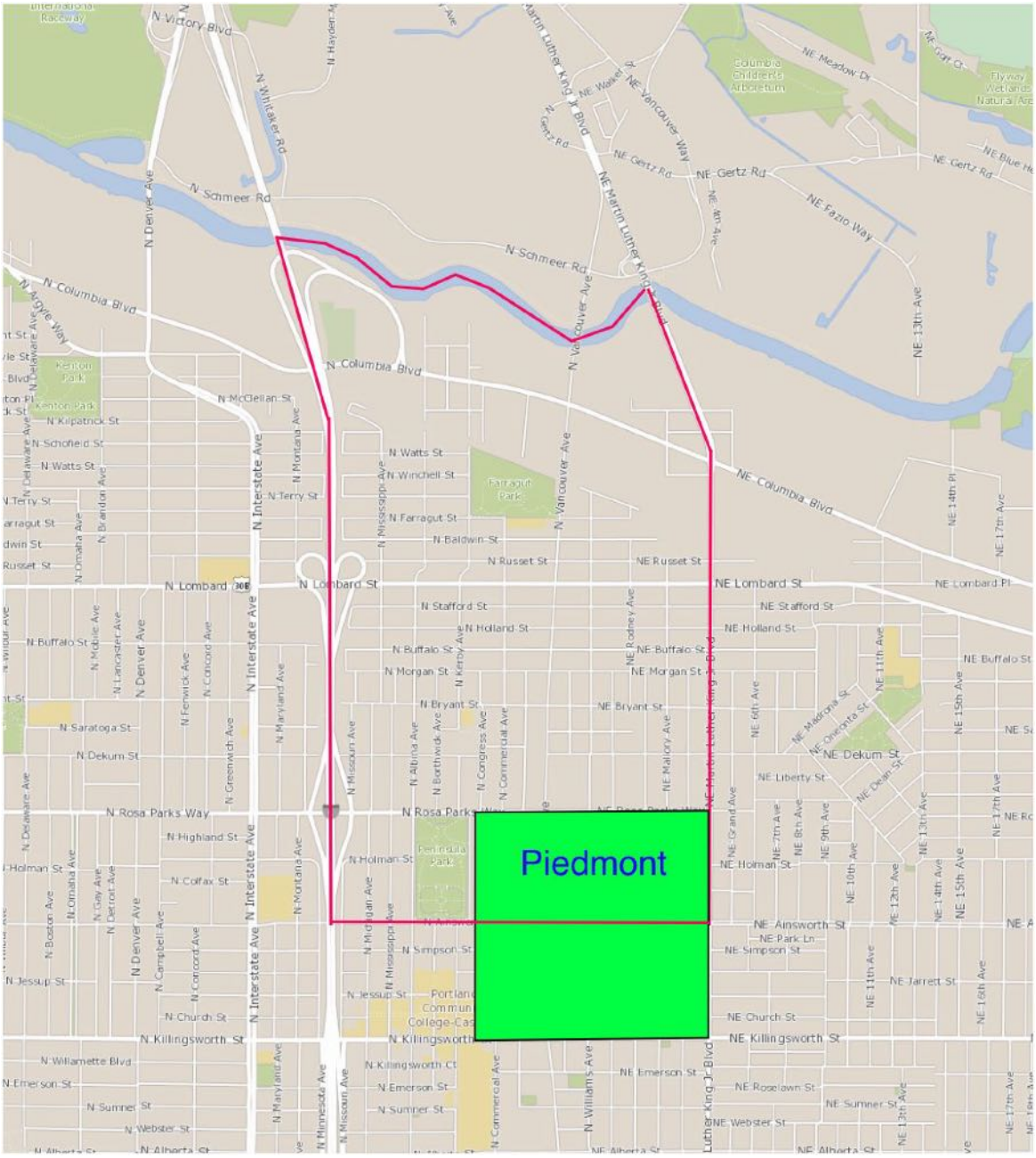
Oregonian: *Plant Side is Bought.* 10/29/1919
Oregonian: *City to Sell Property.* 07/15/1928
Oregonian: *54 Houses Built in North District.* 03/28/1937
Oregon Daily Journal: *Big Suburban Tract is Sold,* 05/02/1909

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Subdivisions: Piedmont

Jan de Leeuw

Version 07-05-2020



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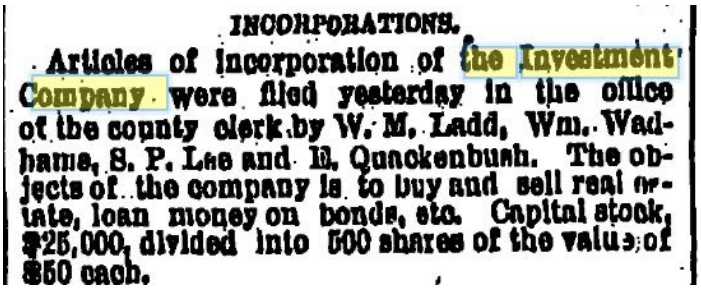
The Land

The Piedmont subdivision is 160 acres of land, bounded by (what is now) Rosa Parks Way, Martin Luther King Jr Boulevard, Killingsworth Street, and Commercial/Kerby Avenue. Although the neighborhood and the subdivision have the same name, only about 10% of the current Piedmont neighborhood is in the Piedmont subdivision. It is, however, the oldest developed part. In this chapter I write the history of the Piedmont subdivision, even though I will be talking about only a small part of the Piedmont neighborhood.

I have reviewed the history of the 160 acres that make up the subdivision in the chapter on the 1866 Henry Walsh military donation claim. George and Elizabeth Smith obtained his land for an undisclosed amount and added 80 acres of Evander Howe's homestead to the west. They registered the deeds in 1870 and sold the 240 acres to A.P. Dennison and H.F. Bloch for $ 2,400 in the same year. In 1872 Bloch and Dennison sold the eastern 160 acres, which would become the Piedmont subdivision, to P.J. Martin and D.F. Harrington for $ 5,000. The land stayed in the hands of the Martin clan until 1888, although with much back and forth and legal wrangling, all documented in the homestead chapter. In 1888 D.V.B. Henarie, of the Martin Company, sold to the parcel Charles A. Neal for $ 24,000, who immediately sold it to the Investment Company for the same $ 24,000. And that was the last sale before a plat was filed.

The Plat

The plat map for Piedmont was filed on October 16th, 1889, by the Investment Company. The Investment Company incorporated on October 14, 1887, with the explicit purpose of investing in real estate, mainly in what is now Northeast Portland. Their first, and largest, project was the laying out and platting of the Piedmont subdivision, which was half a mile long and half a mile wide for a total of 160 acres, and over 600 city lots. A later, much smaller, project was the Beverly subdivision, consisting of about 65 lots immediately north of Piedmont.



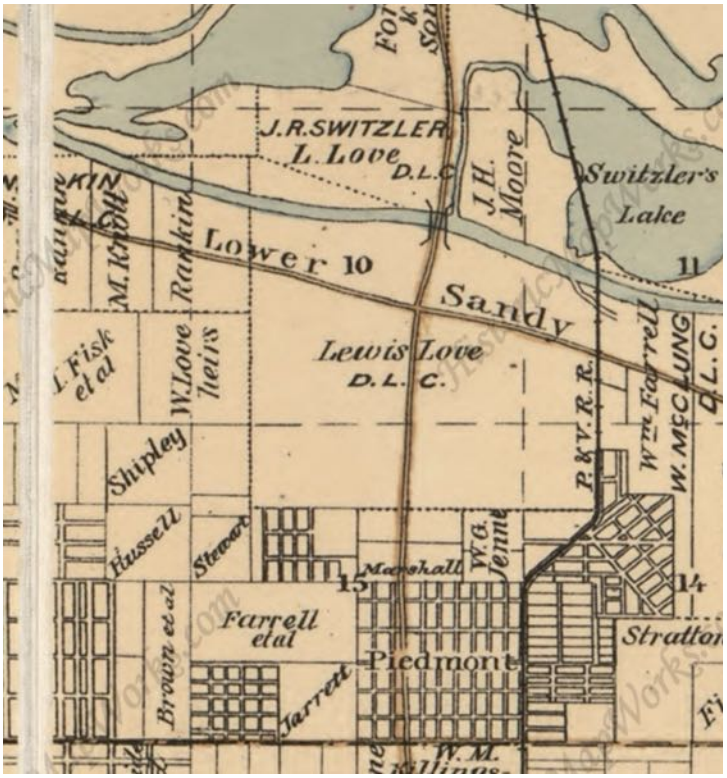
INCORPORATIONS.

Articles of incorporation of the Investment Company were filed yesterday in the office of the county clerk by W. M. Ladd, Wm. Wadhame, S. P. Lee and M. Quackenbush. The objects of the company is to buy and sell real estate, loan money on bonds, etc. Capital stock, $25,000, divided into 500 shares of the value of $50 each.

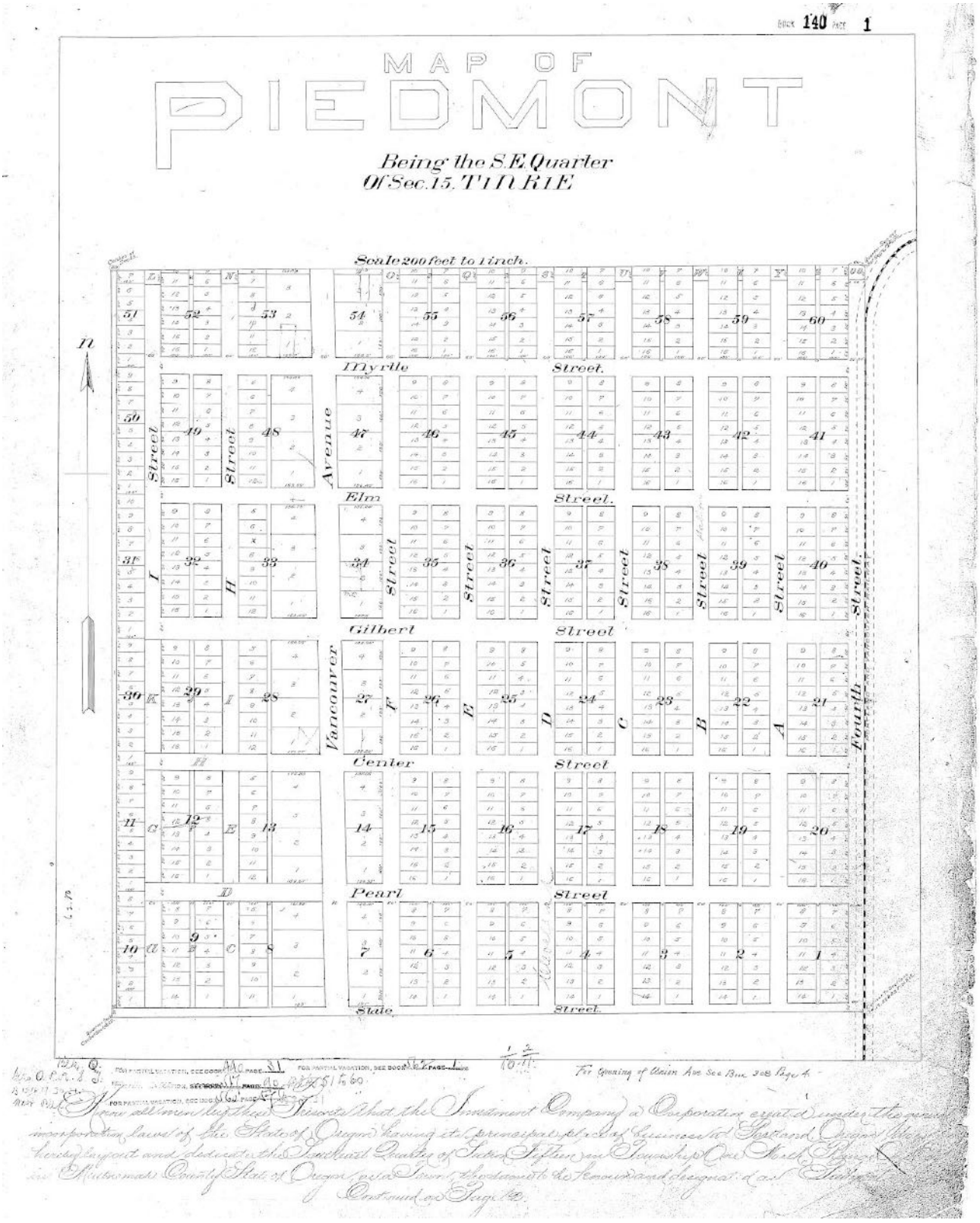
Oregonian, 10-15-1887

The filing document describing the plat is three pages, one with a map, and two with text. I only include the map in this chapter, with a link to the full document. I transcribe the text to save readers the trouble of deciphering 19th century longhand.

Some names on the map stand out. What is now Killingsworth Street used to be State Street. What is now Martin Luther King Jr Boulevard used to be Fourth Street. Ainsworth Street used to be Center Street. There is no street to the north of the plat, because Portland Boulevard, later Rosa Parks Way, did not yet exist. There is also nothing to the west, because there is no Kerby Avenue yet. Here is a cutout of 1889 Multnomah County to show the general area at the time. Also note the Portland and Vancouver Railroad on Fourth Street, then making a 45 degree turn east at the northeast corner of Piedmont to avoid going over Lewis Love's land and in the process tilting some streets in Woodlawn off the regular grid.



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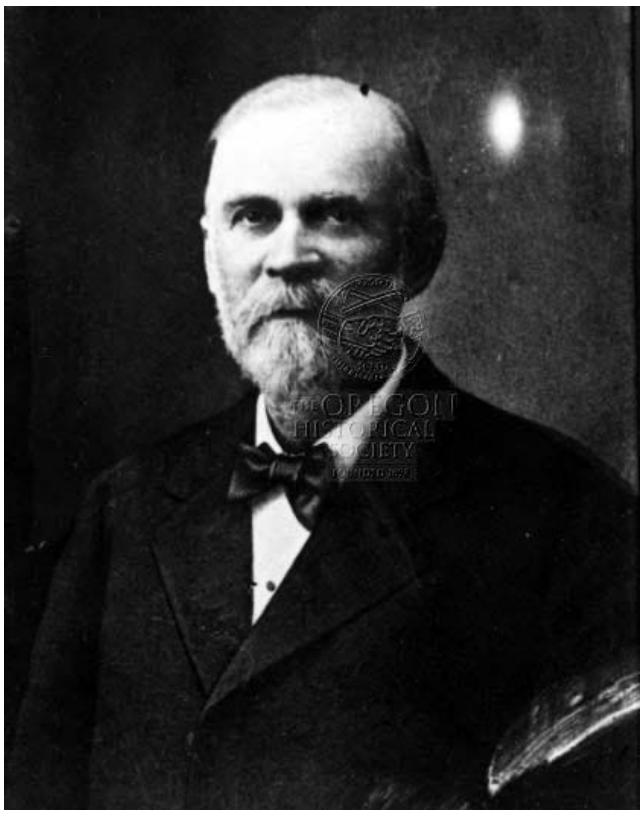
The text follows. Note that it describes all streets and alleys in detail, because they will be dedicated to the public domain, so it is best to read the text while looking at the map. It is long, and mostly boring, but it also has some interesting and curious parts.

> *Know all men by these presents that the Investment Company, a corporation created under the general incorporation laws of the State of Oregon, having its principal place of business at Portland, Oregon do hereby layout and dedicate the Southeast Quarter of Section Fifteen in Township One North Range One East in Multnomah County, State of Oregon, as a Town, the same to be known and designated as Piedmont, and, as marked and designated upon the accompanying Map and Plat of said Town of Piedmont, herewith filed and recorded in the Recorder's Office of said County of Multnomah State of Oregon. The said Plat is constructed upon the scale of 200 feet to the inch and the dimensions of Lots and Blocks and the width and location of streets and alleys are thereupon indicated. All the following named streets and intermediate alleys running North and South extend from the South line of said tract to within fifty feet of the North line of the same, to wit, Fourth Street, A Street, C Street, D Street, E Street and F Street. Vancouver Avenue extends through the Tract. The following named street running north and South extend together with the two alleys lying next to the East of them from Gilbert Avenue on the South to a point fifty feet South of the North line of the Tract, to wit H Street and I Street, excepting that the alley lying to the East of H Street extends Northward only to Myrtle Street. The following named streets running East and West extend from the East line of the Tract to a point 15 feet from the West line of the same, to wit: Myrtle Street, Elm Street, and Gilbert Avenue. Center Street extends from the East line of the Tract to the West line of the Alley 185 feet West of Vancouver Avenue, Pearl Street extends from the East line of the Tract to Vancouver Avenue. Gilbert Avenue and Vancouver Avenue are each eighty feet wide. All other streets, except those hereinafter named, are sixty feet wide. State Street is thirty feet wide. All alleys are fifteen feet wide. That portion of Fourth Street lying West of the center of the Portland and Vancouver Railway track for a width of thirty feet is dedicated to general and Public use, the remainder of the Street, to wit that portion lying West of a line parallel with the West line of said Street and thirty feet distant therefrom is dedicated to the use of the adjoining property owners, and may be controlled, used, or improved in such manner as two thirds of the owners of the lots fronting directly upon said Fourth Street may elect. This dedication is made subject to the following restrictions and reservations, to wit: All water, gas, and sewer pipes, and all electric, telegraph, and telephone wires are hereafter and forever excluded from all Streets and are confined to the alleys, excepting that water, gas, and sewer pipes may be laid where necessary upon Centre and Myrtle Streets and upon the West side of F Street and excepting further that pipes supplying Fire cisterns may be located in Streets where absolutely necessary so to be laid, and that electric wires for street lighting may be run in shortest direction from nearest alley to the corners where such lights are to be placed; said wires to be so placed as to cause the least possible obstruction or inconvenience and excepting further that electric wires*

for telephone or lighting purposes of F Street may be run on the West side of such Street. Alleys may be used for all of the above named purposes and the various pipes and wires as specified may cross the Streets abutting on said Alleys where necessary and not otherwise except as hereinbefore designated. Vehicles of every character propelled by steam are forever excluded from said Streets and Alleys. Cable, electric or horse cars may be used on any of said Streets by consent of two thirds of the property owners, owning property within one hundred feet of the Street so proposed to be used. This Dedication and all conveyances to be made of land in said Town shall be subject to the restrictions and covenants in said conveyances to be said forth, providing by the terms thereof that if at any time the purchasers or owners of any property in said Town, or those holding or claiming the same under them, shall, with the knowledge or consent of the owner of such premises use, or cause to be used, or shall allow or authorize in any manner, directly or indirectly, said premises or any part thereof, or the Street or Alley in front or along said premises for the purposes of manufacturing or vending intoxicating liquors for drinking purposes, whether said manufacturing or vending shall be directly or under some evasive guise, thereupon the title so granted shall revert to and be vested in the grantors, the owners so dedicating the said Town, their successors or assignees, and the said corporation, its successors or assignees shall be entitled to the immediate possession thereof, provided that any bona fide mortgagee of said premises in case the said covenant be broken shall have the option to at once claim and enforce said reversion for himself and for his own use and benefit subject however to the foregoing covenant running against any further violation thereof, otherwise said covenant shall have the same force and effect as if the said proviso were not herein contained. This Dedication and all conveyances to be made of the properties as platted shall be made subject to the further provision that whenever the owners of two thirds of the properties in said Town situated within One Hundred feet of any Street shall desire to improve such Street, and shall agree upon the time and method of such improvement, the owner of each parcel so situated within such limits, shall upon due notice pay his proportionate share of the expense of such improvement, said expense to be assessed by said property owners apportioned in the same manner as like expense of improvement of streets is apportioned in the City of Albina. In Witness Whereof the said Investment Company had by virtue of a Resolution of its Board of Directors duly adopted, caused these presents to be signed by E. Quackenbush its President and its Corporate Seal to be hereto affixed this the fifteenth day of October 1889.

Apart from the tedious descriptions of streets and alleys, there are a few remarkable parts of the document. The first is that the plat makes room for a system of wide alleys between any two streets. Those alleys, moreover, have all the utility pipes and wires in them, so that the streets remain relatively pristine. The second interesting restriction is that steam vehicles are prohibited, and other vehicles are only allowed if two-thirds of the homeowners agree they can be there. If this provision were still in place it would solve a lot of the parking problems. Also note that the homeowners on a street or in a subdivision had some actual power over how their neighborhood looked. And finally, most spectacularly, there was a prohibition against

manufacturing or selling alcoholic beverages throughout Piedmont, on penalty of losing one's property to the Investment Company or to another mortgagee. These clauses, which are extensive and merciless, are no doubt personally put in by Edward Quackenbush, who was a principled teetotaler, a co-founder of the Portland YMCA, and a charter member of the Oregon Anti-Saloon League. Although I will write a separate chapter on Quackenbush at some point in time, I think no chapter on Piedmont is complete without his portrait.



For completeness I will also transcribe the text of one of the early Piedmont deeds, with one Eleanor Bostwick in 1891 buying lot 3 in block 2 (on Garfield Avenue) for $ 500. I just picked one of the hundreds of these deeds that I could decipher.

> *This indenture made this 15th day of June 1891, by and between the Investment Company, a corporation duly organized under the laws of Oregon having its principal place of business at Portland, Oregon, the party of the first part, and Eleanor Bostwick the party of the second part, witnesseth that the party of the first part, in consideration of the sum of Five Hundred Dollars to it paid by the party of the second part does hereby grant, bargain, sell and convey unto the party of the second part, her heirs and assigns, all the following described real estate situated in the County of Multnomah, and State of Oregon, to wit Lot numbered three (3) in block numbered two (2) in the town of Piedmont, as designated on the recorded plat of said town, together with the tenements, hereditaments, and appurtenances thereunto belonging or in anywise appertaining. To*

have and to hold the same unto the party of the second part, his heirs and assigns forever. This conveyance is made upon the express condition that if at any time the said party of the second part, her heirs, assigns, personal representatives or successors in interest, or those holding or claiming thereunder shall with the knowledge or consent of the owner of said premises use, or cause to be used, or shall allow or authorize in any manner, directly or indirectly, said premises or any part thereof, or the streets and alleys in front of or along said premises to be used for the purpose of manufactoring or vending intoxicating liquors for drinking purposes, whether said manufactoring or vending shall be directly or under some evasive guise, thereupon the title hereby granted shall revert to and vested in the party of the first part, its successors and assigns, and the party of the first part, its successors and assigns, shall be entitled to the immediate possession of said property; provided that any bona fide mortgagee of said premises in case the foregoing covenant be broken, shall have the option to at once claim and force the foregoing reversion for himself and for his own use and benefit, subject however to the foregoing condition and covenant running with said land against any further violation thereof, otherwise the foregoing covenant shall have the same force and effect as if the said provenance were not herein inserted. In the dedication of the streets and alleys in said town to public use there is hereby reserved from such use the right to make, vend, or otherwise dispose of intoxicating liquors for drinking purposes, and to that extent said street and alleys shall forever remain the private property of said party of the first part, its successors or assigns. And the party of the second part for herself, her heirs, assigns and legal representatives covenants and with the party of the first part, its successors and assigns, that no buildings other than dwelling houses, together with ordinary outbuildings usual and necessary to such dwelling houses shall ever be built or placed on said premises, nor shall any building now thereon or hereafter placed thereon ever be used for any other than dwelling house purposes and the usual and ordinary outbuilding purposes in connection therewith, except upon the written consent of the party of the first part, its successors or assigns or the like written consent of the owner of at least two-thirds of the foot frontages of the lot and block property in said town lying within eight hundred feet of said premises. And the party of the second part for herself, her heirs, assigns and legal representatives further covenants that such dwelling houses when built shall be of the value not less than Eighteen Hundred dollars each. And it is further covenanted and agreed between the parties hereto, their heirs, successors, and legal representatives, that whenever owners of two-thirds of the property in said town, situated within one hundred feet of any street, shall decree to improve such street, and shall agree upon the time and method of such improvement, the owner or owners of the parcel herein granted shall, upon due notice pay his, her, their or its share of the expenses of such improvement, such expenses to be assessed by the said two-thirds or more of the property so owned and apportioned and collected in the same manner as like expenses of improvement of streets so apportioned and collected in the city of Albina, Oregon. And the party of the first part for itself, its successors and assigns, covenants to warrant and defend the said premises against the acts and deeds of the party of the first part, and all of some claiming by, through or under it unto the said party

> *of the second part, her heirs and assigns forever. In witness whereof the party of the first part has by authority and resolution of its Board of Directors duly adopted, causes this indenture to be executed by its President and its corporate seal to be herewith affixed, this the day and year first above written.*

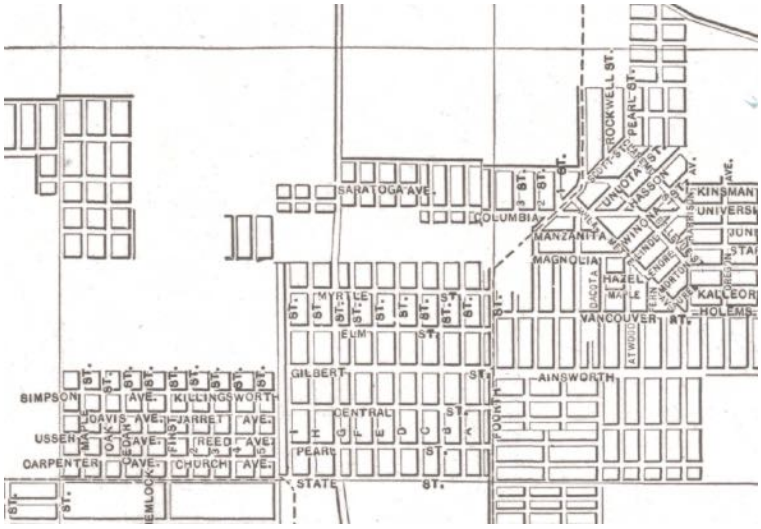
Again it shows the efforts of Quackenbush to keep alcoholic beverages, saloons, and cheap housing out of Piedmont, to prevent it from becoming like the dens of iniquity and sin on the other side of the Willamette. And, actually, to keep Piedmont "*a place for homes*", by basically banning all commercial development.

Streets

In 1891 the cities of Portland, Albina, and East Portland consolidated to the new city of Portland. As a consequence the street names in the new city were a mess. There were alphabet names (A Street, B Street, and so on) and numerical names (First Street, and so on) in all three cities. At the old city boundaries streets suddenly changed names. Thus there was *"An Ordinance Providing for the Change of the Names of Certain Streets in the City of Portland*" (Ordinance 7263 of January 12, 1892). The name of the ordinance is somewhat modest, but in fact hundreds of streets and street segments changed their names. Here is a link to the full text of the ordinance.

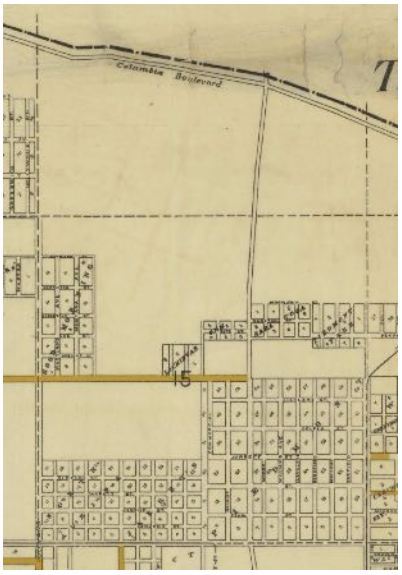
https://drive.google.com/open?id=0B94Urj3OjM7BQVE5N3JFckFrakk

And here is a cutout of a map that is advertised as a 1902 street map, but it looks like it is older. Unless the map maker just copied names from the original plat maps and ignored the Great Renaming. It shows the old names of the streets in Piedmont and Jarrett's Addition to the west of the southern half, illustrating how the names of the streets are changing at the subdivision boundaries. Note that there is still no Portland Boulevard.



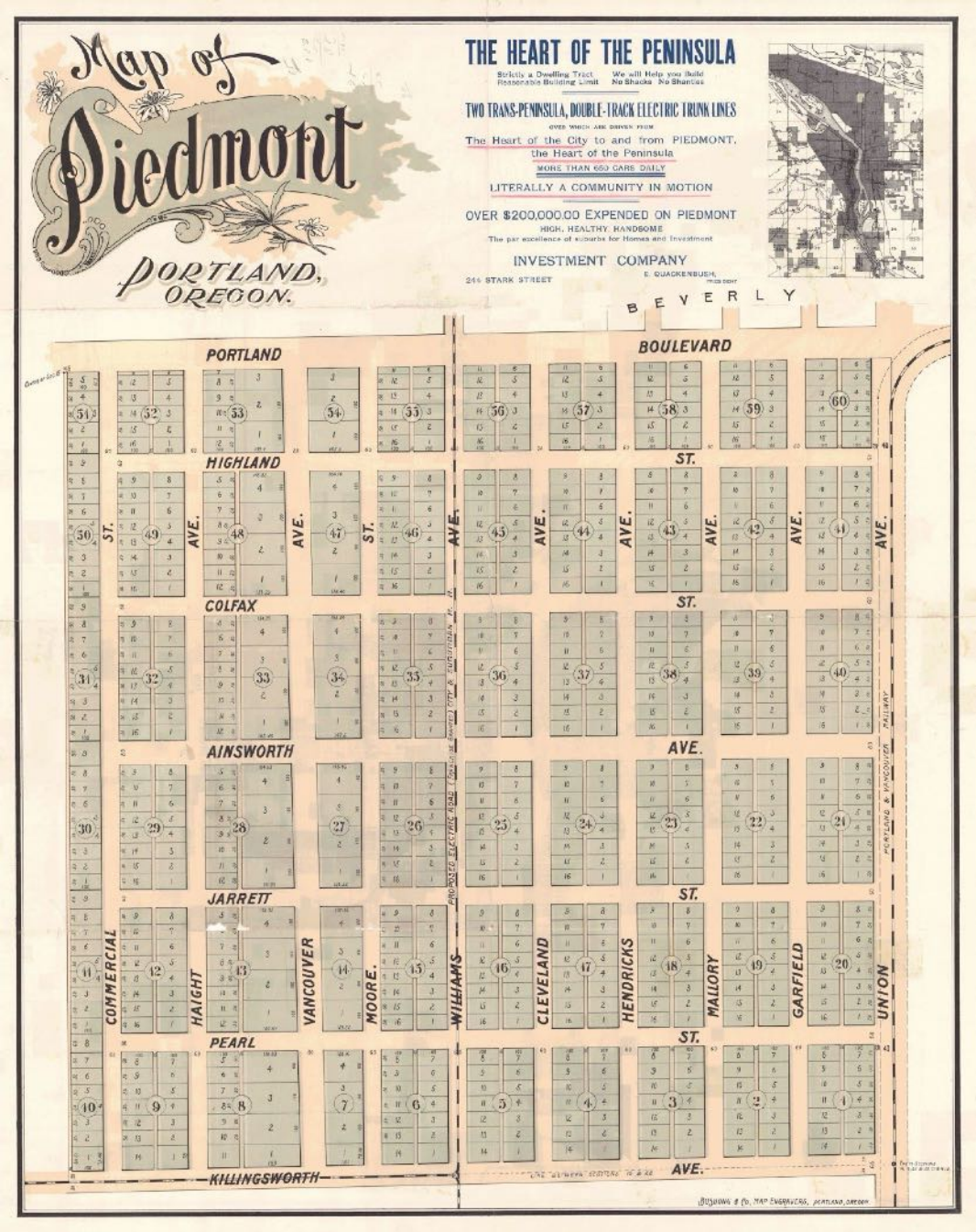
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This cutout of an 1895 paving map shows that at that time Portland Boulevard was extended from the west to Vancouver Avenue, as part of the Peninsula Boulevard System, and was graded. It was the only street on the map with any form of grading or paving, the other streets were ungraded dirt roads.



https://drive.google.com/open?id=0B94Urj3OjM7BNmdxbGhPZXQwZUE

In Piedmont we can see the effect of the name changes if we compare the plat map with a map taken from a brochure of the Investment Company in 1901.



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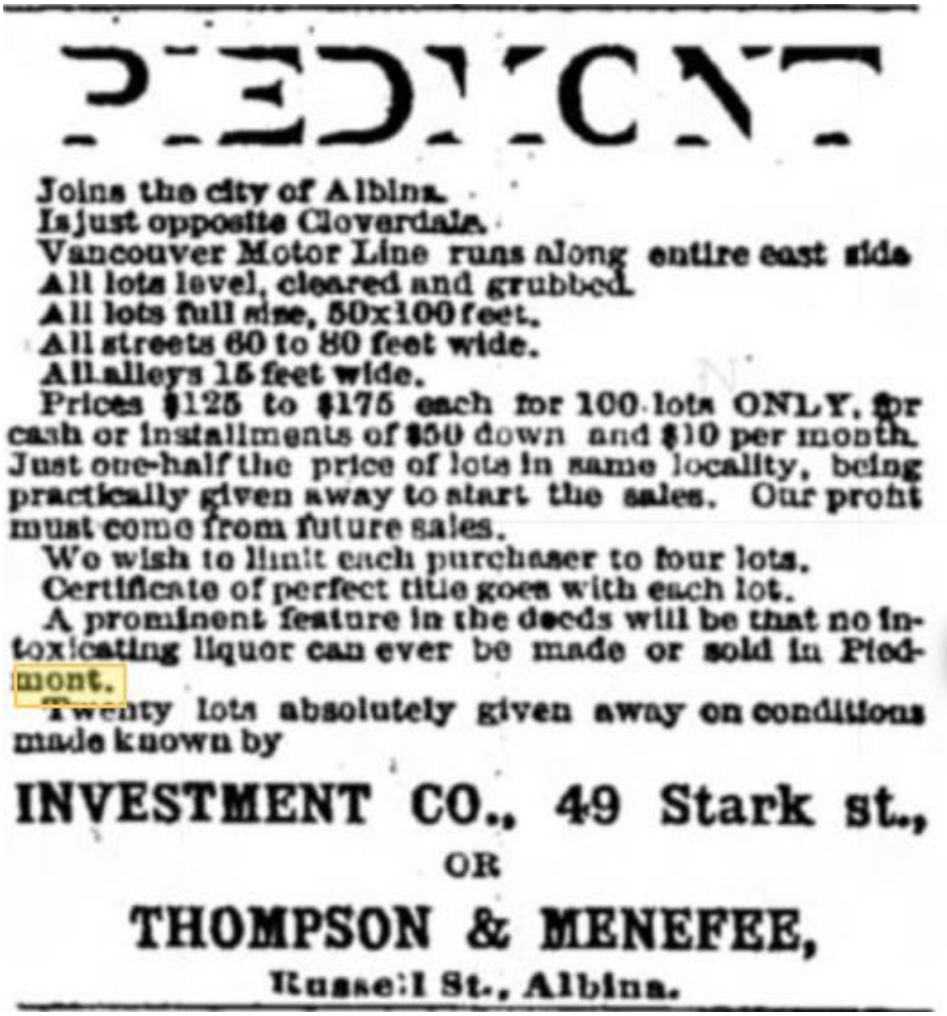
Those are still not the final versions of the names. Hendricks Ave became Rodney Avenue on January 21, 1904, Colfax became Holman on August 23, 1907, and Pearl became Jessup on August 23, 1907. A further batch of changes came with ordinance 61325, passed September 2, 1931. All north-south streets such as Moore and Commercial became “Avenues”, all east-west streets such as Ainsworth and Killingsworth became “Streets”. Moreover every street or street section east of Williams Avenue got Northeast (NE) in front of their name, while west of Williams every street got North (N). And, much later, on April 20, 1989, Union Avenue became Martin

Luther King Jr Boulevard, and on November 24, 2006 Portland Boulevard became Rosa Parks Way. The only name surviving from the original plat map is Vancouver Avenue, which was of course part of the old county road connecting Portland and Vancouver.

Amenities

From the very beginning Piedmont was advertised as a nice and quiet neighborhood, far from the riffraff that hung out on the other side of the Willamette River. We have seen the strict inhibition of manufacturing and sales of intoxicating beverages, which clearly was intended to set the neighborhood apart from downtown Portland, which was riddled with saloons and boarding houses of doubtful repute. But there were some innovations that improved the neighborhood, and that are still of importance some 130 years later. The alleys, and the laying the pipes and wires in the alleys, are a prime example. More than 1000 boxed shade trees, six to nine feet high, were planted. There was no obligation to build a house on the lot, but if you did there was a restriction on the price of homes, which had to cost between $ 1,500 and $ 3,000, in order to ensure that no cheap homes were built. Both lots and homes were priced on a sliding scale, with the homes on the east side (near the railway and near Woodlawn) more expensive, and those of the west side (near a large undeveloped and overgrown tract) less expensive. This was known at the time as a “surroundings guaranteed” strategy.

We include some clips from the Oregonian of 1889-1890, some of which are straightforward advertisements, some of which look like articles, but could equally well serve as advertisements. They prove that Quackenbush was well connected, and used his connections for some old-fashioned boosterism.

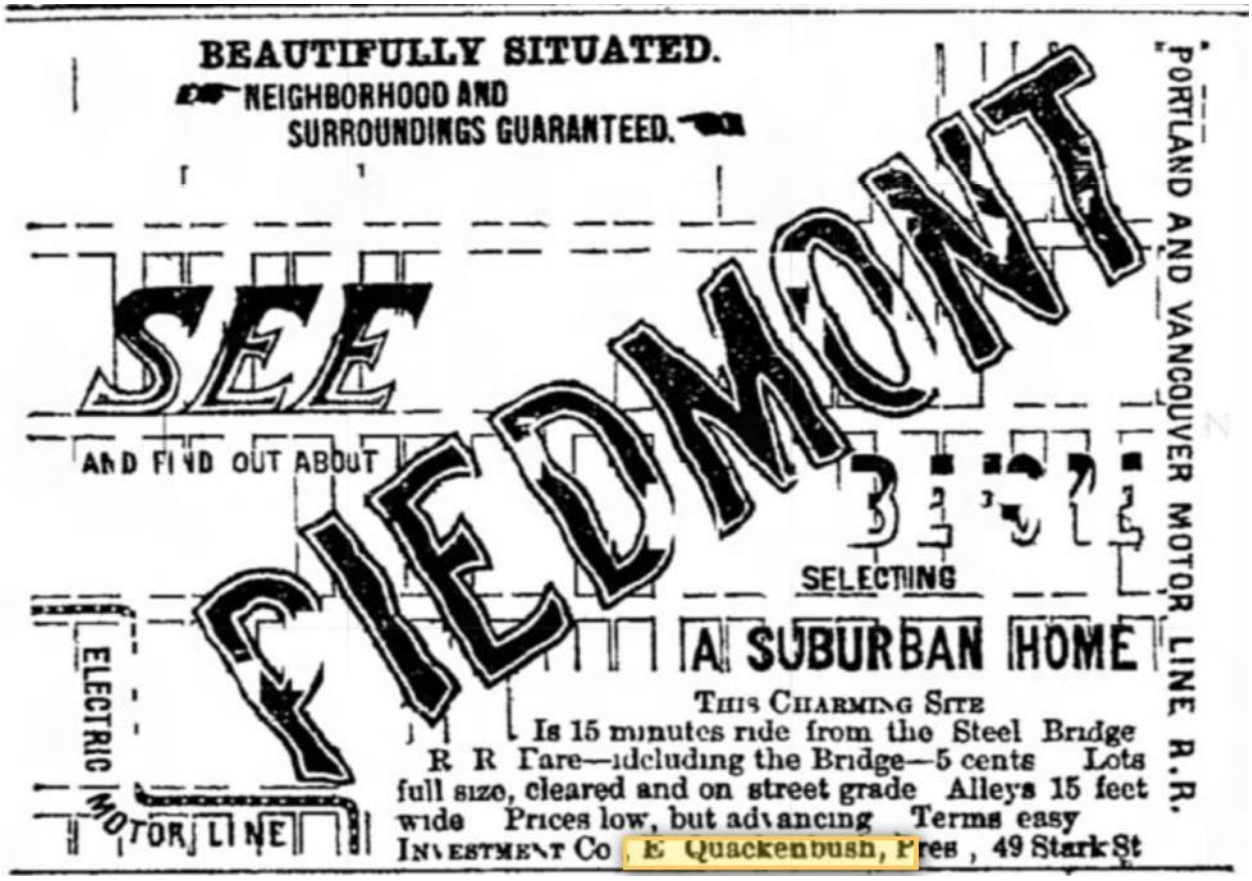


PIEDMONT

Joins the city of Albina.
Is just opposite Cloverdale.
Vancouver Motor Line runs along entire east side
All lots level, cleared and grubbed.
All lots full size, 50x100 feet.
All streets 60 to 80 feet wide.
All alleys 15 feet wide.
Prices $125 to $175 each for 100 lots ONLY, for cash or installments of $50 down and $10 per month. Just one-half the price of lots in same locality, being practically given away to start the sales. Our profit must come from future sales.
We wish to limit each purchaser to four lots.
Certificate of perfect title goes with each lot.
A prominent feature in the deeds will be that no intoxicating liquor can ever be made or sold in Piedmont.
Twenty lots absolutely given away on conditions made known by

INVESTMENT CO., 49 Stark st.,
OR
THOMPSON & MENEFEE,
Russell St., Albina.

Oregonian, May 25, 1889



Oregonian, November 8, 1889

HOW IT WORKS.

Some Lively Comment

About town is being occasioned by the "surroundings guaranteed" plan adopted for Piedmont. Buyers are forcibly reminded of the fact that residence property is made valuable or comparatively worthless according to its surroundings, and more than one well-known merchant has been moved to express in strong terms his dissatisfaction because the beauty and value of his home has been destroyed by the cheap and unsightly house which his neighbor has seen fit to erect.

An interview at the office of E. Quackenbush develops the fact that Piedmont is a very large tract (160 acres), and that the values of houses which must be built, vary from that of the tasty cottage to the handsome villa—these prices being graduated from the east to the west side of the suburb, with values of lots graduated in the same way, thus insuring every builder a neighborhood as good as his own house.

The company developing Piedmont disclaim any originality as to this method of developing the tract; they adopt it because it is the plan which has invariably met with success in all the large cities of the country, and Portland must soon be a large city.

The clause in the dedication of the plat, which prevents the buying and selling of intoxicants, is characteristic of Mr. Quackenbush, and the idea of compelling the piping for gas, water, sewers, etc., to be done in the alleys, is also an excellent one.

Oregonian, November 10, 1889

LOOKING FORWARD.

There is one piece of property about which there clusters an increasing interest because of the unique method in its development and adornment. The idea is an old one, having been used to great advantage in many Eastern cities; it is entirely new, however, in this locality, and is worthy the consideration of every one, but is especially commended to those who desire to live where their surroundings can never be unpleasant.

Persons selecting sites in Piedmont are not obliged to build, and they may be sold and resold at pleasure, but a clause in the deeds provides, that when built upon, the houses shall cost not less than a certain sum, varying from $1500 to $3000 according to location, and no liquor saloon in Piedmont can ever disturb the peace and quiet of its home life. The streets, alleys and methods of lighting, sewerage and water supply, are apparently arranged to be at once the most useful and economical. The tract is happily situated, as all the thoroughfares northward lead to Piedmont.

Owners of lots are putting up some handsome cottages, and others it is understood, are arranging to do so at once. The attention of the readers of THE OREGONIAN is respectively called to the attractive advertisement of Piedmont in this issue.

Oregonian, January 1, 1890

A CREDIT TO PORTLAND.

"Improvements" of the Right Sort.

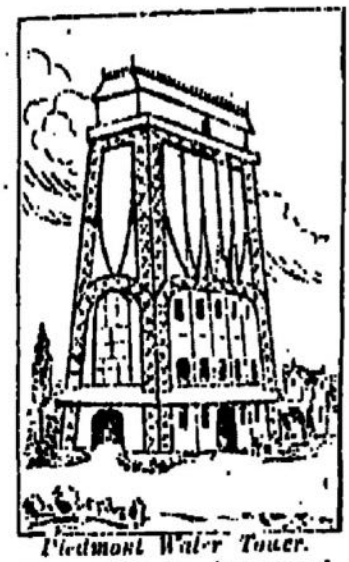
From a leading horticulturist it is learned that a thousand shade trees, consisting of elms, black walnuts, Norway and cut leaf maples, catalpas, and other choice varieties, are being placed in the streets and avenues of Piedmont; the trees are six to nine feet high and boxed.

This is in keeping with the manner in which this suburb is being sold, developed and beautified by its owners, and is in the line of improvements yet to follow, befitting the tasty residences now building or under contract; and all this while its present prices are within reach.

Too much of the so-called "improvement" around our city is a detriment to the property which allows it, and every citizen who takes pride in Portland will be glad to see that at least one suburb is being managed on a plan which will make it a credit to the city.

Oregonian, March 18, 1890

PIEDMONT.



Piedmont Water Tower.

MOST everybody has heard of Piedmont. This is partly because a number of quite well known people live here, and partly because it has the reputation of being a particularly handsome suburb. Bearing this last in mind, the reporter, even though a stranger, does not need to be informed of its name as he approaches it on the Vancouver motor line, for its uniformly beautiful appearance points it out.

Tasteful houses, costing from $2000 to $6000, nestle among the groups of selected native trees, which the owners of the tract have, with excellent judgment, left standing here and there. The handsome concrete sidewalks look clean and healthful, and choice imported shade trees abound everywhere along the streets. In fact there is, aside from its beauty, a distinctively cosy and homelike look about this charming suburb.

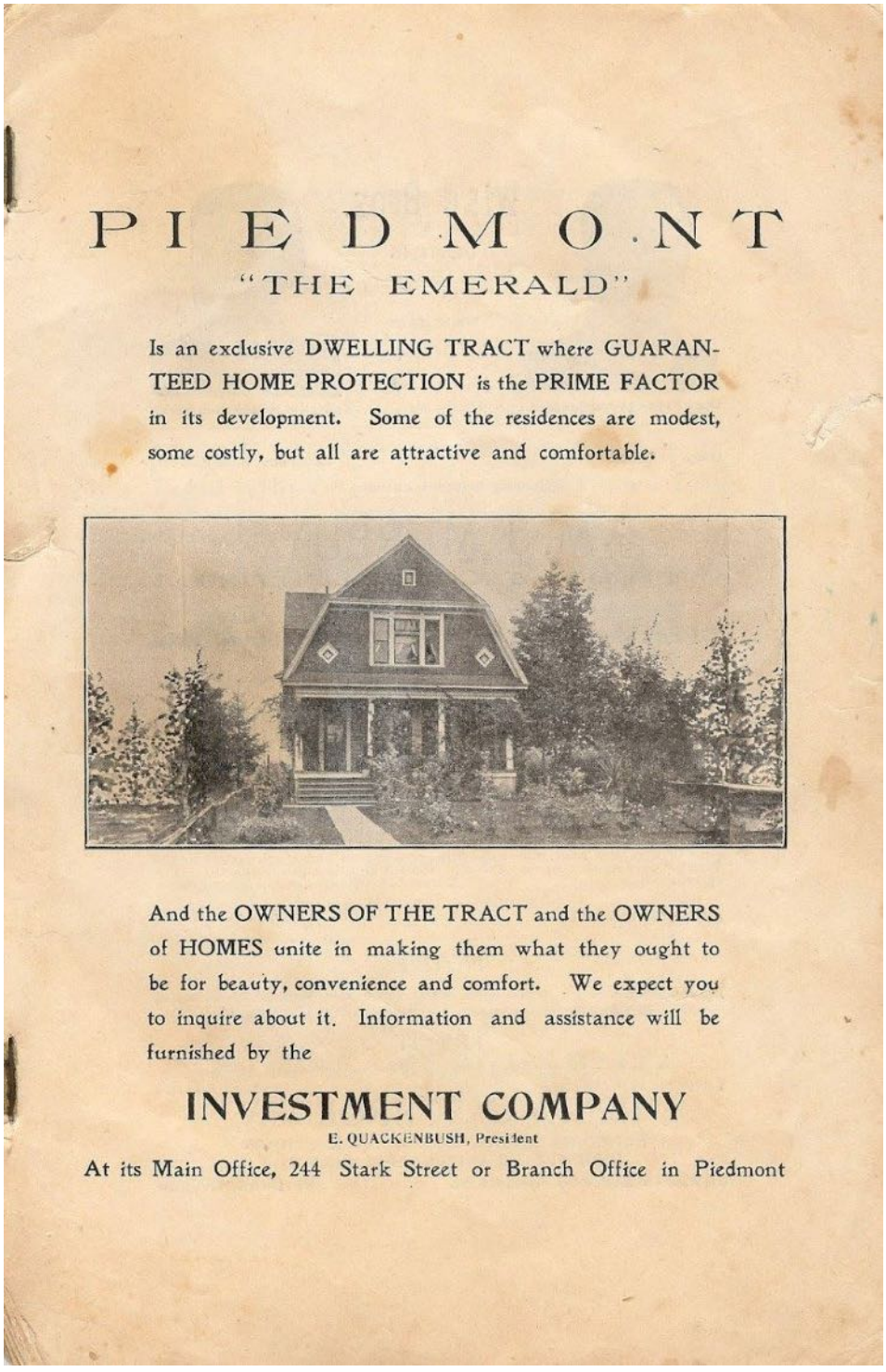
No doubt all this is largely because the buyer of a lot, or the builder of a house in Piedmont is protected from shanty surroundings, which destroy alike the value of a property and pleasure of living on it; the company's improvements, too, are unusually valuable. For instance, the Piedmont water tower (picture above) is a decidedly architectural structure, 110 feet high, surmounted by an observatory. The third floor, 50 feet by 60, is set apart for an assembly hall. The well is lined with brick, laid in cement, and goes to the river level, 200 feet, so, of course, the water is clear, cool and abundant. The Investment Company has a contract with the city for lighting Piedmont with electricity.

Piedmont needs a handsome station building, but this will come as soon as the P. & V. R. R. has the grade established for their new electric line, and an ordinance for this has just passed the city council. What with this line, the St. John's motor, and the Vancouver drive road, all now running to the place, and the Williams' avenue electric line soon to be completed, Piedmont is particularly accessible. A street car fare and a fifteen minutes' ride now takes the Piedmonter to the heart of Portland. There can be no reason why Piedmont should not become a prize to our city as it is now to its residents.

Oregonian, September 18, 1891

In 1905 the Ladies Aid Society of the Piedmont Presbyterian Church published "Choice Recipes", in the proud tradition of church-lady cook books. It contained an advertisement for the lots in Piedmont that were still available. For more details, see Richard Engeman's blog entry at

http://oregonrediviva.blogspot.com/2012/04/



PIEDMONT

"THE EMERALD"

Is an exclusive DWELLING TRACT where GUARANTEED HOME PROTECTION is the PRIME FACTOR in its development. Some of the residences are modest, some costly, but all are attractive and comfortable.

Water Works

Of course providing water, sewers, and electricity is one of the important phases for new developments, certainly in previously undeveloped areas. Water is especially important, because both quality and quantity need to be satisfactory, and the water has to come at a reasonable price. Around 1890, at the same time that Piedmont was platted, the City of Portland began developing the Bull Run river as its primary source of drinking water (as it still is). Bull Run water did not become available, however, until 1895, too late for Piedmont. So a separate Piedmont Water Works company was incorporated, a well was dug, and a pumphouse added to pump the water to a water tower.

THE WELL AT PIEDMONT.

The newest improvement at Piedmont is the well. The advertisement in the want column of to-day's OREGONIAN indicates that the owners are to have a good one. Inquiry develops the fact that the well will be very strongly built and large enough to supply this extensive suburb with pure water.

The water tower, ninety-five feet high, will reach an elevation of 300 feet above the river, and can readily be converted into a handsome observatory.

The methods of the Piedmont people are unique in this respect, that their improvements can be truly called improvements, and are not merely used to get rid of the property. "Nobody could buy the whole of Piedmont at four times its present prices."

Oregonian April 19, 1890

In the Oregonian of January 26, 1892 we see when the Piedmont Water Works came on line.

> *A force of men is at work getting the Piedmont Water Works in shape for operation. The machinery and pumps are nearly ready, and service pipes are being extended to the residences.*

A cut out from the 1901 Sanford map shows that the water works were located at the end of Williams Avenue, on the corner of the as yet non-existing Portland Boulevard. The water tower was sometimes used as an icon for the Piedmont Subdivision, for example in the header of the Piedmont Neighborhood Association website.







The Piedmont Water Tower located at the corner of Williams Avenue and Portland Boulevard, was destroyed by arson in 1917. ca. 1899. (OHS- OrHi 35342)

The photo of the water tower from the OHS archives shows its size, why it was a landmark, and why the lower and upper parts were used for various events. The Oregonian of September 18, 1891, says

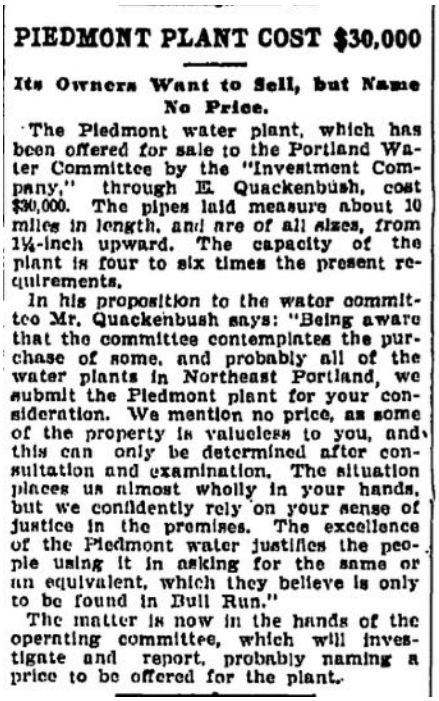
> *… the Piedmont Water Tower is a decidedly architectural structure, 110 feet high, surmounted by an observatory. The third floor, 50 feet by 60, is set apart for an assembly hall. The well is lined with brick, laid in cement, and goes to the river level, 200 feet, so of course the water is clear, cool, and abundant.*

The caption under the OHS photo of the tower is not entirely correct. As we shall see, the tower was destroyed in 1914, not 1917, and arson was suspected, not proved.

It is of some interest to look into why someone would want to set this iconic architectural structure on fire. I think that the trouble started when the Investment Company, in the best tradition of boosters and developers then and now, could not deliver what it promised. In 1893 everything was still going strong. The Oregonian of May 24 says:

> *Arrangements have been made by which Piedmont and Woodlawn will have reasonable fire protection. At Piedmont a volunteer company has been organized with 39 members. Frank Motter was elected president, Mr. Bard vice-president and Mr. Paget secretary. For the present the company has quarters in the water tower hall. The company will be supplied with 1000 feet of hose with reel, and seven fire hydrants are to be attached to the mains of the Piedmont waterworks. All the pipe at Piedmont is of iron, and the pressure is very good.*

After 1895, however, the competitive pressure of city-provided Bull Run water rapidly become too much to handle. The Investment Company was eager to sell.



PIEDMONT PLANT COST $30,000

Its Owners Want to Sell, but Name No Price.

The Piedmont water plant, which has been offered for sale to the Portland Water Committee by the "Investment Company," through E. Quackenbush, cost $30,000. The pipes laid measure about 10 miles in length, and are of all sizes, from 1¼-inch upward. The capacity of the plant is four to six times the present requirements.

In his proposition to the water committee Mr. Quackenbush says: "Being aware that the committee contemplates the purchase of some, and probably all of the water plants in Northeast Portland, we submit the Piedmont plant for your consideration. We mention no price, as some of the property is valueless to you, and this can only be determined after consultation and examination. The situation places us almost wholly in your hands, but we confidently rely on your sense of justice in the premises. The excellence of the Piedmont water justifies the people using it in asking for the same or an equivalent, which they believe is only to be found in Bull Run."

The matter is now in the hands of the operating committee, which will investigate and report, probably naming a price to be offered for the plant.

Oregonian, January 23, 1902

One reason for the desired switch was explained in a long article in the Oregonian of August 5, 1902.

> *The breakdown of the Piedmont water plant 10 days ago, causing a shortage of water to over 130 families, has caused a general clamour for city water. A petition for water was turned down some time ago, for the reason there is no improved street in the district. The cause of the accident to the water plant was the giving way of the pump. Water was supplied by means of a water cart, which went from house to house. The cost to the consumers per faucet is just double what is charged for Bull Run water.*

The citizens of Piedmont and Woodlawn wanted Bull Run water, because it was less expensive and more reliable. Getting it, however, was dependent on the success of another initiative. First Union Avenue had to be further improved from Alberta to at least Dekum, so that a water main could be put in that connected to the city's system at Mount Tabor. There were other reasons to improve Union Avenue, of course, but the possibility of getting Bull Run water was one of them.

The Oregonian of November 9, 1905 reports on a meeting of the Water Board:

> *It was asserted by Mr. Kellahar afterwards, that Ladd and Killingsworth own the Piedmont water plant that supplies Piedmont and Woodlawn with water, and that some of the consumers are charged as much as $3 a month for household use, and $5 a month for a lawn, while none are charged less than $2, and that the water supply is uncertain. In consequence the people have joined in the general cry for relief.*

After some haggling the City of Portland bought the Piedmont Water Company for $ 20,000 on April 23, 1907. The deed was recorded in July and Bull Run water came to Piedmont around the same time, because there now was a large main along Union Avenue. See the articles from the 1907 Oregonian.

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https://drive.google.com/file/d/1eTpFS9QwficLoPldByMPCuVxsmc9HM9C

The remaining problem was the water tower, no longer in use, and now owned by the City. The good citizens of Piedmont soon wanted to get rid of the tower, because it was turning into "*a rendezvous for tramps*". That, then as now, is sure to bring out waves of NIMBYism.



OLD LANDMARKS MAY PASS

Petitioners Ask Razing of Piedmont Water Tower on Peninsula.

More than 1000 names are attached to a petition sent yesterday to the City Commission asking that the old Piedmont water tower, a relic of the days when the Peninsula district was a suburban real estate tract, be torn down. The petitioners declare that the building, which stands on Portland boulevard, near Williams avenue, is now a rendezvous for tramps, and is unsafe.

The tower was built about 25 years ago by the Investment Company, of which E. Quackenbush was one of the principal figures. A steam plant pumped water to the tower and supplied it to the surrounding country. Several years ago the city took over the water system and the tower has not been used since.

Oregonian, February 26, 1914

A week or so after the petition to the City Council there was no longer any need for a decision by the austere body. The tower caught fire. "*Many theories as to the origin of the fire were considered by firemen in attendance*".



PIEDMONT TOWER BURNED

Origin of Fire Destroying Landmark Not Determined.

Fire Friday night destroyed the old Piedmont water tower, one of Portland's landmarks, situated on Portland boulevard and Williams avenue.

The work of the fire department was concentrated in saving nearby property until the supporting beams burned through and the burning cupola crashed to the ground.

Many theories as to the origin of the fire were considered by firemen in attendance. For many years some controversy has existed over the destruction of the tower.

Oregonian, March 8, 1914

It seems the tower refused to go without putting up a fight. As reported in the Oregon Daily Journal of March 7, 1914 it made a valiant attempt to take at least some of the good citizens of Piedmont with it into oblivion. It failed, and merely made some women scream.

SPECTATORS AT FIRE HAVE NARROW ESCAPE

Piedmont Water Tower Falls in Direction Not Anticipated by Crowd.

A hundred people barely escaped serious injury or death last night when the Piedmont water tower, half consumed by fire, fell directly across the street where a few seconds before they had been standing watching the spectacular blaze. The structure fell with the scantest warning in a direction not anticipated by firemen who had not attempted to stop the burning of the water tower but had confined their efforts to preventing the flames from spreading to nearby structures, one of them the Holy Redeemer Catholic school. Those in the place of danger ran for their lives. Women screamed.

The destruction of the Piedmont water tower removes one of North Portland's most familiar landmarks. It was situated at Williams avenue and Portland boulevard. It was completed in November, 1891. A well 180 feet deep was dug, the tower was 110 feet high, and it supplied water to the Piedmont district over as far as Highland. It has been in disuse for years.

Waldemar Peterson of 1247 Albina avenue who helped dig the well and erect the tower, related last night the facts of the tower's history. He turned away from the fire grieving. "Do you hate to see the old landmark destroyed?" he was asked. "I hate to see so much good timber wasted," he answered.

Oregon Daily Journal, March 07, 1914

Evergreen Park

We have already seen that the home owners in Piedmont by deed and contract did have some power to influence the various decisions the Investment Company made. The change to Bull Run water is one example, the story of Evergreen Park is a second one. It is told in two other chapters of this book, the one on Evergreen Park and the one on Liverpool Liz.

The Paving Controversy

As a final example of the influence of the homeowners on what happened in Piedmont I briefly discuss street paving. As we have seen in the chapter on the Peninsula Boulevard System hard surfacing the streets on the East Side was taking off around 1910. In Ordinance 21836 of August 5, 1910 the City of Portland decided to pave Union Avenue from Alberta Street to Bryant Street with Hassam pavement on a concrete foundation. This decision was taken after close to 20 years agitation by Piedmont and Woodlawn home and business owners, who in the meantime were now agitating for extending and paving Union Avenue from Bryant to the Columbia River. Details are in the Union Avenue chapter.

In 1907 none of the streets in Piedmont were graded or paved, which is why the Water Board refused to take over the water supply. But in November 1908 the City signed a contract with the Barber Asphalt Company to hard surface Cleveland Avenue from Killingsworth to Ainsworth. The Investment Company sued the City (as well as Mayor Lane and City Auditor Barbur) because: "*Owning 22 lots there, the company shows that the cost of street improvement will fall heavily on the Investment Company without proportionate benefits*". Allegedly the cost of the paving was $ 10,000, and the City did not engage in a competitive bidding process, and awarded the contract to a company with a de facto monopoly.

Seemingly this was not the only lawsuit. In the Oregonian of February 21, 1909 the Investment Company sued the same parties, contesting a contract for improvements in Piedmont awarded to the Oregon Hassam Paving Company.

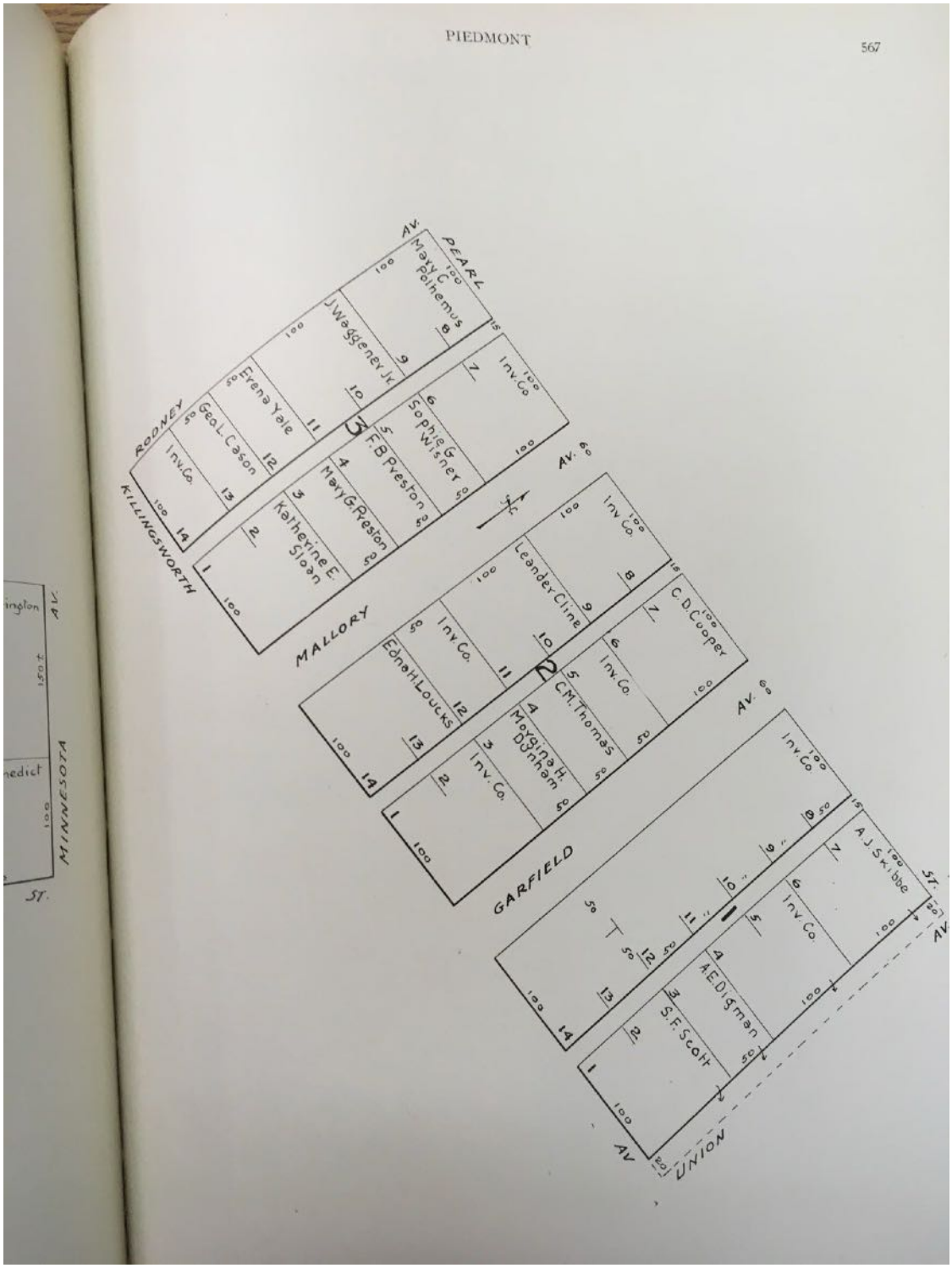
> *It is charged that the City Engineer prepared his specifications in such a manner as to leave no room for competition. For the specifications call for "hard-surface Hassam pavement" and there is but one company in the city which handles that material, other companies being shut out from its use because of existing patents.*

A quick perusal of the Oregonian at the time shows that there are quite a few scandals and lawsuits going on related to paving Portland streets. The Piedmont lawsuits, however, put the Investment Company in a conflict with not just the City, but also with Piedmont homeowners. In the Oregonian of March 12, 1909, we read:

> *George P. Lent, representing the property owners of Piedmont, told the court that the feeling among his constituents is strong against Mr. Quackenbush. He said that many of those who have built homes in Piedmont want street improvements, and that this is continually fought by the Investment Company, as Mr. Lent says the company does not wish to pay for the improvements, although it owns a considerable share of the property in that part of the city, and is disposing of it.*

Maps

We have a number of maps that illustrate how the sales of the lots in Piedmont developed over time, which lots remained owned by the Investment Company. First, there are the maps from the Portland Block Book (1907). They show lots and their owners in 1906. I photographed the Piedmont pages from the copy at the Oregon Historical Society. Here is an example.


PIEDMONT
567
PEARL
RODNEY
MALLORY
GARFIELD
UNION
KILLINGSWORTH
Av.
Mary C. Polhemus
J. Waggener Jr.
Frena Yale
Geo. L. Cason
Inv. Co.
F. B. Preston
Mary G. Preston
Katherine E. Sloan
Sophie G. Wisner
Leander Cline
C. D. Cooper
Edna H. Loucks
C. M. Thomas
Maxsina H. Dynham
A. J. Skibbe
A. E. Dingman
S. F. Scott
MINNESOTA
ST.

There are, however, more than 20 of these photos, covering all of Piedmont. What I'll do is to provide links to and descriptions of all of them, numbered by the blocks they cover (see the map from the 1905 brochure for the block numbers) and the streets that bound them at four sides (in order north, east, south, west). In some cases (the houses on the west side of Commercial) there is no street to the west but only the boundary of the tract, and no street to the north or south but only attached other blocks. Following the links will make the descriptions obvious. There are some caveats. The maps list the owner of the lot in 1906. This does not mean the owner actually lives there, or even that there is a house on that lot. Also, the owner in 1906 may not be the original buyer.

The example map shown above is the first one in the list below. Interested current Piedmont residents can find their own lots. Remember that Pearl is now Jessup, Colfax is now Holman, Portland is Rosa Parks, and Union is MLK.

- Block 1, 2, 3: Pearl, Union, Killingsworth, Rodney.
- Block 4, 5, 6: Pearl, Rodney, Killingsworth, Moore.
- Block 7, 8, 9: Pearl, Moore, Killingsworth, Commercial.
- Block 10: Block 11, Commercial, Killingsworth, Boundary and Block 20: Jarrett, Union, Pearl, Garfield.
- Blocks 11, 12, 13: Jarrett, Vancouver, Pearl, Boundary.
- Blocks 14, 15, 16: Jarrett, Cleveland, Pearl, Vancouver.
- Blocks 17, 18, 19: Jarrett, Garfield, Pearl, Cleveland.
- Blocks 21: Ainsworth, Union, Jarrett, Garfield and Block 40: Colfax, Union, Ainsworth, Garfield.
- Blocks 22, 23, 24: Ainsworth, Garfield, Jarrett, Cleveland.
- Blocks 25, 26, 27: Ainsworth, Cleveland, Jarrett, Vancouver.
- Blocks 28, 29, 30: Ainsworth, Vancouver, Jarrett, Boundary.
- Block 31: Block 50, Commercial, Block 30, Boundary and Blocks 32, 33: Colfax, Vancouver, Ainsworth, Commercial.
- Block 34, 35, 36: Colfax, Cleveland, Ainsworth, Vancouver.
- Block 37, 38, 39: Colfax, Garfield, Ainsworth, Cleveland.
- Block 41, Block 60: Portland, Union, Colfax, Garfield.
- Block 42, 43, 44: Highland, Garfield, Colfax, Cleveland.
- Block 45, 46, 47: Highland, Cleveland, Colfax, Vancouver.
- Block 48, 49: Highland, Vancouver, Colfax, Commercial and Block 50: Block 51, Commercial, Block 31, Boundary.
- Block 51: Portland, Commercial, Block 50, Boundary and Block 52, 53: Portland, Vancouver, Highland, Commercial.
- Block 54, 55, 56: Portland, Cleveland, Highland, Vancouver.
- Block 57, 58, 59: Portland, Garfield, Highland, Cleveland.

The Sanborn maps can be used to provide additional information. The Block Book shows who owns the lot (in 1906). The Sanborn maps for 1908 and 1924 show for each lot what, if anything, was actually built on it, without showing the owner.



As the cut out above shows, Piedmont is covered in the 1908-1909 maps in maps 209, 210, 218, 219, and 220. Here are the links.

- Portland+1908-1909+vol.+3,+1909,+Sheet+209.pdf
- Portland+1908-1909+vol.+3,+1909,+Sheet+210.pdf
- Portland+1908-1909+vol.+3,+1909,+Sheet+218.pdf
- Portland+1908-1909+vol.+3,+1909,+Sheet+219.pdf
- Portland+1908-1909+vol.+3,+1909,+Sheet+220.pdf

In the Block Book we could see that in 1906 many lots were still owed by the Investment Company. The Sanborn maps show that in 1908-1909, twenty years after the plat was filed, still only about a quarter of the lots was developed. Of course the maps also show the shape and size of the houses and their auxiliary buildings.

In 1924 the Sanborn maps show that now at least half of the lots were developed. Piedmont is covered by twelve different maps, and we will link to them using the same N-W-S-E descriptions we used for the Block Book maps, organizing them in three West-Central-East blocks with four maps each, going from North to South.

West Blocks, North to South

- 465: Dekum, Vancouver, Highland, Kerby
- 466: Highland, Vancouver, Ainsworth, Kerby
- 508: Ainsworth, Vancouver, Church, Kerby
- 526: Church, Vancouver, Sumner, Commercial

Central Blocks, North to South

- 461: Dekum, Rodney, Highland, Vancouver
- 462: Highland, Rodney, Ainsworth, Vancouver
- 509: Ainsworth, Rodney, Jessup, Vancouver
- 527: Jessup, Rodney, Sumner, Vancouver

East Blocks, North to South

- 457: Dekum, Grand, Highland, Rodney
- 458: Highland, Grand, Ainsworth, Rodney
- 510: Ainsworth, Union, Jessup, Rodney
- 528: Jessup, Union, Sumner, Rodney

Related Chapters in this Book

Persons: George and Elizabeth Smith
Persons: The Martin Family of San Francisco
Persons: Liverpool Liz
Homesteads: George Smith
Structures: Evergreen Park
Streets: The Peninsula Boulevard System
Streets: Union Avenue
Streets: County Road

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Looking Forward. Oregonian, January 1, 1890
https://drive.google.com/open?id=0B94Urj3OjM7BUWMwckF5ZFdzNzQ

The Well at Piedmont. Oregonian, April 19, 1890
https://drive.google.com/file/d/1HvbsJ4JJtZEfYyF0McR5MamjnNGagT3v

A Credit to Portland. Oregonian, March 18, 1890
https://drive.google.com/open?id=0B94Urj3OjM7BM3ZBTHVOMkVfbm8

Piedmont. Oregonian, September 18, 1891
https://drive.google.com/open?id=0B94Urj3OjM7BVnJJUUdNUW51U3c

East Side Affairs. Fire Protection at Piedmont and Woodlawn. Oregonian, May 24, 1893
https://drive.google.com/file/d/0B94Urj3OjM7BM0s3MVNac3dwMjg

City News in Brief. Opposed to the Resort. Oregonian, June 1, 1901
https://drive.google.com/file/d/175xcUHxakdIjmJMnB_MRMgCDMKhJjU0e

Piedmont Plant Cost $ 30,000. Its Owners Want to Sell but Name No Price. Oregonian, January 23, 1902 https://drive.google.com/file/d/1gi4tBI2i83pWlcr2vk_L5lRHGTFnVKiB

To Open Union Avenue. Piedmont and Woodlawn Citizens Want Improvement. Main Object of Movement Is to Provide Bull Run Water for This District. Oregonian, August 5, 1902
https://drive.google.com/file/d/1vRR09f8GbM-RQcmHHTJE9m115zkMXbwX

Harsh Criticism for Water Board. East Side Councilmen Demand a Better Service for Constituents. Rushlight Leads Fight. Openly Accuses Members of the Water Board With Favoring the Ladd Interests to Detriment of Labor. Oregonian, November 9, 1905
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Water System in Bought by City. Board Pays $20,000 to Investment Company for Piedmont Property. Compromise Is Effected. Residents of Suburb Will Have Bull Run Water Next Month -- Negotiations Also on for System at Woodlawn. Oregonian, April 24, 1907

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https://drive.google.com/file/d/1eTpFS9QwficLoPldByMPCuVxsmc9HM9C

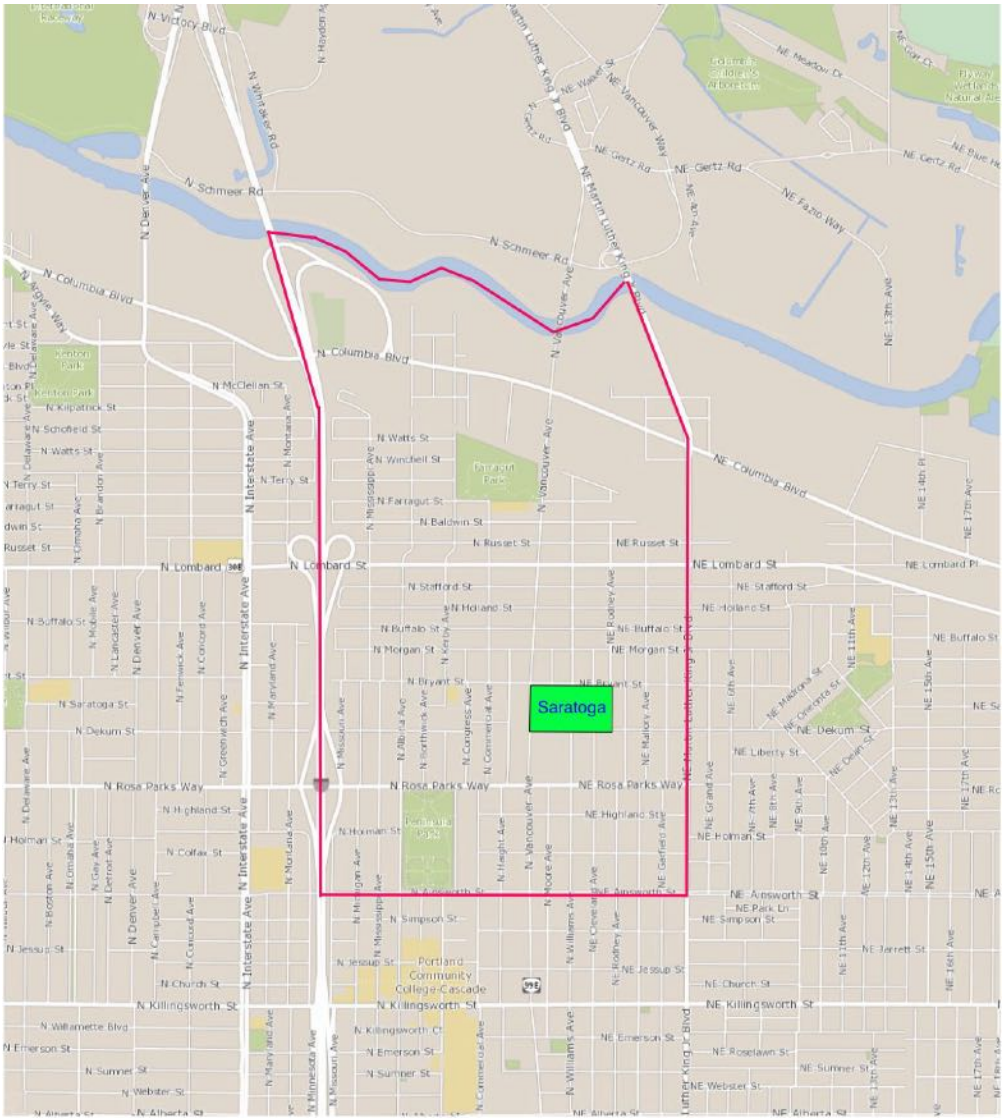
The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Subdivisions: Saratoga

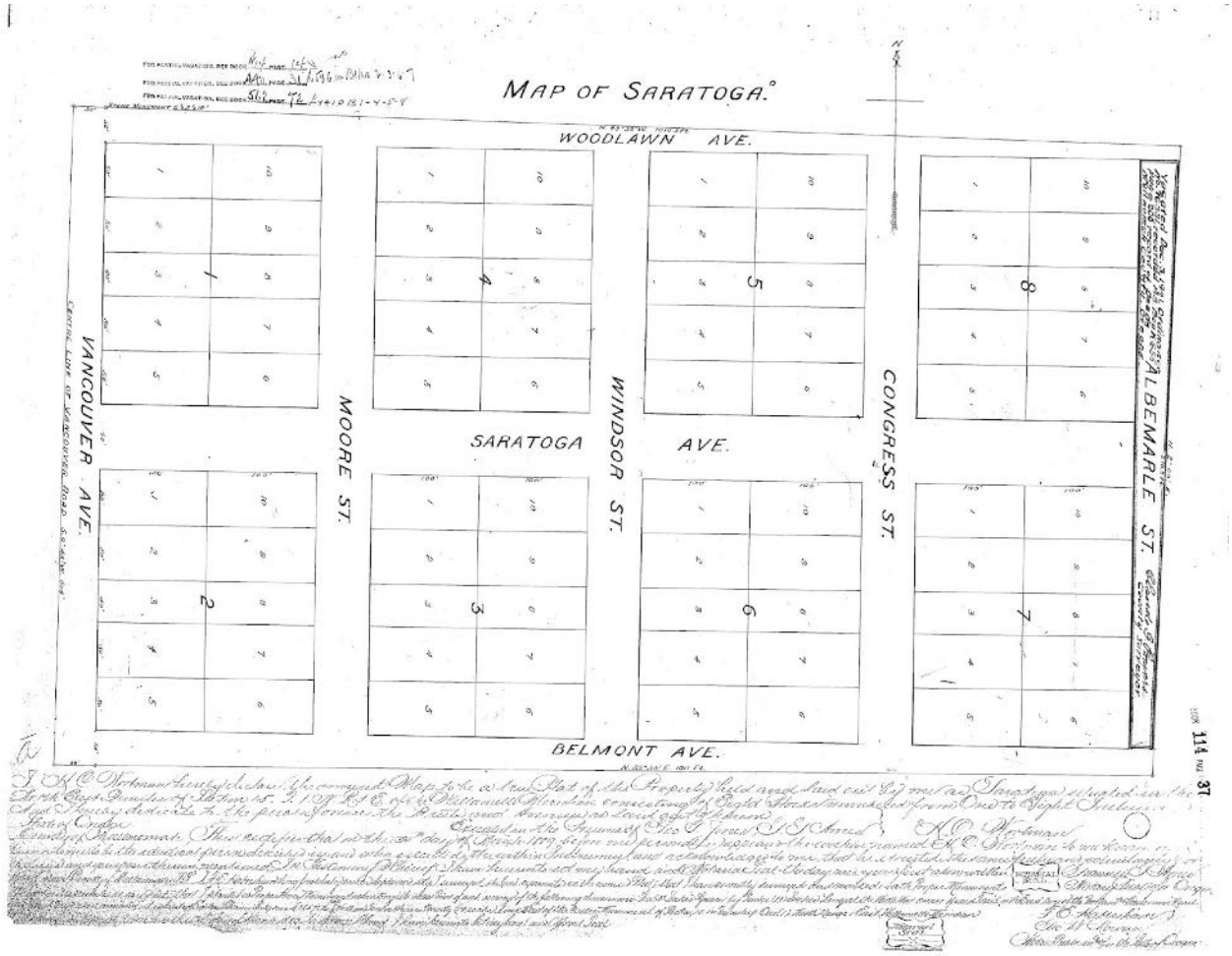
Jan de Leeuw

Version 03-18-2018

Seize your bargains while ye may
Let not this chance go by
The home within your reach to-day
Next month may be too high



On March 30, 1889 the plat for Saratoga was registered by H. C. Wortman.



http://www4.multco.us/Surveyimages/Plats/PL0000-0499/PL0114-037.PDF

As usual, the longhand is not easy to decipher. The best I can do is

> *I H.C. Wortman hereby declare the annexed Map to be a true Plat of the Property held and laid out by me as Saratoga, situated in the North East Quarter of Section 15 T. 1 N R. 1 E. of the Willamette Meridian consisting of Eight Blocks numbered from One to Eight Inclusive. And Thereby dedicate to the public forever the Streets and Avenues as laid out in said map.*

The street names have changed. Windsor Street became Williams Avenue in 1892, Belmont Avenue became Dekum Avenue in 1892, Woodlawn Street became Bryant Street in 1907, Congress Street became Cleveland Avenue in 1892.

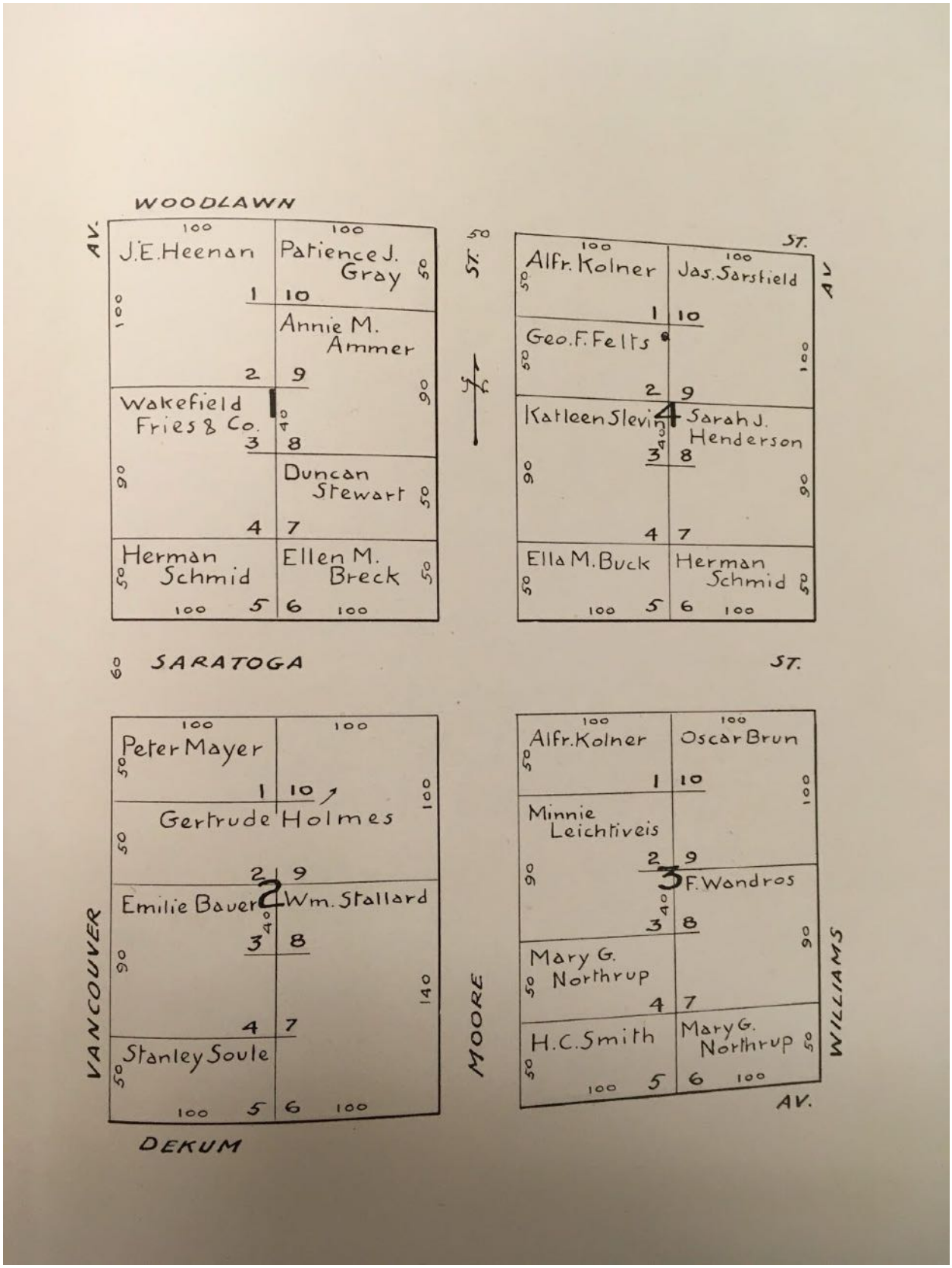
The mysterious Albermarle Street on the east side seems to have never been registered as such. It explains the curious jump Rodney Avenue still makes at Bryant Street, and the fact that Saratoga dead ends going east before it actually gets to Rodney. We see the dead end on the 1908 Sanborn map in the back of this chapter. We also see that initially the street on the east side of the subdivision was named Camden Street, and then became Rodney Avenue in 1922. The 1924 Sanborn map still shows many empty lots in Saratoga. As the 1906 Block Book shows, it is not that the lots have not been sold, they just have not been built on yet.

In due time I will gather some more information about some of the owners of multiple lots, such as for example Sarah J. Henderson. But for the time being, we'll just look at H.C. Wortman, who is named H.C. Nortman in some documents. The name H.C. Wortman is perhaps familiar to Portlanders, because of the Olds, Wortman, and King department store downtown. Olds and King started a dry goods store in 1851, and Hardy Christian Wortman bought a third interest in that store in 1891, leading to the name change in 1900. His father, steamboat captain Jacob Wortman, had bought stores at Junction City and Monroe, and Hardy Wortman became a part owner in 1877. He moved to Portland to learn the banking trade, and became assistant cashier at the Commercial National Bank. Details about Wortman's further career in merchandising and his death in 1934 can be found in the references of this chapter. The webpage of PdxHistory.com has nice photos of the department store and the large deport near Woodlawn Park.

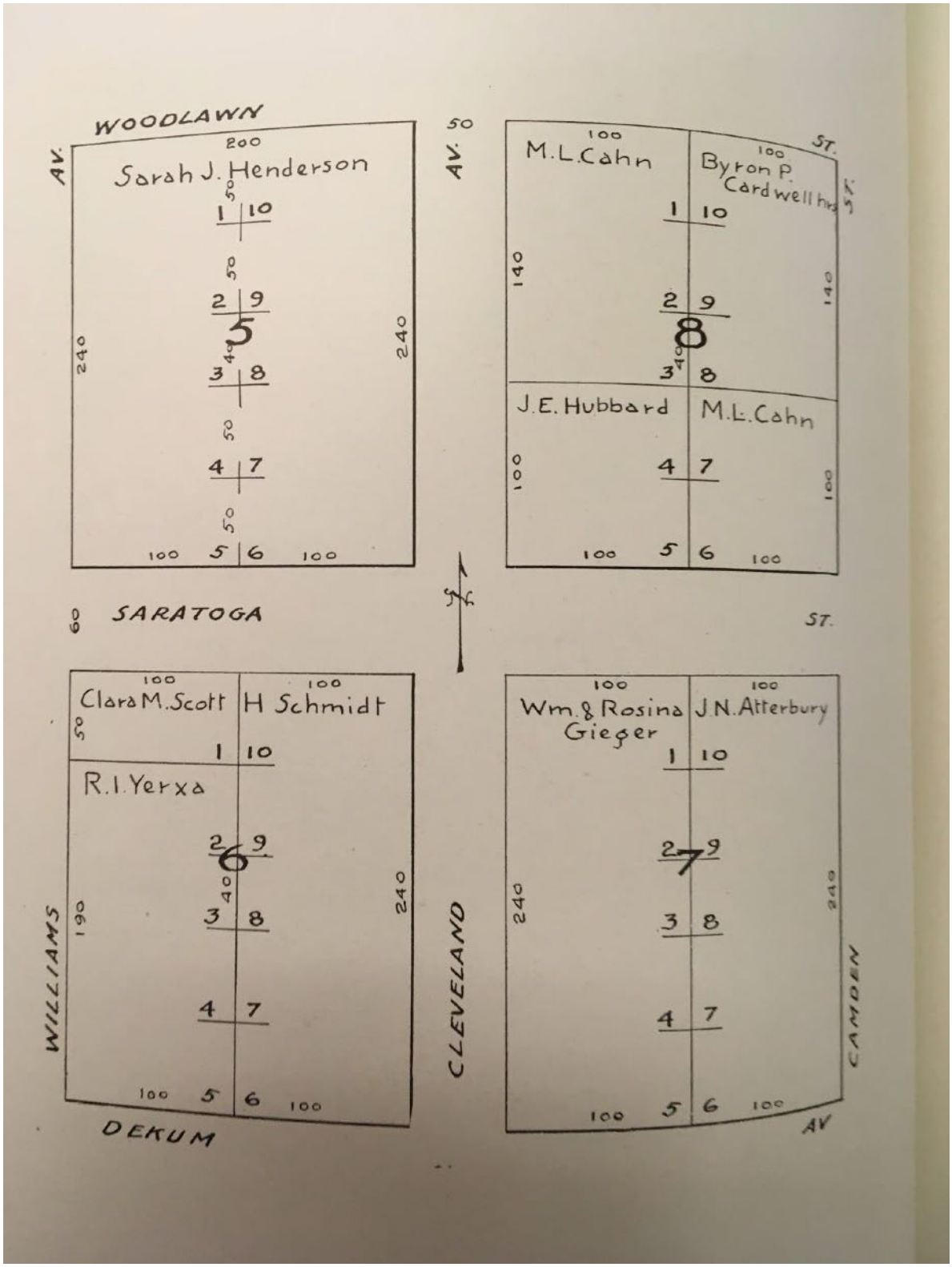


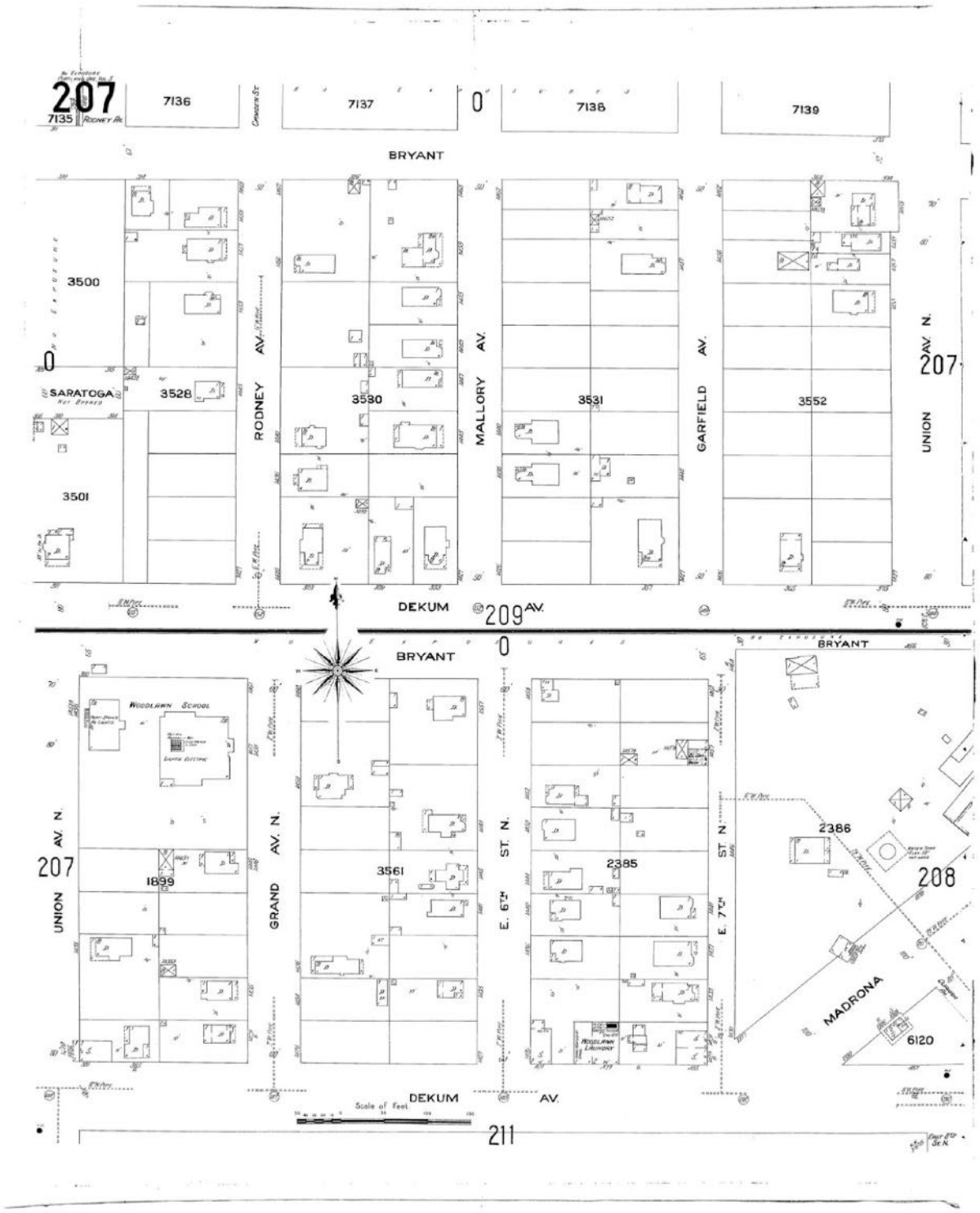
H. C. WORTMAN
Retired department store executive, died here yesterday.

For our purposes it is more interesting from whom Wortman bought this section of the David Ulery DLC, and to whom he subsequently sold it. This requires quite a bit of additional research into the chain of title, which I am currently engaged in.

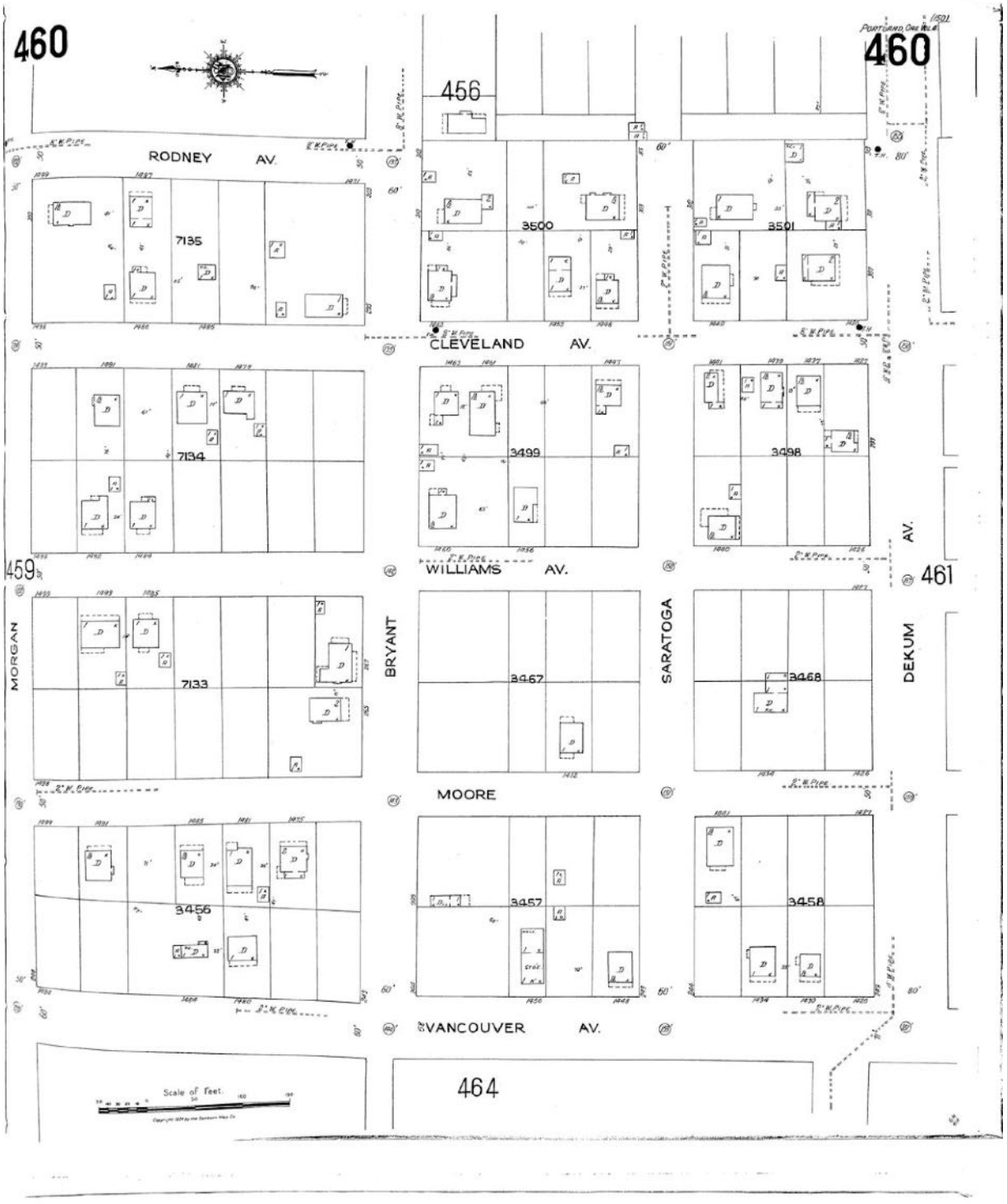


[1906 Block Book]


WOODLAWN
AV.
200
Sarah J. Henderson
50
1 10
50
2 9
5
49
3 8
50
4 7
50
100 5 6 100
240
240
50
AV.
100
M.L. Cahn
100
Byron P. Cardwell hrs
ST.
ST.
1 10
140
2 9
8
40
3 8
J.E. Hubbard
M.L. Cahn
100
4 7
100
100 5 6 100
60
SARATOGA
ST.
100
Clara M. Scott
100
H Schmidt
50
1 10
R.I. Yerxa
2 9
6
40
3 8
190
240
4 7
100 5 6 100
WILLIAMS
DEKUM
CLEVELAND
100
Wm. & Rosina Gieger
100
J.N. Atterbury
1 10
2 9
7
240
3 8
240
4 7
100 5 6 100
CAMDEN
AV



[1908 Sanborn Map]



[1924 Sanborn Map]

PEERLESS SARATOGA!

SARATOGA	LOTS	—THE— DIAMOND ADDITION	CORNERS	SARATOGA
	$200		$250	
	$200		$250	
	$200		$250	
	$200	NO STUMPS, NO HOLES, NO STONES.	$250	

SARATOGA, the latest and loveliest addition on the East Side, is located on high ground between Portland and Vancouver, on the Vancouver road, within a stone's throw of Woodlawn station on the motor line. It is thus easily and conveniently reached by rail or wheel, a double advantage few other suburban additions can boast of. Lying, as it does, on high ground, 200 feet above the river level, perfect drainage, so essential to good health, is insured, and a magnificent view of the surrounding country secured. Its owners are proud of it, and only ask an opportunity to exhibit its many claims to popular favor, to those in search of homes or investments. SEEING IS BELIEVING. Saratoga is clear of brush and timber and only the plough is required in digging foundations. Having been under cultivation for fifteen years its soil is unsurpassed for lawns and gardens. "IT LAUGHS A CROP WHEN TICKLED WITH A HOE." The combined advantages of all other additions are realized in Saratoga, with many inducements no others possess. For a brief period only lots will be offered at the ridiculous figures of $200 and $250, on easy installments. For full particulars address

EMPIRE LAND CO.,

74 MORRISON STREET.

SARATOGA!

A Eden for homeseekers

A pearl for Investors

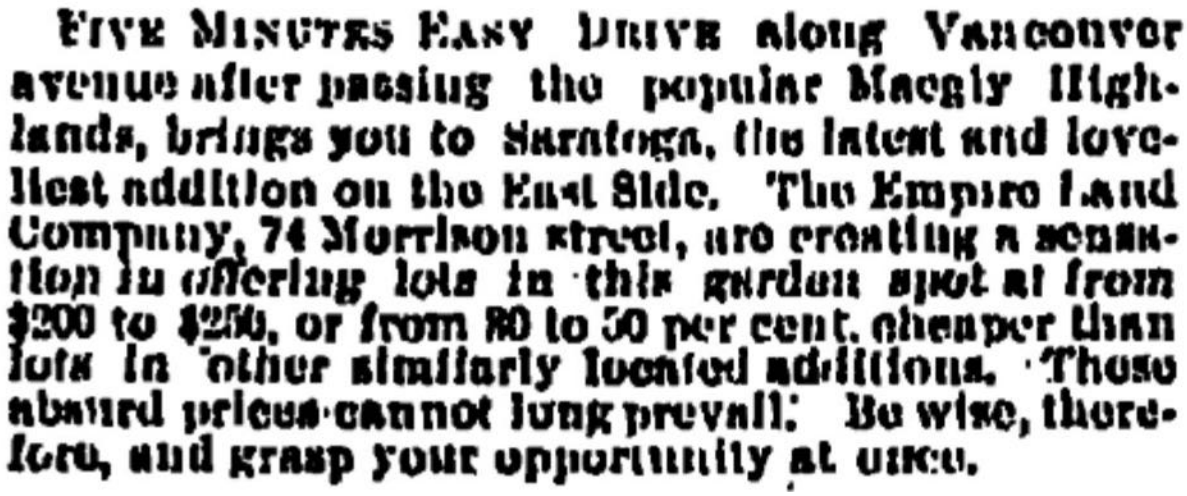
A sure thing for speculators

SARATOGA

Lots are now offered at from $200 to $250 apiece but an advance will positively be made May 1 so

Be ze your bargains while ye may,
Let not this chance go by,
The home within your reach to-day
Next month may be too high

EMPIRE LAND CO., 74 Morrison Street


Five Minutes Easy Drive along Vancouver avenue after passing the popular Macgly Highlands, brings you to Saratoga, the latest and loveliest addition on the East Side. The Empire Land Company, 74 Morrison street, are creating a sensation in offering lots in this garden spot at from $200 to $250, or from 40 to 50 per cent cheaper than lots in other similarly located additions. These absurd prices cannot long prevail. Be wise, therefore, and grasp your opportunity at once.

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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Structures: Peninsula Park

Jan de Leeuw

Version 05-03-2019



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Acquisition 4
Opening Ceremony 4

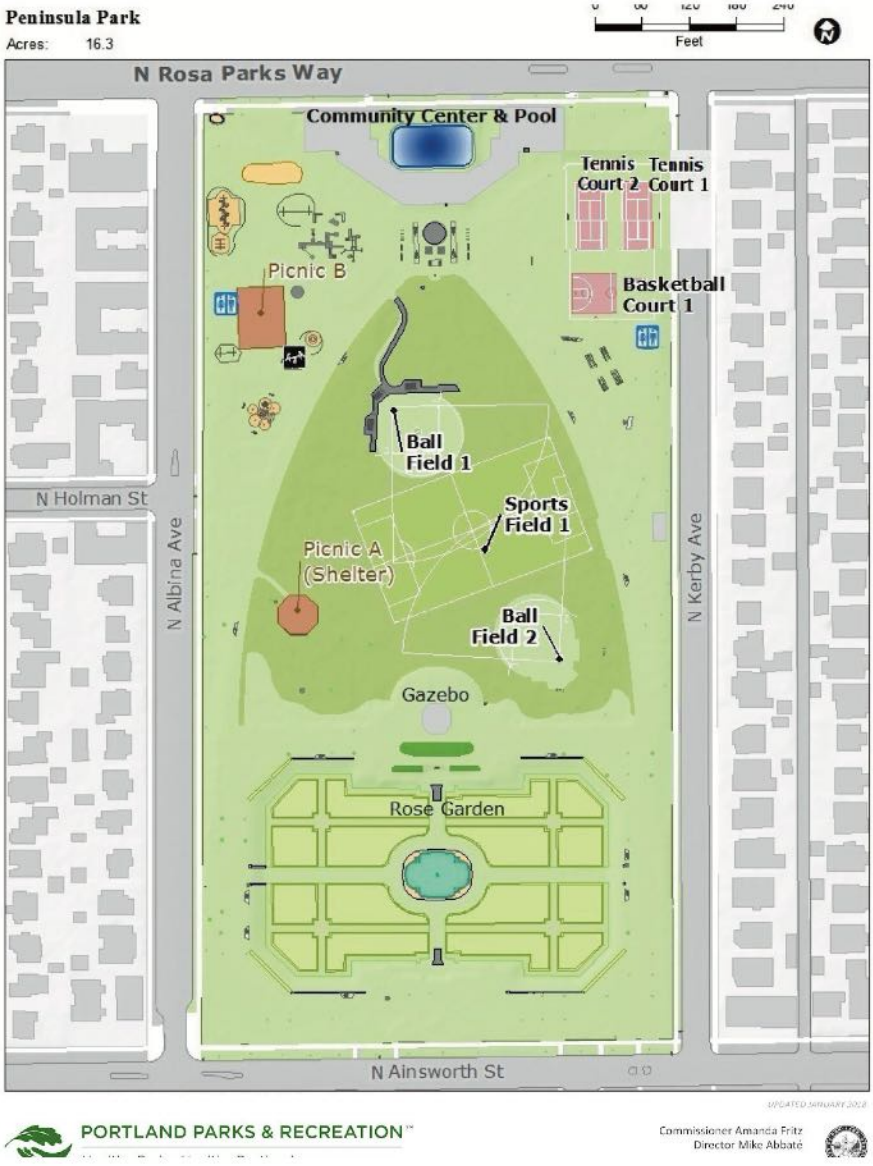
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Introduction

Peninsula Park is, without any real competition, the centerpiece of the Piedmont Neighborhood. Ever since 1909 innumerable events have taken place in the 16.3 acres park, which has a pool, a community center, a children's playground, multiple sports fields, several picnic areas, a gazebo or bandstand, and a sunken rose garden.



The City Beautiful

Frederick Law Olmstead & Company

Lewis and Clark Centennial Exhibition

The Olmsted Brothers in Portland

Background

Park and Boulevard Plan

Getting the Land

The Parcel

The land for Peninsula Park was in what was commonly known as the *“W.K. Smith Tract*”, more precisely the northern 80 acres of the south-western quadrant of section 15, township 1 north range 1 east. It is the large parcel between Interstate to the west, Kirby to the east, Rosa Parks to the north, and Ainsworth to the south. Various chapters in this book describe how this northern half of the Evander Howe 1870 homestead went in 1883 from Evander Howe’s heirs to George Woodward, then in the same year to Sylvester Farrell and Edward Holman, and finally in 1890 for $ 40,000 to W. K. Smith and the Ukase Investment Company.

The parcel remained wild and undeveloped for quite a while. In 1900 forty acres were leased to Harry Busch, who used money provided by Liverpool Liz to create Evergreen Park. Some buildings were erected and there probably was a saloon and a race track of some sort. But the good citizens of Piedmont prevented Busch from getting a liquor license. Evergreen Park went belly up after a few weeks. Harry Busch went to jail for pistol-whipping Liverpool Liz. The whole sad and rather pathetic story is told in another chapter of this book.

So far I have not been able to pin down precisely what part of the parcel was leased by Busch. It was either the forty acres west or the forty acres east of Albina. We know that Smith sold one acre of the western half in 1900 to the school district for Ockley Green

Piedmont Boosters

Acquisition

Opening Ceremony

Building the Park

Recreation Building

Swimming Pool

Rose Garden

Uses of the Park

Rose Festival

Athletics

Picnics

Eugenics

The Municipal Automobile Camp

Penguins

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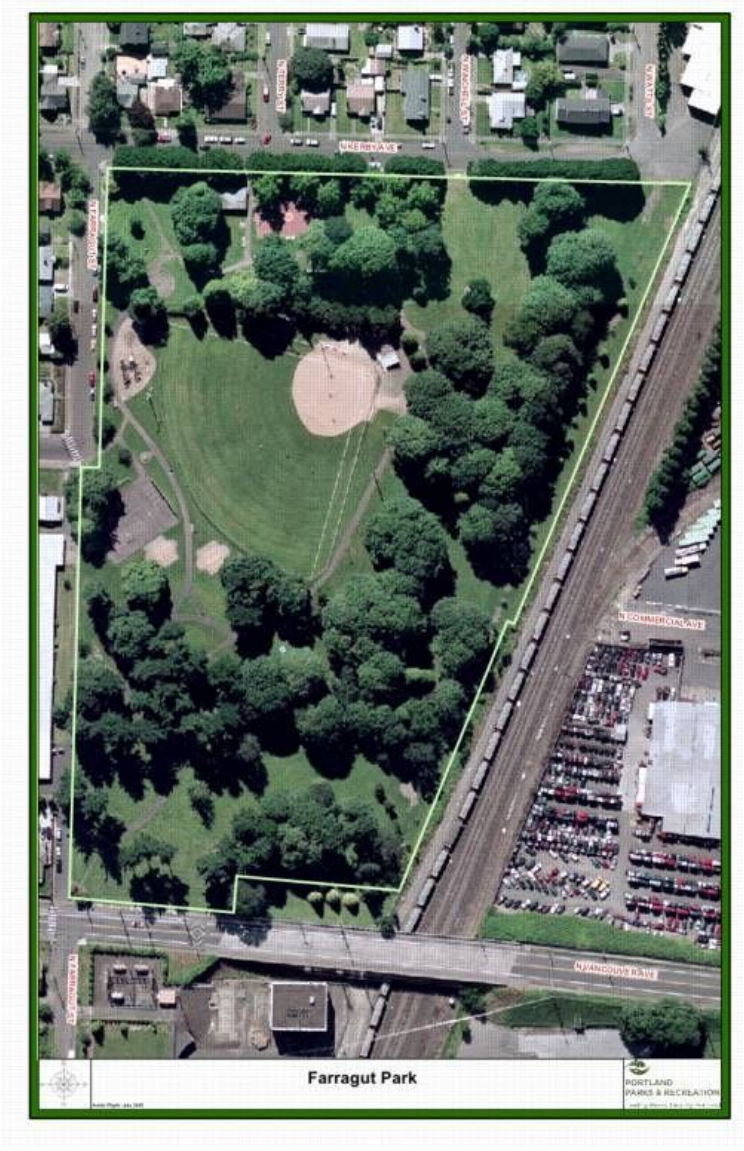
George R. MIller and the Portland Rose Festival Foundation: *Portland Rose Festival.* Arcadia Publishing, 2013.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Structures: Farragut Park

Jan de Leeuw

Version 06-27-2018



The land for Farragut Park was part of the Lewis Love Donation Land Claim, more precisely from the portion inherited by the reverend Green C. Love. I have not traced yet when the Love family sold it, but I am sure that will not be difficult to find. I also have not find the ordinances and appropriations of the City of Portland to acquire the land and make it a park. Again, those will no doubt turn up eventually.

Note to Jan: Something about Zimmerman-Wells-Brown

I do know that on July 9, 1940 the City of Portland bought the land from the Zimmerman-Wells-Brown Company for $ 10,000. Here is a link to a copy of the deed.

https://drive.google.com/open?id=1C5xvjsPXF0nB-IMLXRU15F4Aev0fAeIe

Note the precise description of the land, which is obviously not a rectangular parcel. Also note the exclusion of the approximately fifty by two hundred fifty feet parcel deeded to the Portland General Electric Company (I will find out when and by whom later). Portland Maps shows this strip of .24 acres is still not part of the park, although now it is owned by the Union Pacific Railroad Company. Again, I have not found yet when the ownership was transferred.



Here is another map from the County Assessor that shows two other aspects. None of the park is in the Lovewood subdivision, but the strip along Kerby is in Swinton.



The northwest corner (here highlighted) is not owned or managed by the Portland Parks department, but by the Portland Property Management department. There used to be a little house in that corner (to be researched: who lived there, when was it built/demolished) that is still visible in a 1950 aerial photo (I think).



The City Archives have many pictures of Farragut Park, beginning with the 1946 clearing.



A2001-045.725 : Farragut Park clearing N Commercial Ave and Farragut St - 1



A2001-045.726 : Farragut Park clearing N Commercial Ave and Farragut St - 2

Eventually I will include some of the more interesting pictures, but keep in mind that the Archives charge ten dollars for each picture, so I am going slow on buying them.

There are also plans and ordinances in the Archives to build and improve the various structures in the park, such as the grandstand, the concession stand, bleachers, baseball field lighting, and so on.

Grandstand seating, concessions stand, comfort station, sports facilities and playground bleachers, scoreboard, and parking. Roland B Hall, designer.

This will be all be added in due time.

It seems that Walter F. Rudd had a concession at Farragut from at least 1959 to 1974. I will collect some information on him and his activities. From the Oregonian of February 7, 1954.



Providing musical entertainment at luau or Hawaiian feast put on Monday by classes in hula dancing at YWCA were (from left) Mrs. Helen Wells, Walter Rudd, Miss Joyce Minami, James Lovewell and Mrs. Crystal Nagel. The feast drew capacity crowd with many turned away.

From the Oregonian of February 2, 1978.

Walter Rudd

Funeral for Walter F. Rudd, a Portland resident since 1939, will be at 10 a.m. Friday in the Pearson-Allen Funeral Home, with interment in Lincoln Memorial Gardens. Rudd, 70, died at his home Monday.

Mr. Rudd was born in Cedar Rapids, Iowa. He had been a member of several bands in the Portland area, and operated the concession stand at Erv Lind Park for 18 years.

Surviving are his wife, Florence J.; one son, Jack B. of Portland; one stepdaughter, Pat Walker of Gresham; three sisters, Lora Douglas and Ruth Weldon of Cedar Rapids and Dora Dean of Long Beach, Calif.; and three grandchildren.

The Archives also contain permits for softball tournaments and associated concessions. To be worked out.

Authorizing an agreement with the Portland Metropolitan Softball Association for the exclusive privilege of operating all concessions at the Erv Lind Stadium at Normandale Park and Farragut Stadium at Farragut Park for a period commencing April 1, 1972, and terminating March 31, 1974

In general it seems that between 1950 and 1980 there was more activity going on at Farragut Park, and the City was investing more resources, than we see these days.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Structures: Rankin Airport

Jan de Leeuw

Version 02-22-2019

Wikipedia tells us that

> *John Gilbert "Tex" Rankin (January 20, 1894, Texas – February 23, 1947 Klamath Falls) was an aerobatic pilot, barnstormer, air racer, and flight instructor from the 1920s to the 1940s. Born in Texas on January 20, 1894, Rankin began flying in 1913, when airplanes were still considered a new oddity*

If you search for “Tex Rankin” on Google you will find a lot of biographical and aeronautical information, and a long list of accomplishments, including national championships and world records. The man is a legend. Here is a picture of him, next to a plane with identification number 13 and with a black cat that accompanied him on his flights, tempting fate.



His career and accomplishments, however, are not what concerns us here. We are mostly interested in what Tex Rankin had to do with Piedmont. Or, more precisely, with North Portland, close to the Piedmont boundary. Much of the information in this blog entry comes from "Black Cats and Outside Loops. Tex Rankin: Aerobatic Ace" by Walt Bohrer (Piere Publishers Inc, 1989).

In 1920 Rankin started his first flying school in Walla Walla, Washington. In 1923 he moved his school to Portland, bought two planes from the Oregon, Washington & Idaho Airplane Company, initially operating from Guilds Lake Flying Field. When Guilds Lake was closed down in 1924, Rankin moved to Pearson Army Airfield in Vancouver, across the river, and then in 1925 to the sands of Mock's Bottom, in current Overlook.



Rankin's first Portland airfield at Mock's Bottom, no more than an elongated sand lot. Over 2,000 people were taught to fly here. Wooded Swan Island, which later became Portland's municipal airport, can be seen across the channel.

After outgrowing Mock's Bottom, Rankin moved temporarily in 1928 to Swan Island Municipal Airport, which had opened in 1927. Here is a picture of that airport, the short-lived predecessor of Portland International.



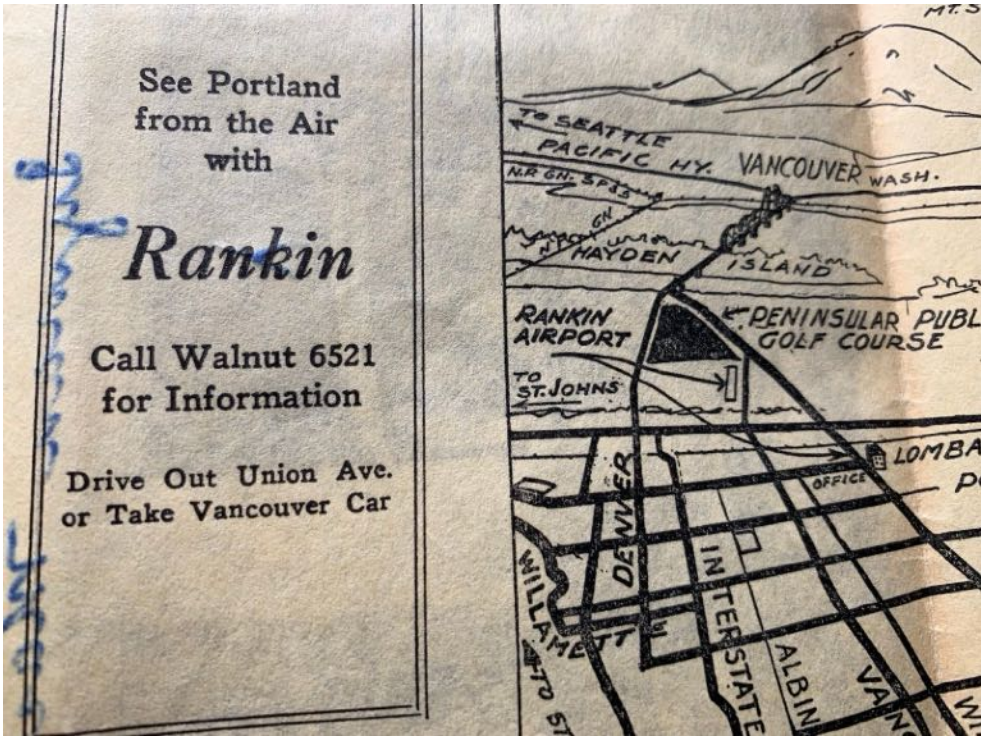
In the Sunday Oregonian of October 26, 1930, we read

> *On the stretch of land west of Union avenue and beyond Lombard Street, once an expanse of marsh and lake bottom where thousands of ducks settled down with a great whirring of wings even in comparatively recent years, is located the Tex Rankin airport, Portland's second first-class flying field -- ranking next to the magnificent airport built by the Port of Portland on the sand spit known to pioneers as Swan Island.*

The article goes on to describe Rankin Airport in glowing terms. One hundred acres, runways in three directions in the form of a triangle, respectively 3800, 3200, and 2500 feet long. Also seven hangars, and a planned administration building, shop, and lecture rooms. Here is a nice picture, presumably with Union Avenue on the right. The grading was a lot of work.

Rankin had leased the land, I am not sure who owned it at the time. Here is a clip from a 1930 map with an Rankin advertisement. It shows clearly where the airport was, west of the

Vancouver Extension, north of the Slough. It also shows where the office of the flying school was located.





The crew of 20 men with a dozen machines has taken out many of the hillocks on the field in the past week -- moving 35,000 cubic yards to the extension of Vancouver Avenue on the south end of the field.



The office of the flying school in 1929-1930 was at 1576 Union Avenue N, on the southeast corner of Union Avenue and Lombard, the corner that now features the renal clinic. Rankin leased and converted a large garage.



Ground school, offices, and shop facilities of the Rankin School of Flying, located on the corner of Union Avenue and Lombard Street, Portland, Oregon, during 1929 and early '30s.

Flying was extremely popular at the time, and for a while the Rankin Flying Service of Portland was the largest school of its type in the country, with over 600 registered pupils, and quite a few of them were women. One of his pupils was the famous Portland stunt flyer Dorothy Hester, who also became an instructor in Rankin's flight school.

But after the initial success the business did not do particularly well. The depression hit the flying business really hard. Tex reported said that the business was in a tailspin. Brother Dick Rankin shows up in the news, and seems to take over the leading role. The Sunday Oregonian of September 25, 1932, says

> *Formation of the Union Avenue Flying Service, which will operate a flying school and air taxi service on the Rankin Airport on Union Avenue, near Columbia Boulevard, was announced yesterday by Dick Rankin, head of the concern.*

And on August 6, 1933, we read

> *Establishment of his own aviation school, air taxi service, and airplane sales agency on Swan Island Airport was announced yesterday by Tex Rankin, who has operated aviation companies in the Pacific northwest for the last 15 years.*

After than, Rankin Airport is only rarely in the news, and only for two more years. Things rapidly went downhill. In 1934 Emery Dental took off without a pilot's license in a plane that was not airworthy. He crashed, and seriously wounded himself and a female passenger. No more mention of the Rankin brothers. Later references in the same year even described the site as "Old Rankin Airport". No more airplanes. A beer garden dance hall was proposed in 1934, turkey and pigeon shoots were organized by Bob Miller's Gun Club, and in 1935 Rankin Airport is mentioned only in small advertisements of people trying to sell livestock. Sic transit gloria mundi. Here is a photo of the corner of Union and Lombard in 1937, with the proud flying school building still standing, but transformed into some kind of entertainment center.



In 1936 Tex Rankin moved to California, first to Hollywood and Van Nuys, and then, under contract with the Air Force, to Tulare, where he started a new Rankin Airfield and a new flying school. He was killed at Klamath Falls in a plane crash at age 53 on Sunday February 23, 1947.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

THE MUNICIPAL AUTOMOBILE CAMP 1921-1926

Jan de Leeuw

Version 04-06-2018

In 1908 Henry Ford introduced the Model T and made cars affordable. In the years following that epoch-making event, American took to the road in great numbers, to make trips, both for business and pleasure. Boosters in the up and coming cities on the West Coast soon realized that they needed to provide accommodations for these travelling tourists and business people, because if they could keep them in the city or state for some time and give them positive memories, they might come back and buy a house or start a business. The solution that cities came up with initially were municipal automobile camps, basically campgrounds with amenities, in which people slept in their cars or in tents they brought along. These parks were run by the city, in the same way as regular city parks.

The very first municipal car park in the nation was in Ashland in 1913, but before 1920 there were already multiple car parks in the North-West. In Gresham, for example, and, more threateningly, in Washington. The city of Portland (OR) in 1920 was late to the game.



Commissioners Pay Visit to Park Site On Albina Avenue

The 15-acre tract owned by the Smith estate, directly opposite Peninsula Park, on Portland boulevard between Albina avenue and Kerby street, will likely be leased by the city for an automobile park. Commissioners Pier, Barbur and Bigelow visited the site of the proposed automobile camping grounds Wednesday afternoon and will report the result of their inspection at the Friday session of the city council.

Commissioners Pier, Barbur and Bigelow state they were very favorably impressed with the tract, gas and water connections, available swimming pool facilities and numerous other advantages appealing to them. One of the most serious objections to the location of an automobile park in the city heretofore has come from residents who objected to its proximity. The Smith estate site is isolated from residences, which further commends it to the commissioners.

Oregon Daily Journal, November 27, 1920

But there was good news in the Sunday Supplement of the Oregon Daily Journal of December 12, 1920.



Portland at Last Gets Long Delayed Parksite

PORTLAND HAS NEW SITE FOR TOURIST PARK

Work of Improving Will Begin at Once, So That Accommodations Will Be Ready for Next Summer's Thousands of Motorists Who Are Expected to Come.

By Frank A. Clarson

'BEAUTY SHOW' WILL BE NAME OF EXHIBITION

Title Selected Is Declared Particularly Fitting to the Display of Products Which Will Be Shown at The Auditorium During the Coming Month.

TRANSPORTATION COUNCIL TAKES UP NATIONAL PROGRAM

Railroads, Highways, Waterways All Represented; Report Sent Broadcast Over the Country.

MOTOR TRADE TO ADVISE SOLONS ON NEEDED LAWS

Legislative Committee This Year Will Be Composed of Representatives From All Over State.

Save Sunshine for Motoring Use 'Indoor Days' to Overhaul

By Mike De Coco

TAGLESS AUTOIST TO HAVE TROUBLE AFTER JANUARY 1

State Bureau Tells Officers to Gun for Motorists Who Can't Show Oregon Plates for 1921.

Fred Vogler Pays Sales Force Bet on Record Last Month

[Oregon Sunday Journal, December 12, 1920]

[Oregon Sunday Journal, December 12, 1920]

If you look at the little map in the article you will see the car camp was going to be constructed on a 25 acre piece of land, between Ainsworth and Rosa Parks (then Portland Boulevard), and between Albina and what is now the freeway. In other words, in what we now call the Gainsborough Addition, a subdivision of modern Piedmont.

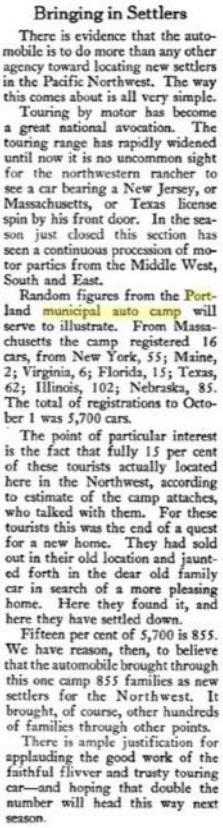
The land was leased by the City from the Ukase Investment Company, after considering various other sites. Forestry Park was considered, so was 82nd and Sandy, and a section on Alameda Hill. On this last location: *"Negotiations were opened for the lease of the property and things were about arranged when, with its characteristic honesty, the city let its intentions be known and the good people near the proposed park rebelled*." No such characteristic honesty was in play for the Albina lot. It was flat empty space, with some bushes and trees, and they did not object.

Also note that City had dealt with the Ukase Land Company before. The ULC was incorporated in 1907 by William Kanan Smith and his two sons, the same William Kanan Smith that the City had bought the 20 acres for Peninsula Park from in 1909. In the meantime father Smith had died in 1914, and W.K. Smith Jr. had taken over as president of the company.

Initially the City leased the northern half of the 12.5 acres for two years at $ 215 per year, with a possible extension of two more years, and an option to lease the additional 12.5 acres for another $ 215 per year.

The Portland Municipal Automobile Camp opened May 15, 1921. The City put up 300 metal signs to direct traffic to the camp, the Chamber of Commerce distributed 3000 flyers. The Camp had showers, bathrooms, laundry facilities, a car wash, and kitchen facilities with rows of gas stoves. There was a nice administrative building as well. One of the major attractions for visitors was the pool at Peninsula Park, just across the road. In fact Peninsula Park served as the green garden space for the Camp.

During the first season the Chamber of Commerce added an Information Bureau. Relentless boosterism went on, partially because of the upcoming 1925 Lewis and Clark World Fair, but also because the City and the Chamber wanted to sell houses in Portland and to lure businesses.



Bringing in Settlers

There is evidence that the automobile is to do more than any other agency toward locating new settlers in the Pacific Northwest. The way this comes about is all very simple.

Touring by motor has become a great national avocation. The touring range has rapidly widened until now it is no uncommon sight for the northwestern rancher to see a car bearing a New Jersey, or Massachusetts, or Texas license spin by his front door. In the season just closed this section has seen a continuous procession of motor parties from the Middle West, South and East.

Random figures from the Portland municipal auto camp will serve to illustrate. From Massachusetts the camp registered 16 cars, from New York, 55; Maine, 2; Virginia, 6; Florida, 15; Texas, 62; Illinois, 102; Nebraska, 85. The total of registrations to October 1 was 5,700 cars.

The point of particular interest is the fact that fully 15 per cent of these tourists actually located here in the Northwest, according to estimate of the camp attaches, who talked with them. For these tourists this was the end of a quest for a new home. They had sold out in their old location and jaunted forth in the dear old family car in search of a more pleasing home. Here they found it, and here they have settled down.

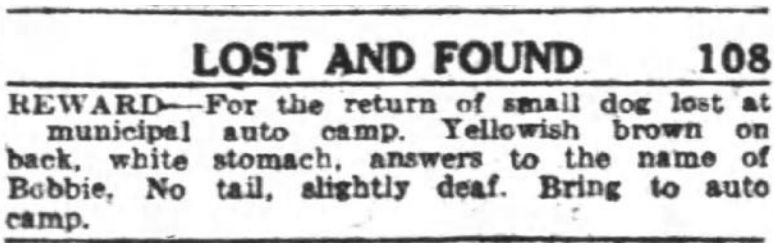
Fifteen per cent of 5,700 is 855. We have reason, then, to believe that the automobile brought through this one camp 855 families as new settlers for the Northwest. It brought, of course, other hundreds of families through other points.

There is ample justification for applauding the good work of the faithful flivver and trusty touring car—and hoping that double the number will head this way next season.

[Better Fruit, January 1922, p. 16]

The Morning Oregonian and the Daily Oregonian had almost daily articles about the Camp, with little stories about the various interesting visitors (and their cars).

The City charged 50 cents for registration, with a maximum stay of 10 days, and “full privileges of the free gas for cooking, laundry tubs, firewood, and water”. Initially City Commissioner Pier, in charge of Parks, announced that use of the park would be free (because he feared for his safety, and wanted to “preserve himself for his wife and children”), but before the first season was over there were already proposals to charge a 25 cents day use fee in addition to the 50 cents registration fee. The next season the fee actually went to 50 cents per day -- a ten-fold increase. The average stay in 1921 was 5 days, but clearly some people used the camp for temporary housing. Complete families started to arrive in camper vehicles and driving bungalows.



LOST AND FOUND 108

REWARD—For the return of small dog lost at municipal auto camp. Yellowish brown on back, white stomach, answers to the name of Bobbie, No tail, slightly deaf. Bring to auto camp.

At the end of the 1921 season the number of registrations was 6,518. Since the average number of people in a party was about 4 (they say), this means the Camp was visited by about 25,000 people. At the height of the season 350 cars per day was not uncommon. This was considered to be quite successful. At the end of the 1921 season the City decided to lease the southern 12.5 acres as well. Also they authorized a concession for a general store, which arrived in 1922, complete with radio service to listen for free to “news, concerts, and other forms of entertainment”. But the City decided to take the Camp out of the line-item budget, and required it to be self-supporting. This is always a bad sign. Either you are not self-supporting and get terminated, or you are self-supporting and private capital will take over and start increasing its profit margins.

In 1922 the Camp registered 10,898 cars, approximately 40,000 people. But, more or less as expected, the Blue J Company made a bid to take over the Camp. Unfortunately for them, somebody had been paying attention.

> *C.F. Keyser, superintendent of parks, received five shares of stock in the Blue J Company, for which he paid nothing and served as a director of the company, while negotiations were pending for the acquisition by the company of the municipal auto camp, which was operated for the city under the direction of Mr. Keyser.(Morning Oregonian, 04-03-1924).*

The next article shows there were many other amenities close to the camp. The C.M. Johnson grocery store was actually in the camp on the north side, opposite the end of Mississippi. On the corner of Albina and Portland Boulevard was a gas station, on land leased from Chas. Oleson, who had platted the Lahoma addition in 1920. At the end of this chapter there are four 1924 Sanborn maps that show the auto camp, together with the surrounding amenities.



AUTO CAMP IN GOOD SHAPE FOR INVASION OF TOURISTS

Grounds Attractive With Many New Features for Accommodation and Comfort of Visitors and Commodity Shops Open.

BY ADDISON BENNETT.

ONLY 195 automobiles have arrived at the municipal camp since January 1; only 20 were on the grounds yesterday morning. So it may be said that the auto season is about to arive. By May 1, no doubt, there will be a grand rush, but everything will be ready for them; indeed all is set at the present time.

A visit to the grounds shows what has become of the "velvet" which accrued in 1922. Every dollar of it has been expended in improving the grounds, principally in grading and clearing up every bit of the refuse left from last year.

The three main streets, running north and south through the grounds, have been leveled and covered with gravel, so it will take somewhat of a rain to make the going bad through the camp. And when small holes develop there is a supply of gravel convenient to fill them up. This is principally noticeable at the north end of Mississippi avenue, bordering on the Portland boulevard, in front of the Johnson store. That part of the street has always been a menace to travel; now it is well filled and graded.

Conveniences Are Numerous.

A look now at the grounds within and without—that is at the stores convenient and at the fine park to the east (Peninsula park)—shows that the surroundings are all practically ideal. The campers will find every convenience near at hand. First and foremost of supply houses in reach is the store at the north end of Mississippi avenue of C. M. Johnson, who holds the concession for inside business marts from the park commission. He erected his store early last year, and since the day he opened it has done a good business, and his prices always have been as low as in any store in the city. He has entirely remodeled his quarters, one of the most noticeable improvements being a sort of sun parlor on the south, where refreshments will be served at all hours. And on the east side he has erected a fine warehouse, which is stored full of groceries and notions. The old fixtures in the main store room have been shifted around, and there will no longer be the former crush when business is brisk.

Filling Station Attractive.

Across Portland boulevard, to the north of the park, is the domicile and headquarters of Charles Oleson, an "old settler" in the neighborhood. He owns some ten acres on the Portland boulevard, divided by Albina avenue, which he bought many years ago. His dwelling a few short years ago was the only improvement near the park. His fine dwelling was nearly opposite the entrance to the camp grounds. Last year he erected a string of one-story concrete buildings on the corner, four store rooms on Albina avenue and three on the boulevard. Then he moved his dwelling back and faced it on Albina avenue.

I have missed saying that even before the camp grounds was established Mr. Oleson put up a large garage and machineshop about 100 feet from the boulevard, on the east side of Albina avenue, and then leased a plat 100 feet square on the corner where the Standard Oil company has erected one of the finest filling stations in the city.

Shops Are Convenient.

Directly north of Johnson's store, in one of the Oleson shops, is barber shop, and a nice one. Next door east is the large bakery of Frank Terry, who has a number of delivery wagons and also a busy retail store. In the two next buildings to the east is the grocery store of M. Diamond. He bought the place last September. Now he has the two rooms on the boulevard and the adjoining building on Albina avenue, the latter being a meat market. When Mr. Diamond bought the store it was a measly place of business; now he has as nice a grocery and delicatessen store as there is in the city.

Next to the Diamond store, on Albina avenue, is the confectionery store of A. H. Carter, whose assistant is Miss Ethel Pike. This concern sells about everything needful in the way of drugs, soft drinks, ice cream, etc. It is a nice well-kept place and seems to be doing a good business. In fact from the Johnson store in the grounds to the last mentioned there is an air of thrift and prosperity.

Management Unchanged.

The manager-general of the grounds will, as usual, be Pat Keany. The park could not get along smoothly without Pat. And the superintendent on the grounds this year will be Miss Catherine Funk. She has from the first audited all of the accounts, kept the books, paid the help and other bills, and has visited the camp every day, her office being in the park department on Montgomery street, near Fourteenth. But by May 1 she will have an office in a corner of the rest room, and will spend her time there in keeping the accounts and looking after the details of the finances.

It makes one feel proud to see the camp and surroundings now, very proud. Some say it is the best public auto camp in the country; and then the next man comes along and says it is the worst; so you never can tell about the straight of it. Anyhow it is a fine place to camp, and surely no other camp does more to protect its campers than is done at ours. Particularly this is true when one considers the fine stores and large stocks of goods offered for sale in and adjacent, and at the very bottom prices.

SERVICE BONUS IS PAID

Oregon City Company Disburses $25,000 to Its Employes.

OREGON CITY, Or., April 14.—(Special.)—The continued service bonus, amounting in all to more than $25,000, was distributed by the Oregon City Manufacturing company to its employes today. The bonus was established by the company in 1917, and through it employes received bonuses amounting to 2½ to 15 per cent of their total earnings for every six months' period, according to length of service.

This $25,000 represented approximately one-half of the year's disbursement by the Oregon City mills for this purpose.

WIFE USED LYE, PLAINT

Divorce From "Mean and Vindictive" Mate Is Asked.

Minnie F. Pitman is so mean and vindictive that on one occasion she cut a lot of holes in two of her husband's suits of clothing and then soaked them in concentrated lye, according to complaint of John M. Pitman, seeking divorce from her. The husband says that at times when he was ill in bed the wife went joyriding instead of remaining at home to care for him.

Desertion is alleged in the divorce complaint of Helen against Adam H. Krieger, another of yesterday's filings in circuit court.

Sunday Oregonian, April 15, 1923

In 1924 35,000 cars registered, with 150,000 tourist, compared to 18,000 cars with 76,000 people in 1923. Many people said they would be back for the Exposition in 1925, or that they had decided or were contemplating moving to Oregon. But again, bad developments. The city

had not provided for sufficient sanitary facilities for the growing camp, and there had been complaints by the visitors.

The city renewed its lease for another two years on December 1, 1924, now paying $ 500 per month. That did not really leave room for improvements. Another bid was made by the Portland Auto Camp Company, but the neighbors in Piedmont and Kenton pressed the city to hold on to the lease and at the same time pass an ordinance prohibiting auto camps within city limits. A new community house with 18 gas plates and hot and cold water was finished, as was the camp theater. Somewhat mysteriously it says

> *There are no shower baths at this camp as yet, but campers who wish such conveniences use the shower baths located in the Peninsula Park, directly opposite the auto campgrounds.(Morning Oregonian, 04-25-1925).*

What we are seeing is familiar. The city cannot keep up with the growth, the neighbors are starting to object, and private enterprise is moving in.

In 1926 the city decided not to renew the lease. There are various reasons for this. Private car camps were becoming more popular, and pretty soon there would be car camps in Piedmont, for example, on the intersection of Columbia and Union (i.e. MLK). Also, it seems clear the city bureaucracy was not able or willing to handle the increased financing and maintenance required for the park. And finally there may have been some pressure from developers, particularly their landlord, the Ukase Investment Company.

Originally the city planned to auction off “the buildings, gas plates, cook sheds, laundry trays, and other equipment. But one last failure was still to come.

> *.. the city discovered it’s lease required it the leave the camp grounds in the same condition in which they were leased, which would mean that the city would have to dig out concrete wash racks and other property which would be expensive to move. Because it would cost more to move the buildings than the city would get for them, the buildings will be given to the Ukase Investment Company, owners of the property, which, under an ordinance effective January 1, cannot be used for an auto camp again. (Morning Oregonian, 11-24-1926).*

And the Ukase Investment Company did not waste time. In 1927 the 25 acres were platted, The “small fir, cedar, vine maple, and dogwood” was removed. Early in 1928 the streets, sewers, sidewalks and curbs for a the new Gainsborough subdivision were put in. Lots will be 100 by 50 and 100 by 125 feet. The first batch were 63 lots north of Holman. Except on Albina all buildings would be single-family residential, and on Albina there was the possibility of “bungalow courts”. By April 1928 there were 15 houses under construction, with five more under contract.



IDEAL FURNISHINGS AIM

MODEL HOMES TO BE MODERN IN ALL RESPECTS.

Portland Firms Will Furnish All Equipment for Houses Built by The Oregonian.

When the two model homes being built by The Oregonian in Mock Crest addition, the master model home and the west coast woods model home, are thrown open formally to public inspection two weeks from today, visitors will be impressed by the taste shown in furnishing and equipment. Both homes will be completely furnished by Lipman, Wolf & Co., and in the west coast wood model home considerable equipment is being installed by the Portland Gas & Coke company.

Lipman, Wolfe & Co. plan to equip The Oregonian master model home with furniture that will be of the highest class yet not extravagant. The lastest in hangings, floor coverings and furniture will be shown, and the furnishing plan will be in harmony with the English character of the architectural design.

In The Oregonian west coast woods model home Lipman, Wolfe & Co. will place to best advantage west coast furniture. Hangings and other furnishings will be in keeping with the nature of the house, which is of the English country cottage type.

In the woods model home the Portland Gas & Coke company will place equipment of varied nature. In the kitchen will be a smoothtop gas range, equipped with automatic oven heat control. Here will also be a gas-fired refrigerator, designed to offer such flexibility of service as is available in a hotel pantry.

When the home is opened visitors will also find that a gas-fired hot water storage system has been installed. This system automatically keeps a supply of hot water available at all hours of the day. In the basement will also be an Easy washer, a Snow White gas-fired dryer and a gas-fired Simplex ironer.

PARK MADE HOMES TRACT

OLD AUTO LOCATION TO BE DEVELOPED AT ONCE.

Henderson-Bankus Co., Inc., Handle Property Well Located to Serve Residents.

The old Portland municipal auto park, bounded on the north by Portland boulevard, on the east by Peninsula park, on the south by Ainsworth avenue and extending west to within 100 feet of Minnesota avenue, has been platted, and will be placed on the market as soon as street improvements can be effected, it was announced yesterday.

The property is owned by the Ukase Investment company, of which W. K. Smith Jr. is president. The company has placed the work of developing and selling the [illegible] with the Henderson-Bankus Company, Inc. Elmer Bankus, [illegible] of the company, announced [illegible] Meckley has been engaged [illegible] representative. Meckley will [illegible] construction immediately on account of several homes in the subdivision. The tract is close [illegible] private and public schools.

The property consists of [illegible] heavily wooded with [illegible] small fir, cedar, vine maple and [illegible] wood. The lots will be 50 by 100 and 50 by 125 feet. All property except that on Albina avenue will be restricted to residential purposes, homes built in the district [illegible] be under the $3000 class. The property on Albina avenue is in the [illegible] and is adapted to store buildings [illegible] bungalow courts.

All street improvements will be installed immediately. These will include sewers, sidewalks, curbs, water mains and paved streets. When these improvements will be announced, probably will be made this week. In order to expedite matters all improvements will be handled under special permit. They will not be bonded, but will be paid so that there will be no [illegible] assessments for the purchaser to assume.

The addition will have in all [illegible] lots. Only the first unit, consisting of 63 lots north of Holman [illegible] will be opened at this time. Holman street, incidentally, will be extended east from Minnesota avenue to Peninsula park.

An unusual feature of the [illegible] is that it will be served by the Mississippi car line, which gives direct access to the industrial district of north Portland as well as to the downtown business district.

Mr. Bankus said yesterday that the company expects to move practically all of the lots in the first unit during the activity of the spring season. The subdivision is the first [illegible] announced in Portland this year.

JANTZEN STARTS BUILDING

Warehouse to Add 9200 Square Feet to Storage Space.

A new unit of the Jantzen Knitting mills warehouse at Eighth and East Gilsan streets went under construction last week. The addition will add 9200 square feet to the storage facilities of the knitting concern. It is to be of steel and concrete construction. Specifications call for completion within 30 days.

"When unusual business developments arose which required additional storage space immediately, we practically gave up any idea of building this spring, as it has required three months or more to build such structures in the past," C. C. Jantzen, secretary of the concern, said yesterday. "We decided to go ahead when the Hansen-Hammond Company agreed to have the contract on a 30-day delivery. The new warehouse unit is being built in anticipation of a brisk spring and summer business."

Beaverton Growers to Meet

Growers of vegetables, small fruits and berries in the vicinity of Beaverton will meet at 1:30 P. M. Wednesday in the lodge hall at Beaverton to hear about a cannery project. Representatives of the marketing department of the Portland Chamber of Commerce will be present. Business men, as well as growers, have been invited.

[Morning Oregonian, January 15, 1928]



1921. City of Portland (OR) Archives, A 2001-045.16



City of Portland (OR) Archives, A2001-045.1162

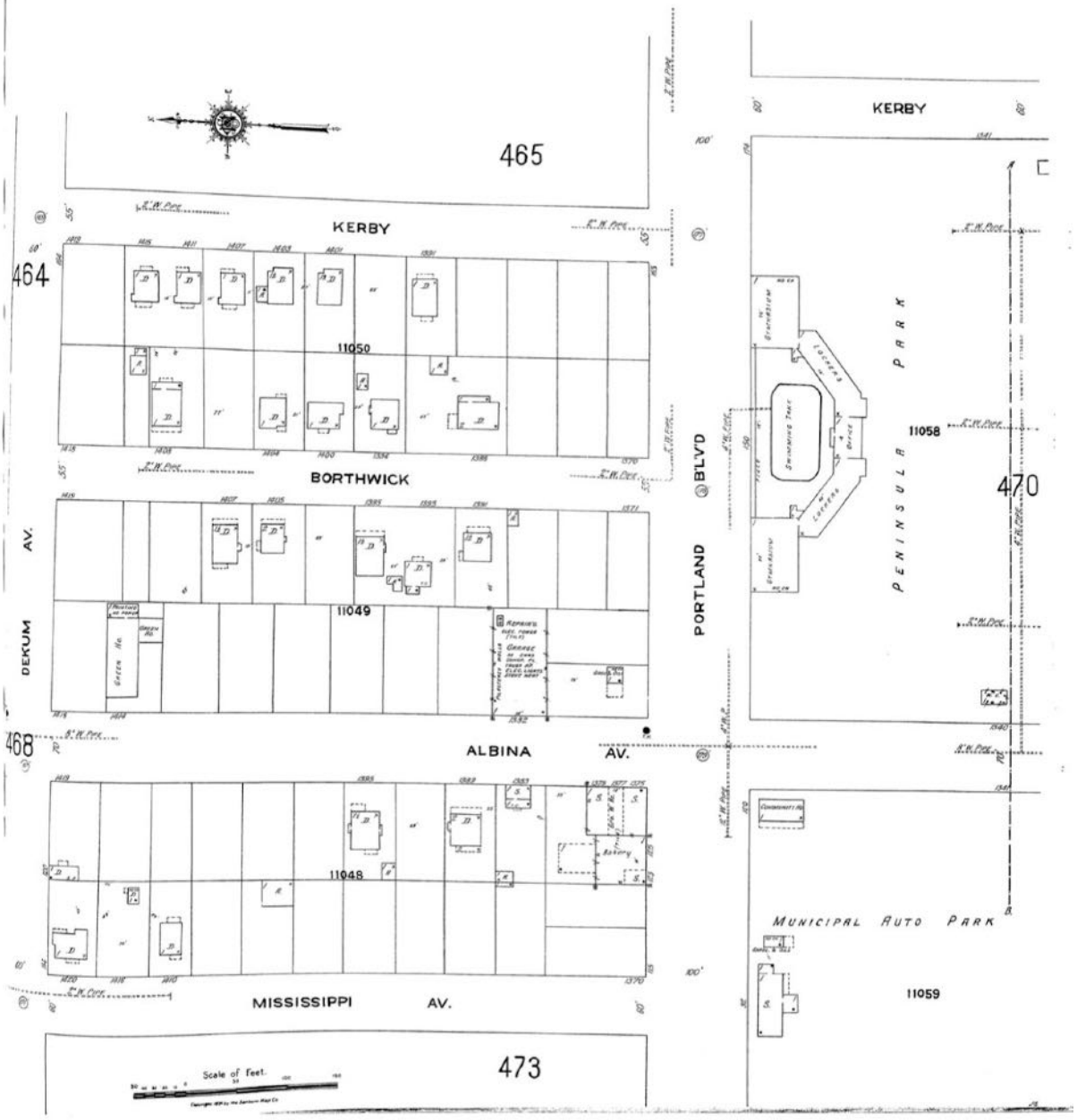


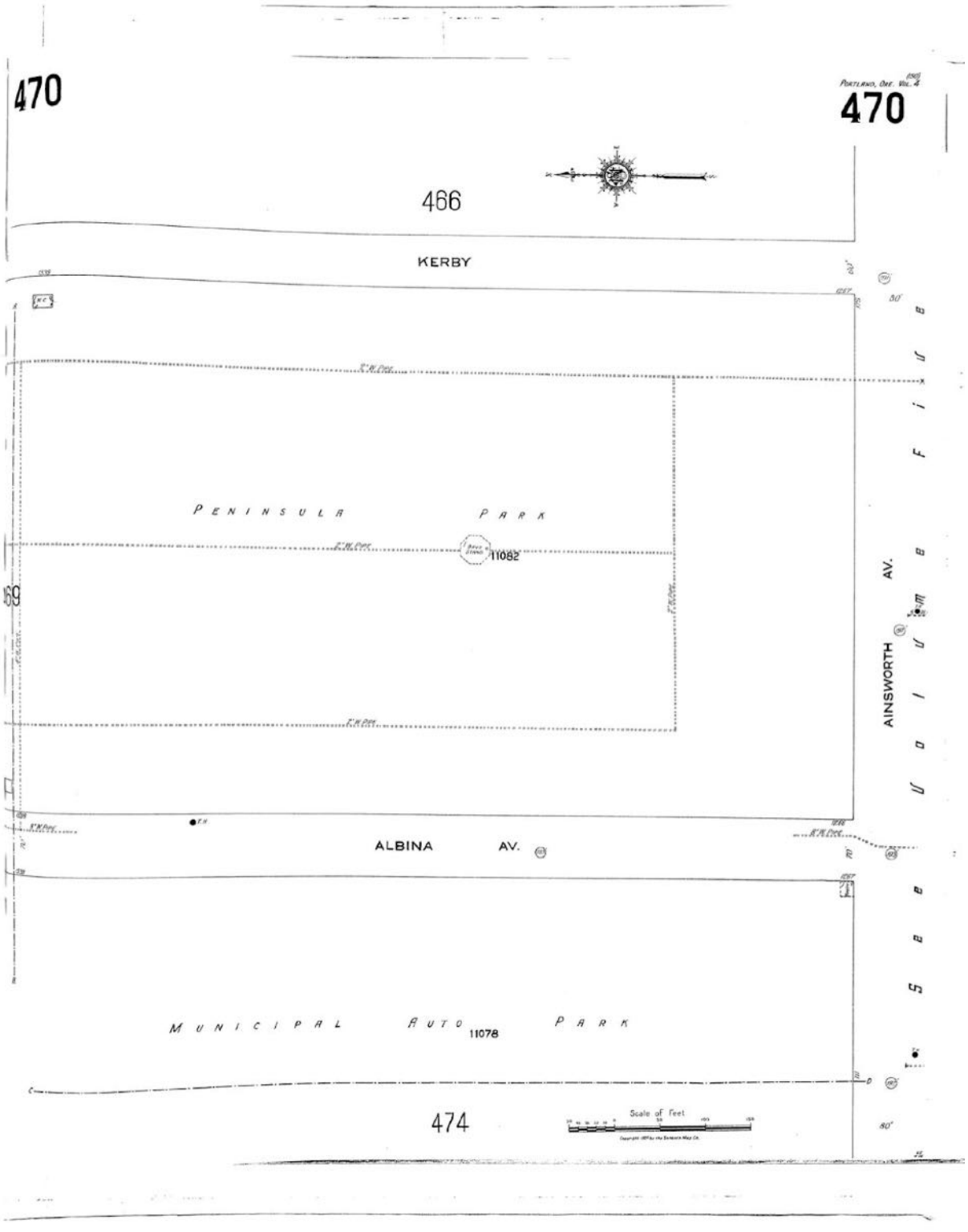
1925. City of Portland (OR) Archives, A2001-045.841

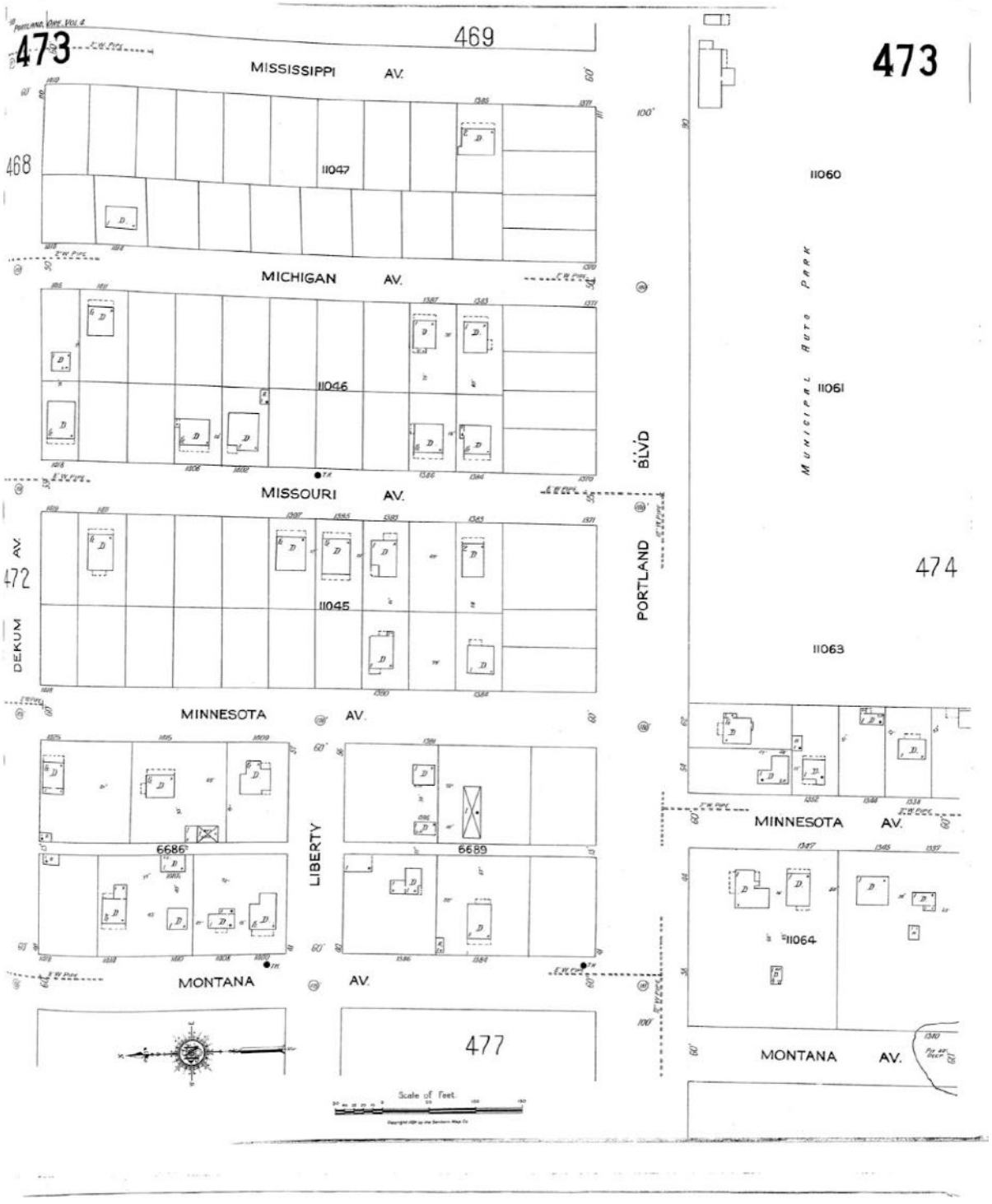


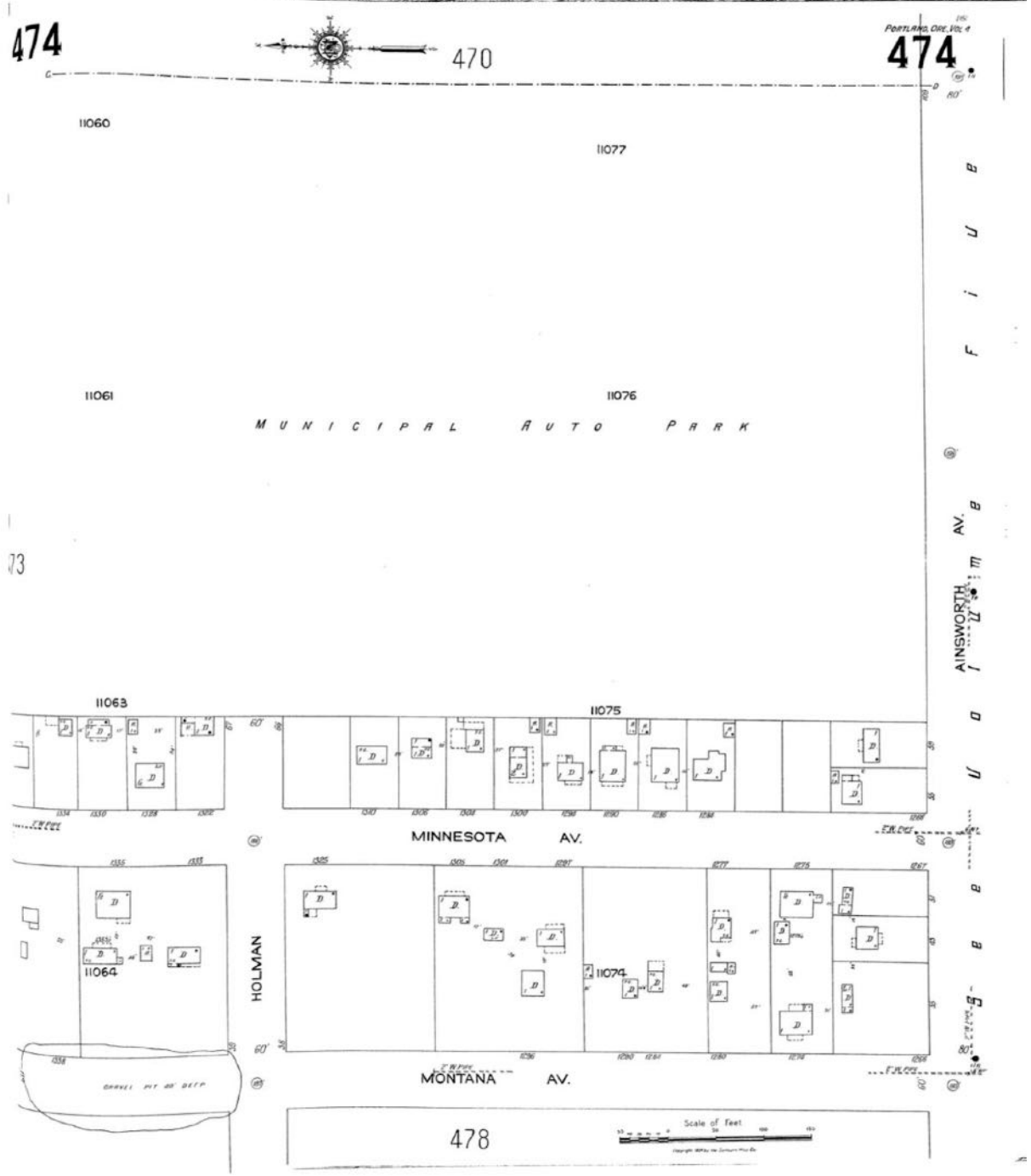
1925. City of Portland (OR) Archives, A2001-045.842

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465
KERBY
464
11050
BORTHWICK
AV.
DEKUM
11049
468
ALBINA
AV.
11048
MISSISSIPPI
AV.
473
Scale of Feet.
PORTLAND
BLVD
KERBY
PENINSULA
PARK
11058
470
MUNICIPAL AUTO PARK
11059


470
470
466
KERBY
PENINSULA PARK
11082
AINSWORTH AV.
ALBINA AV.
MUNICIPAL AUTO PARK
11078
474
Scale of Feet


473
469
MISSISSIPPI AV.
468
11047
MICHIGAN AV.
11046
MISSOURI AV.
472
DEKUM AV.
11045
MINNESOTA AV.
6686
6689
LIBERTY
MONTANA AV.
477
PORTLAND BLVD
MUNICIPAL AUTO PARK
11060
11061
11063
474
MINNESOTA AV.
11064
MONTANA AV.
Scale of Feet


474
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PORTLAND, ORE. Vol. 4
474
11060
11077
11061
11076
MUNICIPAL AUTO PARK
AINSWORTH AV.
11063
11075
MINNESOTA AV.
11064
HOLMAN
11074
MONTANA AV.
478
Scale of Feet

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Structures: Lombard Theater

Jan de Leeuw

Version 07-01-2018



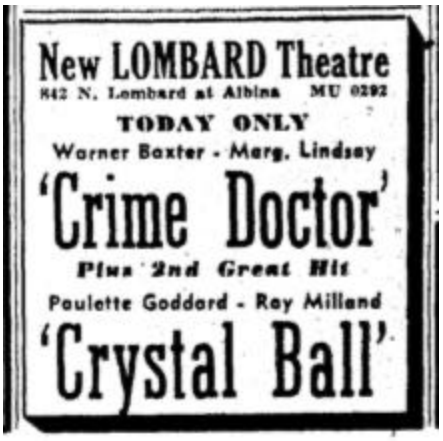
Intersection at N Lombard St. and N Albina Ave., circa 1954 : A2005-005.1198.2

Here is a photo, taken around 1954, from the City Archives of the intersection of N Lombard Street and N Albina Avenue, looking west down Lombard toward Interstate. The I-5 isn't there yet. If we zoom in on the picture we see on the southwest corner Allen's Columbia Pharmacy, Walsh's bakery, the Hot-N-Tot Tavern, Buzzy's, a cycle shop, and the Lombard Theater. In the distance we see the Fred Meyer store that opened in 1953. On the north side we see a gas station, with gas for between 25 and 30 cents a gallon. It seems like an Arco station, and a sign seems to say "Gas Free Every Monday". Further west on the north side of Lombard we see a

cafe and what looks like a record store, with maybe a sign advertising Wanda Jackson (who started her career around 1955 and had her first top 40 hit in 1960). Beyond that a tire store and maybe an antique mall.

In order to zoom in, download the photo and look at it in a suitable viewer application -- don't zoom using your web browser, because that will not give you enough pixels. You should be able to see that the Lombard Theater is showing Jane Wyman in "Magnificent Obsession", a glorious 1954 Douglas Sirk movie, and John Wayne in "Tall in the Saddle", a fairly standard 1944 western. I am hoping some of our long-term residents can fill me in about these other businesses. For now, I am just looking at the Lombard Theater.

It was first mentioned in the Oregonian in November 1943, as the New Lombard Theater. So maybe it was new at that time.



The next mention is in November 1953, at the opening of the new Fred Meyer Shopping Center on Interstate and Lombard. Free theater parties for children at the Lombard Theater on behalf of Fred Meyer. No tickets needed. FREE comic books, gum, candy, balloons.

Interstate Opening Celebration

SATURDAY IS KIDS DAY

At Fred Meyer Interstate Grand Opening — A World of Fun and Excitement All Day

★ **FREE Theatre Parties at Lombard Theatre**
1st Show 9 A. M.** 2nd Show 10:30 A. M. — A Thrilling Western with Cartoons, etc.
For Kids Only — Just Come — You Need No Ticket

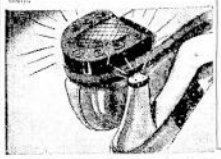
★ **City Wide Doll Contest and Parade Starts at 1:30 P. M.**
Sponsored by Recreation Division Bureau of Parks. All Kids 6 to 16 May Enter Contest FREE
65 Wonderful Prizes — Get Your Entry Blanks Now at Fred Meyer Drug Sections

★ **City Wide Mutt Bench Show and Parade Starts at 3 P. M.**
A Grand Field Day for Kids and their Mutts, with scores of wonderful Prizes. Just show up with your dog at 2:30 P. M.

Have Your Shoes Repaired ...While You Shop or Wait at these Fred Meyer Stores!

- Burlingame–S. W. Barbur Blvd. at Bertha
- Rose City–N. E. 70th and Sandy
- Hawthorne–S. E. 39th and Hawthorne
- Walnut Park–N. E. Union and Killingsworth
- New Interstate–N. Interstate at Lombard

Sit in convenient chairs while having your shoes repaired, or speedy service if you leave them.



Opening Specials

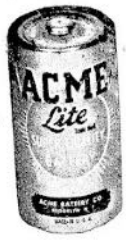
Men's Rubber Heels
First grade rubber heels. Regular 85c pair **59¢**

Ladies' Top Lifts
Your choice, rubber or leather. Regular 50c **29¢**

Prices Good Through Saturday
Completely equipped for fast, quality service

Egner Shoe Repair

Special Value Flashlight Batteries



Regular 2 for 25¢

Here's your chance to get those flashlight batteries you've been going to get, and you now can get them at a big saving. Don't let yourself get caught without a working flashlight in your house and in your car. You never know when you will really need it.

5¢ ea.
Limit 4

Heats Your Room Faster the New Automatic Fan-Forced Arvin Heater



$29.95

Ideal for bathrooms, dens, nurseries, guest rooms, game rooms, sun rooms, trailers, etc. Also for hair and clothes drying.

- Heater responds automatically to predetermined setting.
- No oiling necessary. Combines fan-forced and radiant heat.
- Listed by Underwriters' Laboratories, Inc. and guaranteed for one year.

Buy Now, Use the Fred Meyer Thrifty Pay Plan or the Lay-Away Plan

And For All Day Saturday

9 A. M. til 7 P. M.

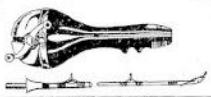
★ Ride our 100-foot Flying Ferris Wheel and our
★ 50-horse giant "Merry-Go-Round"

Remember It's ALL Free



Airex Vagabond Spinning Reel

You can have perfect casting results the first time with this wonderful spinning reel. **$17.50**



Whirlaway Rod and Reel

Rod and reel built into one unit for perfect casting and easy handling. **$19.95**

The Rod and Reel will be demonstrated fully at Opening

Test Your Skill

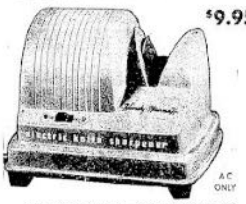
There will be prizes given for the best casting done at the Interstate Opening along with all the other wonderful surprises that we have in store for you at the Opening.

NEW . . . DE LUXE

Handy-Hannaff

ELECTRIC KNIFE SHARPENER

$9.95



AC ONLY

EASILY OPERATED — NO ADJUSTMENTS



Merely draw knife through slot a few times to renew factory sharp cutting edge.

Sharpens any blade from finest hollow-ground carving knife to the smallest paring knife.

Beautiful ivory finish.

Buy on the Fred Meyer **Thrifty Pay Plan or Christmas Lay-Away Plan**

The Newest Addition to the Coffee Maker Family



Presto Coffee Maker **$34.95**

America's Most Beautiful Coffee Maker . . . Perfect Coffee — Twice as Fast

Some of the Exclusive Convenient Features: A. Flavor Control—You can automatically select the type of coffee you like best. B. Thermostat Circulator—Coffee brewing is done faster. C. Heat Resistant Base—Will not scorch, burn or mar your polished table surface.

Buy on the Thrifty Pay Plan or Lay-Away Plan



Presto Automatic "Vapor-Steam Iron

"Presto" steam iron uses ordinary tap water. Save up to $20 a year on your pressing bill. Presses without press cloths. Irons with out sprinkling. Wonderful as a dry iron too. You'll do ALL your ironing with a Presto . . . and everything irons better. **$19.95**

Fred Meyer
FOR THRIFTY BUYERS

Daily Program

Tear this out and use as guide to the many special events during the Grand Opening Week of the new Fred Meyer Interstate Shopping Center.

N. Interestate Ave. at N. Lombard

Thurs., Nov. 19

9 A.M. Store Opens
9 A.M. to 11 A.M. Free breakfasts to all 7 A.M. customers. For coffee, orange juice and bacon. Aunt Jemima in person.
2 P.M. Opening hour for Interstate Merchandising Exposition. Admission FREE.
2 P.M. to 9 P.M. 10,000 Hot Scones baked and given FREE.
3 P.M. Opening hour for giant Ferris Wheel and Merry-Go-Round with FREE rides for all children, 3 P. M. to 7 P. M.
8 P.M. Drawing for 1251 major prizes. Drawing tickets FREE. Nothing to buy.
9 P.M. Merchandise Show closes for the day.
10 P.M. Stores closes for the day.

Friday, Nov. 20

9 A.M. Store opens.
9 A.M. to 11 A.M. FREE breakfast for all Hot cakes, coffee orange juice and bacon, Aunt Jemima in person.
2 P.M. Opening time for Interstate Merchandising Show, Admission FREE.
2 P.M. to 9 P.M. 10,000 Hot Scones baked and given FREE.
3 P.M. Opening time for giant Ferris Wheel and Merry-Go-Round, FREE rides for children continuously till 7 P. M.
8 P.M. Drawing for 1251 major prizes. Tickets FREE. Nothing to Buy.
9 P.M. Closing time for the Merchandise Show.
10 P.M. Closing time for the Shopping Center.

Saturday, Nov. 21 (Kids' Day)

9 A.M. Shopping Center opens.
9 A.M. Opening of giant Ferris Wheel and Merry-Go-Round, FREE rides for children 9 A. M. to 7 P. M. continuously.
9 A.M. First FREE theatre party for children at Lombard theatre. No tickets needed. FREE comic books, gum, candy, balloons.
10 A.M. Opening of Interstate Merchandising Exposition. Admission FREE. Continuous from 10 A. M. to 9 P. M.
10 A.M. to 8 P.M. 10,000 Hot Scones baked and given away FREE.
10:30 A.M. Second FREE theatre party for children at Lombard Theatre.
12:30 P.M. Entries received for City-Wide Doll Contest and Parade for all children 6 to 16.
1 P.M. Doll Contest Judging.
2 P.M. Doll Parade on Lombard street.
2:30 P.M. Mutt Show for dogs and kids on N. Montana between Stafford and Buffalo streets.
3 P.M. Mutt Parade.
8 P.M. Final Drawing for 25 Major Prizes in Merchandising Exposition Hall. Drawing tickets FREE. Nothing to buy.
8:15 P.M. Final Drawing for $410 Mink Stole.
8:20 P.M. Drawing for Free Puppy.
8:30 P.M. Closing of Merchandising Exposition.
10 P.M. Store closing for the day.

Over $500.00 in Stupendous Savings!

YOU'RE LUCKY EVERY TIME

Valuable Coupon in Every Package

You Get One of the Following FREE

- $29.75 Value Stainless Steel Cutlery Kitchen Set
- $7.95 Value Stuffed French Poodle
- $5.00 Value Life-Size Doll
- 39¢ Vernell Buttermints
- 19¢ My-Te-Fine Canned Corn
- 18¢ My-Te-Fine Canned Peas

Or you get one of the following at this Ridiculously Low Price

- 49¢ My-Te-Fine Peanut Brittle 29¢
- $2.00 Bottle De Raymond Perfume 49¢ Plus Tax
- $1.20 Value Welch's Coconut Candy bars 24 bars for 29¢

These Valuable Coupons In Packages of Every Kitchen Fresh

Pecan Pixies

7½ oz. **59¢** box

2 for $1.15

A Triple-Treat from Fred Meyer Candyland . . . Plump Fresh Pecans in a delicious full cream Caramel, Chocolate Dipped. You'll Love Them.

No Limit
Interstate Candy Dept. Only

$10,000 in Prizes Given Away FREE

at Fred Meyer Interstate Opening Celebration
Nov. 17 thru 21st

FREE drawing each night at 8 o'clock . . . Tickets FREE . . . no purchase necessary. Winners notified by mail . . . You need not be present to WIN. Vast assortment of prizes, Washing Machines, Dryers, Console Sewing Machines, Swivel G. E. Vacuum Cleaners, Electric Blankets and loads of other wonderful prizes will be given away. (251 Prizes each night.



- **Grand Prize**
- **$410.00 Mink Stole** (10 Full Skins)
- Washing Machines
- Dryers
- Console Sewing Machines
- G. E. Vacuum Cleaners
- Electric Blankets
- And many other prizes

We have already seen that in the fifties and sixties, the Lombard Theater was a fairly regular movie theater, with relative standard and recent Hollywood fare. In April, 1965, for example, they were showing *Mutiny on the Bounty (1962)* and *Rio Conchos (1964).*



Fire Sweeps Film Screen

Fire and smoke swept across the silver screen at the Lombard Theater Saturday afternoon and caused an estimated loss of $2,500.

The movie house at 842 N. Lombard St. had been scheduled to open in a couple of hours for a showing of the films "Mutiny on the Bounty" and "Rio Conchos."

District 3 Battalion Chief Jack A. Jones said the blaze was confined mainly to the stage and screen; and that its cause was under investigation.

A fireman from Engine No. 8, James Gibson, 34, of 5102 N. Fessenden St., was injured when he collided with a moving car in front of the theater. Gibson was taken to Good Samaritan Hospital for treatment of possible back injuries. His condition was described as satisfactory.

In the early seventies the Lombard Theater was actually showing interesting films. They played *Woodstock (1970)*, with live music. They showed the Joan Baez/David Harris documentary *Carry it On (1970)*. IMDB says

> *CARRY IT ON features folksinger Joan Baez and husband David Harris, a leader of the draft resistance movement, during the powerful political currents of the late 1960s. The film follows Baez on a musical tour of protest, including Woodstock, features live recordings of 13 major songs, and gives a behind-the-scenes view of Baez.*

In the same year there was a Kurosawa film festival, featuring *Rashomon* and *Throne of Blood*. A French film festival, presented by Jacques Demy himself. But then, something happened.

In 1972 the world saw the premiere of *Deep Throat* and *Behind the Green Door*. Hardcore porn came to theaters where it had not been before. The Oregonian of April 20, 1972 says it all.



There is no more mention of the Lombard theater after 1974. It still mentioned in some real estate advertisements for apartments on Russell Street, one block north of the Lombard Theater.

As this (undated) photo by Gary Graver shows, the theater was not doing well.



And as the current Google street maps shows, the building is sort of restored, but it has completely lost its former role as a rare cultural center of the Piedmont Neighborhood.



The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Structures: Ockley Green School

Jan de Leeuw

Version 06-13-2019



https://drive.google.com/open?id=0B94Urj3OjM7BWUg4MldUeGdaeGc

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Introduction

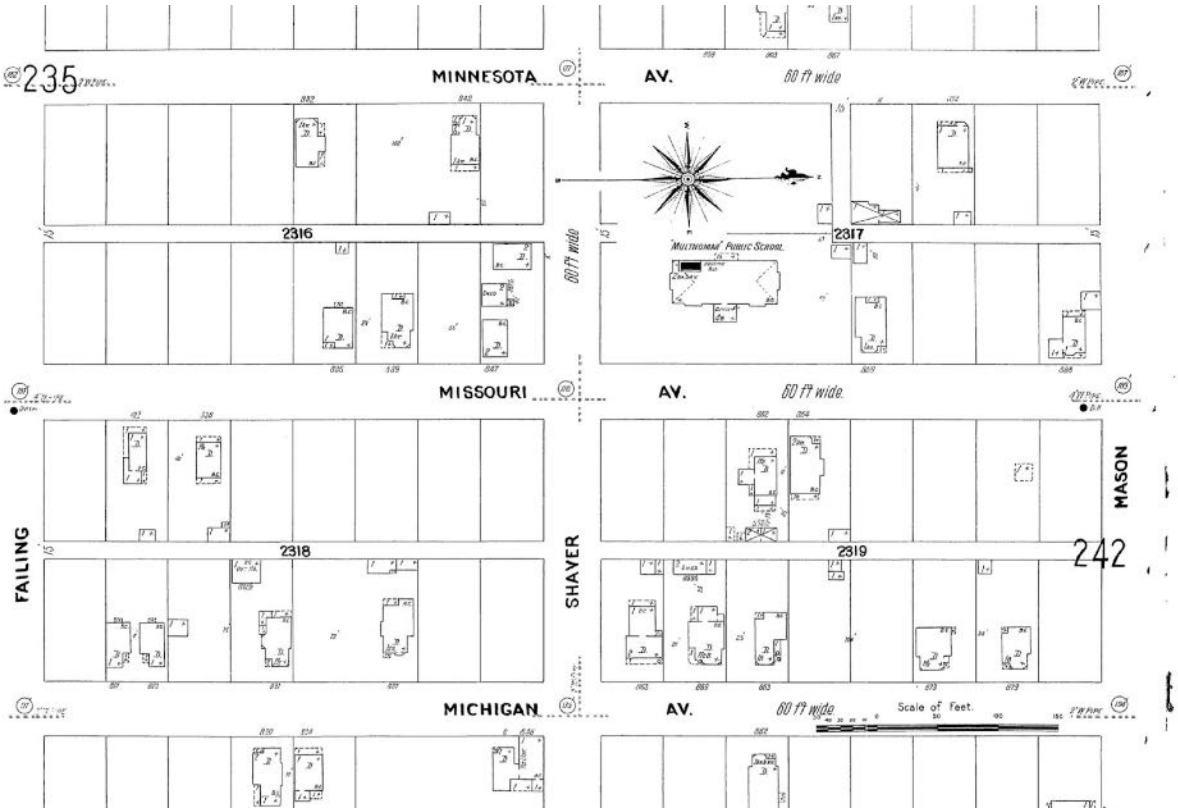
The 1947 aerial photograph above shows that Ockley Green middle school is in Arbor Lodge, on its border with Overlook. It's not in Piedmont. So there really is no reason for us to be particularly interested in this school. But the chapters of this book are primarily about the ownership of the land, and Ockley Green is part of a parcel that is interesting for Piedmont history. Thus this chapter will be more a history of that piece of land and less a history of the school itself. And, as in most of the current version of the book, we concentrate on the period between 1880 and 1920.

For those who are interested in the history of Ockley Green School after 1920 we refer to the Oregon Historic Site Form of 2009, when Ockley Green was considered for a place in the National Register of Historic Places. The PPS Historic Building Assessment 2009 concluded that *"The property consists of two resources that are not eligible. They consist of the main building with addition (178A and 178B) and two joined portables (178P1 and 178P2)."* Consequently the school was judged to be not eligible/non-contributing, and did not get historic status. There is, however, in the form a wealth of information about the buildings and their history. You can read it using the link below.

https://drive.google.com/open?id=1dFstMdxeA5mS_z_ieTnpeOseDEBC1Cn-

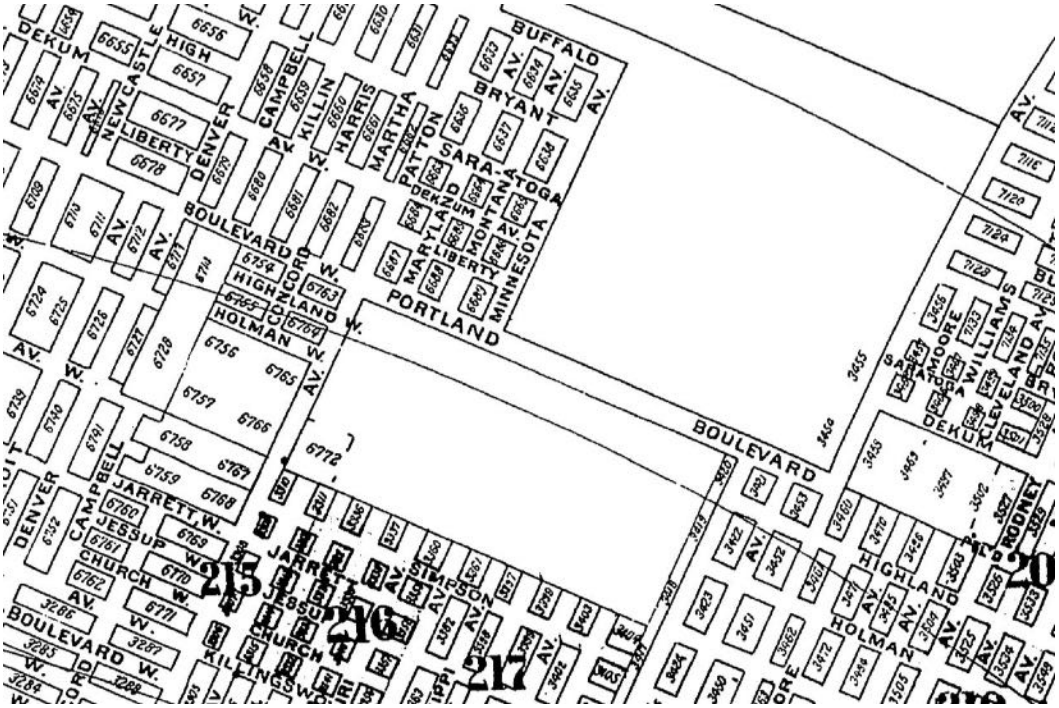
The School

In 1891, as part of the consolidation of Portland, Albina, and East Portland, Portland Public Schools, also known as Multnomah County District #1, annexed the Multnomah School in Albina from District #31. The school, founded in 1893, was located at N. Shaver & Missouri Street. Here it is on the 1901 Sanborn Maps.



In 1901, the school building was moved to the current campus. The school continued to be called Multnomah School for a while, but it was renamed Ockley Green in 1909.

The 1901 Sanborn map shows the lot, numbered 6772, on the corner of Patton (Interstate) and Ainsworth. It also shows the rest of the parcel that interests us to the north and to the east, bordered in the north by the Good Morning Addition and in the east by Piedmont. There is no Peninsula Park yet, the whole 80 acres are completely undeveloped.


DEKUM
NEWCASTLE
HIGH
LIBERTY
DENVER
CAMPBELL
KILLIN
HARRIS
MARTHA
PATTON
SARATOGA
BUFFALO
BRYANT
DEKUM
MARYLAND
MONTANA
LIBERTY
MINNESOTA
BOULEVARD
HIGHLAND
HOLMAN
PORTLAND
JARRETT
JESSUP
CHURCH
KILLINGSWORTH
MOORE
WILLIAMS
CLEVELAND
RODNEY
HOLMAN
BOULEVARD
215
216
217
20

The Name

I am not entirely sure about the origin of the name Ockley Green, but the streetcar line to St. John's, which was so important in the development of the Peninsula, had an Ockley Green station, on the corner of Maryland and Killingsworth. The steam motor line to St. Johns was in operation since 1889, and it seems that the Ockley Green station was there from the beginning. In fact it initially was the place where the part of the line that was electrified first, that came up north on Commercial to Killingsworth, where it turned west, connected to the steam line that was not electrified until 1903. My guess is that Ockley Green was loosely defined as the area close to the streetcar station. If Ockley Green was actually a well-defined area in Overlook, then I am not sure about its boundaries. There is no plat for Ockley Green, and it is not a tax district designation.

I guess the name is not that important, but I hate loose ends. There is an intriguing piece in the Morning Oregonian of December 1, 1891. Some horses belonging to Mr. and Mrs. Moore had strayed out to Mount Tabor, and they offered $ 40 for their return. John Russell brought them back and wanted his $ 40, but Mr. and Mrs. Moore did not actually have that kind of money.

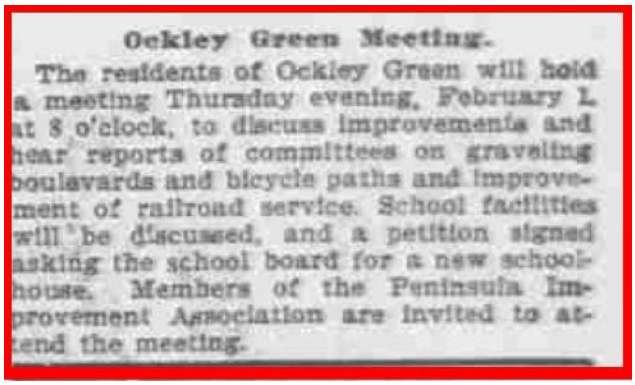
> *When the horses were returned, Mr. Moore, who is a poor man, had no money, borrowed $25 from Ockley Green, and gave his note at five percent per month, and paid $20 of it to the man who brought the horses to him, supposing it was all right. He supposed the money he then paid was to be applied to the $40. Russell bought this note from Green, and yesterday obtained judgment against Mrs. Moore for $ 40.*
>
> *https://drive.google.com/open?id=11CQmyVrivJrmHEzZaqdRSBNfvbo34J9g*

Clearly somebody was taken advantage of. But in any case there was a person named Ockley Green around in Portland, although not a very sympathetic person considering the interest rate he charged on loans. I have no idea if this person is connected in any way to the Ockley Green area.

A person who was certainly connected to the area was J. H. Dixon, who ran a wood and coal business in the area, and lived on the northwest corner of Killingsworth and Delaware. If we look through the local newspapers for references to J. H. Dixon we see him described as an "old farmer", and we get mostly information about his two disastrous marriages.

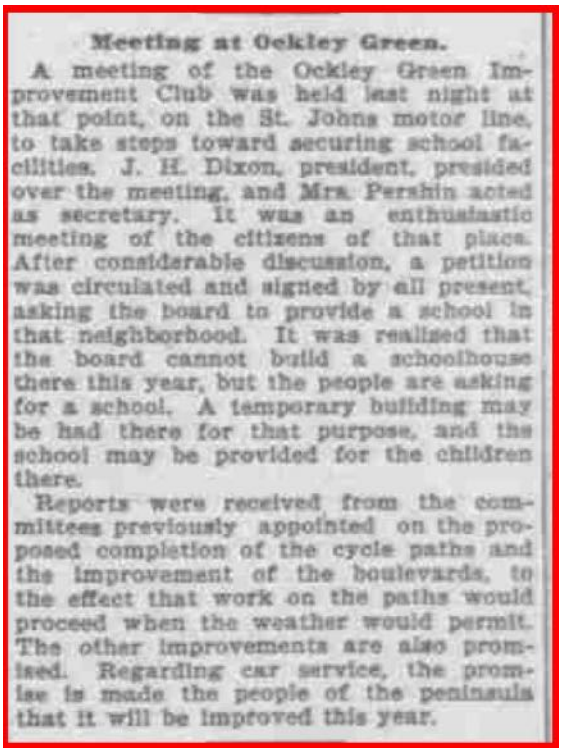
The Move

Around 1900 there was a relentless boosting and bumping of the Peninsula going on, driven by developers like Francis I McKenna and William A. Killingsworth, and by investors and bankers such as Edward Holman, J.C. Ainsworth, and William K. Smith. The purpose, of course, was to increase the value of the land. All the available tools to make the area more attractive to industry and home buyers were used: ferries, bridges, parks, boulevards, exhibitions, car camps, zoning, utilities, streetcars, railroads, and schools. Various areas on the north side established improvement clubs and associations. In Ockley Green this started around 1900, as these two articles from the Morning Oregonian of January 28 and February 2 1900 show.



Ockley Green Meeting.

The residents of Ockley Green will hold a meeting Thursday evening, February 1, at 8 o'clock, to discuss improvements and hear reports of committees on graveling boulevards and bicycle paths and improvement of railroad service. School facilities will be discussed, and a petition signed asking the school board for a new schoolhouse. Members of the Peninsula Improvement Association are invited to attend the meeting.



Meeting at Ockley Green.

A meeting of the Ockley Green Improvement Club was held last night at that point, on the St. Johns motor line, to take steps toward securing school facilities. J. H. Dixon, president, presided over the meeting, and Mrs. Pershin acted as secretary. It was an enthusiastic meeting of the citizens of that place. After considerable discussion, a petition was circulated and signed by all present, asking the board to provide a school in that neighborhood. It was realized that the board cannot build a schoolhouse there this year, but the people are asking for a school. A temporary building may be had there for that purpose, and the school may be provided for the children there.

Reports were received from the committees previously appointed on the proposed completion of the cycle paths and the improvement of the boulevards, to the effect that work on the paths would proceed when the weather would permit. The other improvements are also promised. Regarding car service, the promise is made the people of the peninsula that it will be improved this year.

Note the prominent role of J. H. Dixon, assisted by Mrs. Zola Pershin, a real estate agent who did not live in the area.

The school board met on August 28, 1900 and discussed the petition. Director Thomson argues that a school at Ockley Green would not have more than 20 students, and consequently was not viable. Director Wittenberg mentioned that the improvement club said there would be 34 pupils, and the number would grow rapidly.

The Size

The Parcel

The land on which Ockley Green school was built was in what was commonly known as the *"W.K. Smith Tract*", more precisely the northern 80 acres of the south-western quadrant of section 15, township 1 north range 1 east. It is the large parcel between Interstate Blvd (Patton Blvd) to the west, Kirby to the east, Rosa Parks Way (Portland Blvd) to the north, and Ainsworth to the south. Various chapters in this book describe how this northern half of the Evander Howe 1870 homestead went in 1883 from Evander Howe's heirs to George Woodward, then in the same year to Sylvester Farrell and Edward Holman, and finally in 1890 for $ 40,000 to W. K. Smith and the Ukase Investment Company.

The parcel remained wild and undeveloped for quite a while. In 1900 Smith sold a 200 by 200 feet section, a little bit less than one acre, in the southwest corner to School District #1 for $ 500. Here is the deed.

https://drive.google.com/open?id=1R9HB2Ggbw6apSGHrzhV6Ul89fuBa66y8

In 1909 the district bought additional land for the school from Smith's Ukase Investment Company for $3,700.00.

https://drive.google.com/open?id=1IXPy-b6K6nHNXZHjlr8IeJts3pk0JL4H

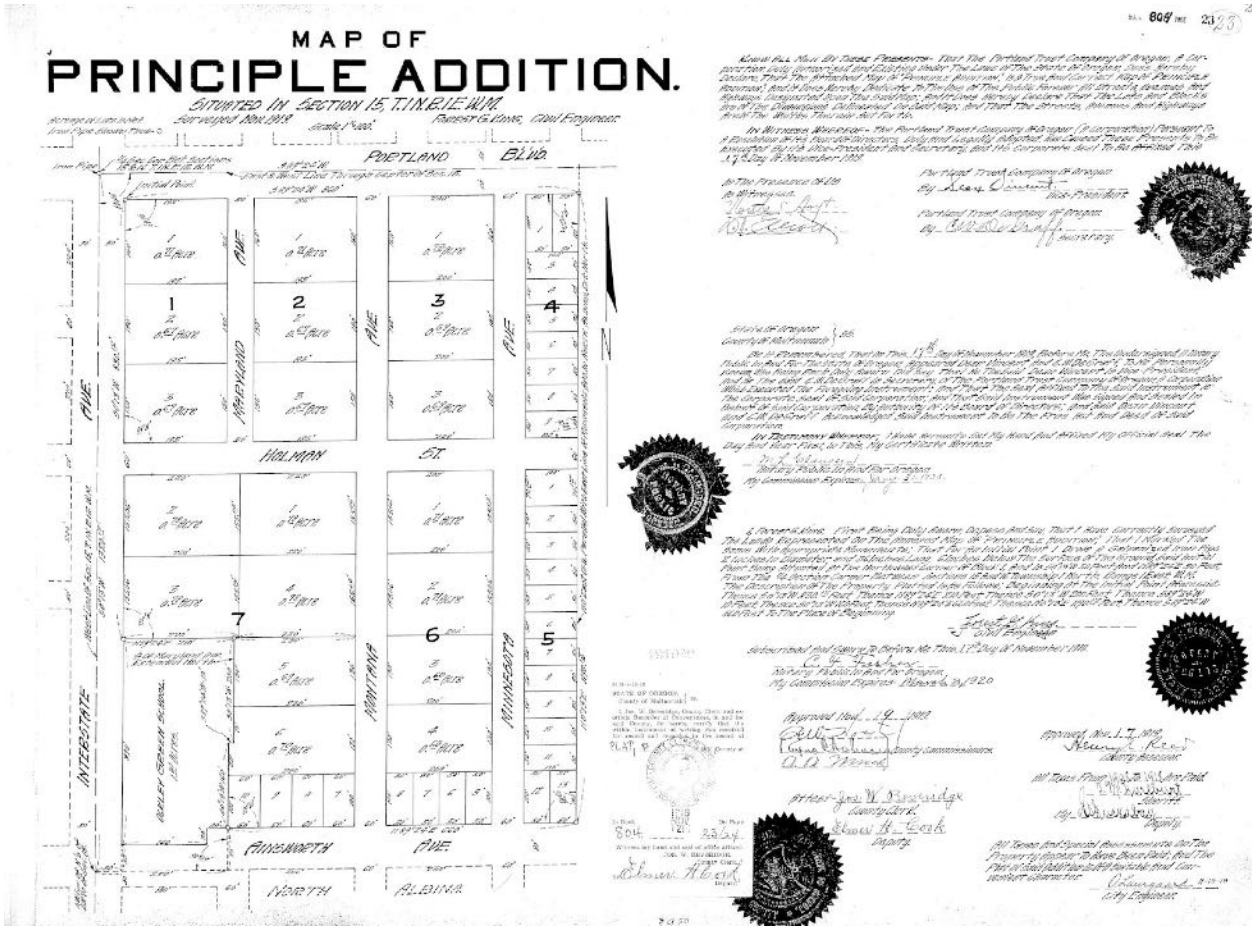
The Ukase Investment Company by that time was getting rid of the whole 80 acre parcel. In 1913 they sold the eastern 20 acres to the City of Portland for Peninsula Park. In 1920 they leased the 20 acres from Albina to Minnesota to the City of Portland for the Municipal Auto Camp, and when that project folded in 1924 they platted the Greensborough addition and sold off the individual lots. That left them with the 40 acres between Minnesota and Interstate. They sold these (between 1916 and 1919) to …



Principle Addition
Name of New Tract

The name "Principle" addition has been applied to the tract opposite Peninsula park opened by the Johnson-Dodson company last week. The tract was formerly christened the Good addition, but because of confusion with Good's addition, the building commissioners requested a change. The land is owned by Mrs. Mary Milburn and has been platted in 19 three quarter acre tracts and 30 50 by 100 feet homesites. The larger tracts are offered at prices ranging from $2400 to $3000 and the smaller ones at $500 to $600 each. Several of the sites have been sold during the past week, according to the Johnson-Dodson company.

In 1919 the Portland Trust Company of Oregon platted the Principle Addition on the western 40 acres of the Smith Tract, between Minnesota and Interstate.



https://drive.google.com/open?id=19cj_7z7ZEBnMrMaU72Exf_hYNCHsy0BM

The Johnson-Dodson company handled the sales of the lots, and in 1920 they offered seven lots to School District #1 for $12,540. We see the lots, numbered 3 to 10, on the plat map. This acquisition brought the Ockley Green site to its present size of 5.20 acres. In the 1921 report of School District #1 we see that the 3.4 acres they bought were valued at $ 8,605, although they paid $ 15,548.84.

PROPERTY PURCHASED

During the year the following properties have been purchased.

School	Description	Assessed Valuation		Purchase Price
Fernwood ----	Lots 23 and 24, Block 10, Broadway Addition. 9,000 square feet.	Grounds -------	$1,000.00	
		Improvements --	1,140.00	
		Total ----------	$2,140.00	$ 7,750.00
James John High (New)--	10.95 acres. Bounded on the north by Central Ave. and on the west by Burr Street. This acreage is a part of a 15-acre tract contracted by the board on February 10, 1921	Grounds -------	$9,100.00	
		Improvements --	-------	
		Total ----------	$9,100.00	12,075.00
Marysville ---	4.89 acres. Bounded on the south by 50th Ave. and on the west by 77th Street S. E. This is a new site for an elementary school intended to relieve Arleta, Kellogg, and Lents situations.	Grounds -------	$3,500.00	
		Improvements --	160.00	
		Total ----------	$3,660.00	8,750.00
Ockley Green-	Lots 3 to 10, inclusive, Block 7, Principle Addition.	Grounds ------	$8,605.00	
		Improvements --	-------	
		Total ----------	8,605.00	15,548.83
Rose City Park	Lots 15 to 18, inclusive, Block 9, Syndicate Addition.	Grounds ------	$ 475.00	
		Improvements --	-------	
		Total ----------	$ 475.00	525.00
			Total --------	$44,648.83

In addition to the above the board has contracted for th

The Underbrush

Between 1912 and 1916 there is an interesting and fairly well documented period in the Ockley Green saga. It is interesting to me for various reasons.

In the first place it gives us information about the W.K. Smith tract and the way the Ukase Investment Company handled its ownership of the tract.

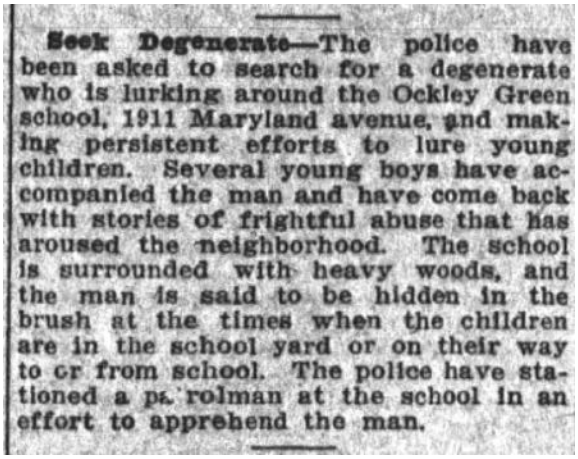
In the second place it shows us that many of today's problems are historically recurring, or even cyclic, events. After each of the deeper crises of capitalism many persons in the most vulnerable positions lose their belongings as well as their protections, and become unhoused. This is true for the Panic of 1893-1897, for the Great Depression of 1929-1939, and for the Great Recession of 2008 (and beyond). Then, as now, unhoused people have great difficulty maintaining their physical and mental health, as well as securing a regular stream of income. Then, as now, the "upstanding citizen" ideology, a poisonous mixture of capitalism, calvinism, and extreme individualism, maintains that there was something terribly wrong with unhoused people. They were not among the elect, they were lazy, they were morally degenerate, they stole property, they misused common resources, and so on.



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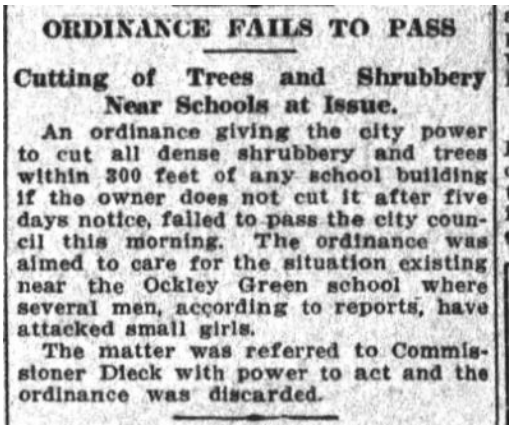
An excellent review of the “hobo menace” around 1900 is the 2015 PSU thesis of Marin Elizabeth Aurand. A balanced review of the current houselessness crisis in Oregon is the 2019 report commissioned by the Oregon Community Foundation. A 2018 report by the Feantsa and Abbé Pierre Foundation discusses the housing exclusion in Europe, and clearly shows us that neoliberalism and financial capitalism have created a global crisis, not just one that affects Portland or the United States.

Allright. Back to Portland and Ockley Green. The incidental cause of the problems at Ockley Green was that there were a few acres used for an elementary school in the corner of a parcel of 50 acres that was otherwise heavily wooded and completely undeveloped. In the Oregon Daily Journal of January 27, 1912 we see the first signs. We are a bit more careful these days to call people “degenerates”, but otherwise the article could be straight out of the comment section of today’s Oregonian.



Seek Degenerate—The police have been asked to search for a degenerate who is lurking around the Ockley Green school, 1911 Maryland avenue, and making persistent efforts to lure young children. Several young boys have accompanied the man and have come back with stories of frightful abuse that has aroused the neighborhood. The school is surrounded with heavy woods, and the man is said to be hidden in the brush at the times when the children are in the school yard or on their way to or from school. The police have stationed a patrolman at the school in an effort to apprehend the man.

Initially the upstanding citizens tried to go the City Council route. Again, in a surprisingly familiar way, the City Council failed them.



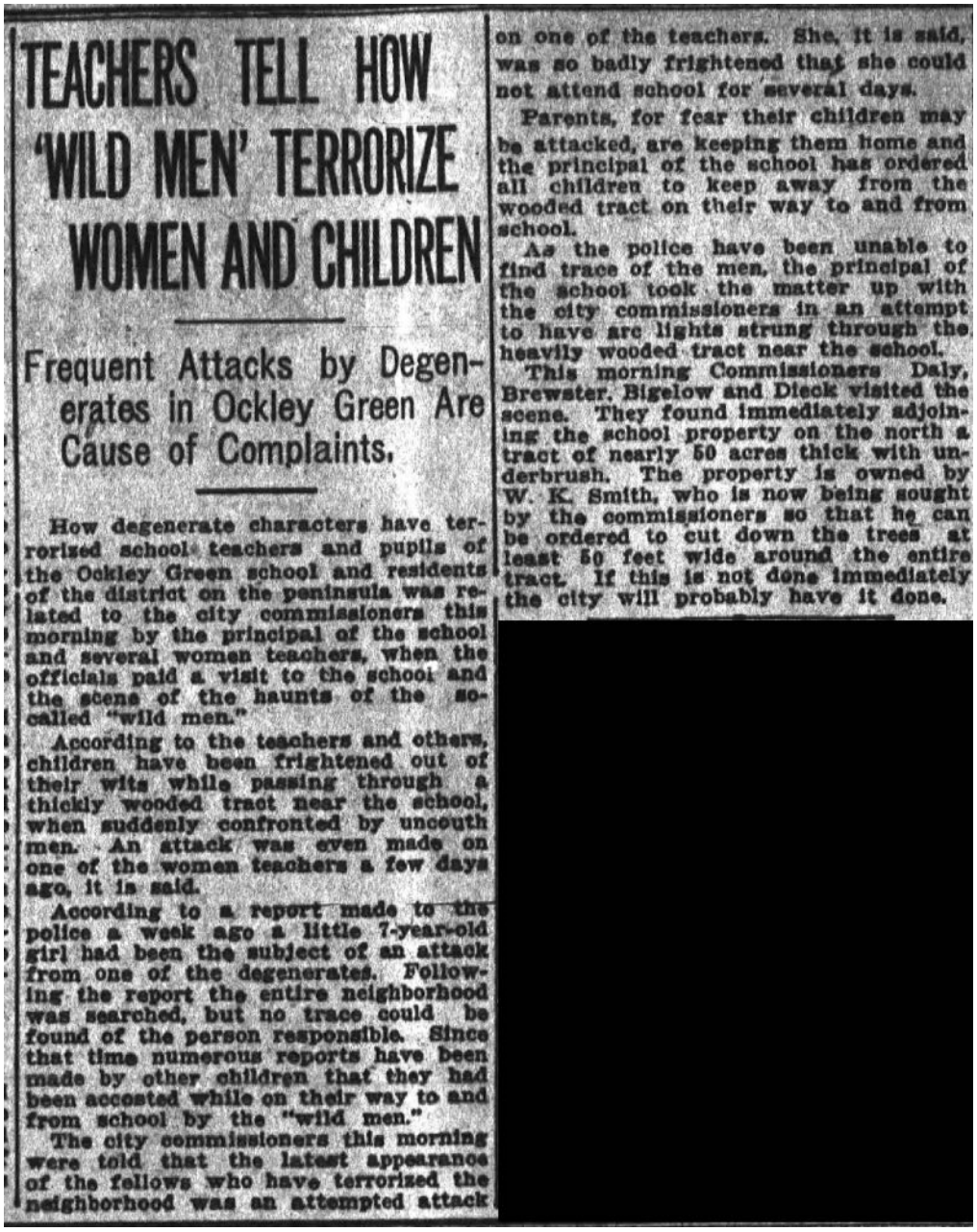
ORDINANCE FAILS TO PASS

Cutting of Trees and Shrubbery Near Schools at Issue.

An ordinance giving the city power to cut all dense shrubbery and trees within 300 feet of any school building if the owner does not cut it after five days notice, failed to pass the city council this morning. The ordinance was aimed to care for the situation existing near the Ockley Green school where several men, according to reports, have attacked small girls.

The matter was referred to Commissioner Dieck with power to act and the ordinance was discarded.

Note that in the first article “young boys” were attacked, while in the second article it is “small girls”. In the next article, still from October 1913, the degenerates widened their scope with attacks on the women teachers.



TEACHERS TELL HOW 'WILD MEN' TERRORIZE WOMEN AND CHILDREN

Frequent Attacks by Degenerates in Ockley Green Are Cause of Complaints.

How degenerate characters have terrorized school teachers and pupils of the Ockley Green school and residents of the district on the peninsula was related to the city commissioners this morning by the principal of the school and several women teachers, when the officials paid a visit to the school and the scene of the haunts of the so-called "wild men."

According to the teachers and others, children have been frightened out of their wits while passing through a thickly wooded tract near the school, when suddenly confronted by uncouth men. An attack was even made on one of the women teachers a few days ago, it is said.

According to a report made to the police a week ago a little 7-year-old girl had been the subject of an attack from one of the degenerates. Following the report the entire neighborhood was searched, but no trace could be found of the person responsible. Since that time numerous reports have been made by other children that they had been accosted while on their way to and from school by the "wild men."

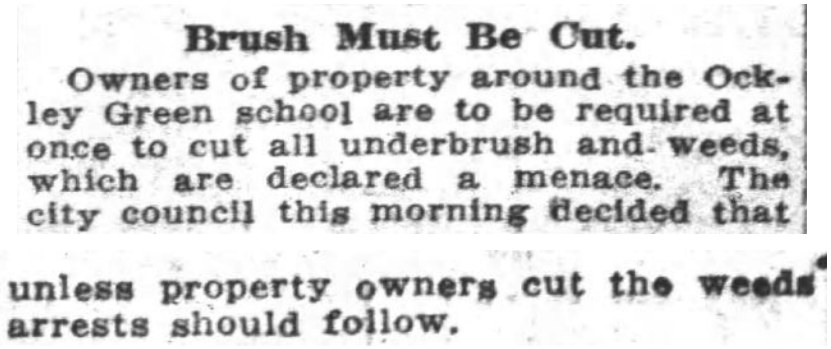
The city commissioners this morning were told that the latest appearance of the fellows who have terrorized the neighborhood was an attempted attack on one of the teachers. She, it is said, was so badly frightened that she could not attend school for several days.

Parents, for fear their children may be attacked, are keeping them home and the principal of the school has ordered all children to keep away from the wooded tract on their way to and from school.

As the police have been unable to find trace of the men, the principal of the school took the matter up with the city commissioners in an attempt to have arc lights strung through the heavily wooded tract near the school.

This morning Commissioners Daly, Brewster, Bigelow and Dieck visited the scene. They found immediately adjoining the school property on the north a tract of nearly 50 acres thick with underbrush. The property is owned by W. K. Smith, who is now being sought by the commissioners so that he can be ordered to cut down the trees at least 50 feet wide around the entire tract. If this is not done immediately the city will probably have it done.

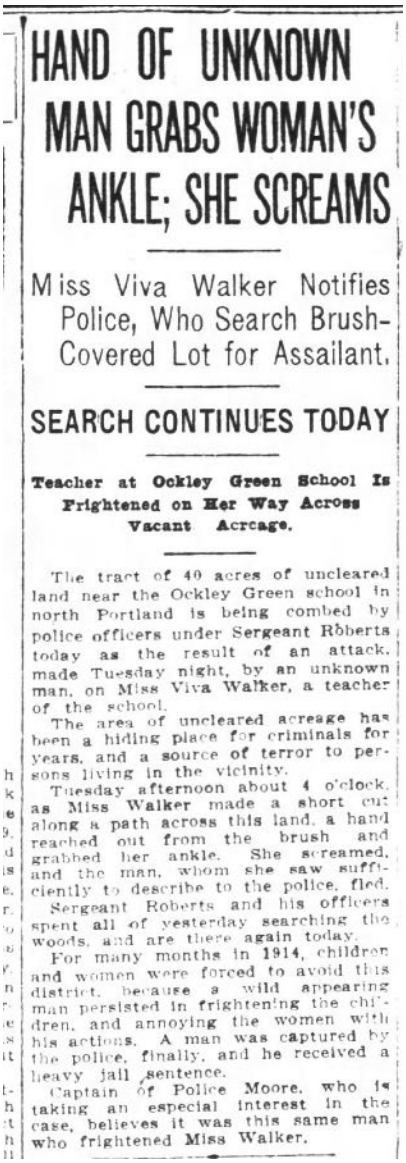
As we have seen the ordinance forcing W. K. Smith to clear the tract was defeated, and the promise that the city “would have it done” did not come to pass. Two years later, however, there was an ordinance.



Brush Must Be Cut.

Owners of property around the Ockley Green school are to be required at once to cut all underbrush and weeds, which are declared a menace. The city council this morning decided that unless property owners cut the weeds arrests should follow.

But, again, city ordinances can be rather toothless and the millionaire class can often afford to ignore them. So it was just waiting for the next event. On November 16, 1915, Miss Viva Walker, an Ockley Green teacher decided to take a shortcut and "*a hand reached out from the brush and grabbed her ankle*".



HAND OF UNKNOWN MAN GRABS WOMAN'S ANKLE; SHE SCREAMS

Miss Viva Walker Notifies Police, Who Search Brush-Covered Lot for Assailant.

SEARCH CONTINUES TODAY

Teacher at Ockley Green School Is Frightened on Her Way Across Vacant Acreage.

The tract of 40 acres of uncleared land near the Ockley Green school in north Portland is being combed by police officers under Sergeant Rbberts today as the result of an attack, made Tuesday night, by an unknown man, on Miss Viva Walker, a teacher of the school.

The area of uncleared acreage has been a hiding place for criminals for years, and a source of terror to persons living in the vicinity.

Tuesday afternoon about 4 o'clock, as Miss Walker made a short cut along a path across this land, a hand reached out from the brush and grabbed her ankle. She screamed, and the man, whom she saw sufficiently to describe to the police, fled.

Sergeant Roberts and his officers spent all of yesterday searching the woods, and are there again today.

For many months in 1914, children and women were forced to avoid this district, because a wild appearing man persisted in frightening the children, and annoying the women with his actions. A man was captured by the police, finally, and he received a heavy jail sentence.

Captain of Police Moore, who is taking an especial interest in the case, believes it was this same man who frightened Miss Walker.

That did it. In March 2016 the citizens of Ockley Green had enough. They took two initiatives: the first was to establish a vigilante

After 1920

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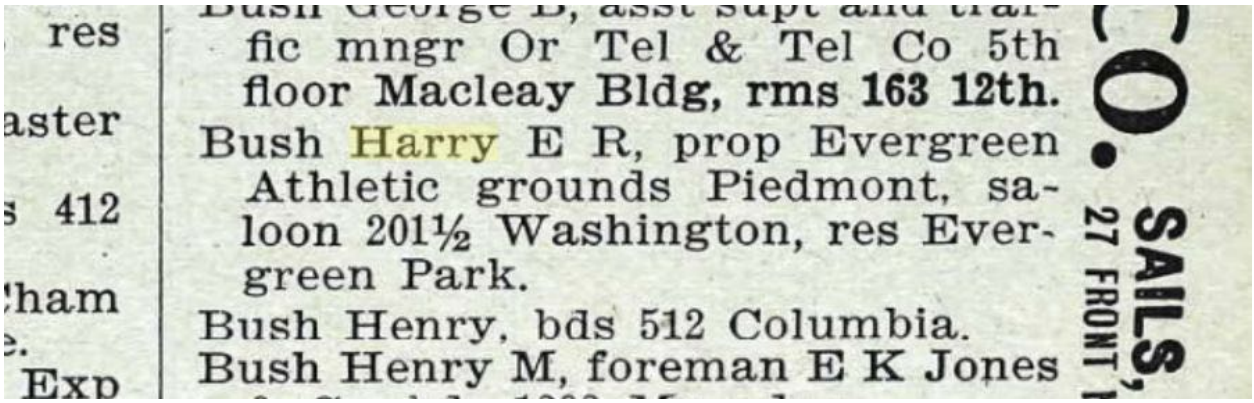
The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Structures: Evergreen Park

Jan de Leeuw

Version 05-10-2018

Around 1899, at the height of the bicycle craze, a number of people associated with the North End, and the Senate Saloon in particular, wanted to get in on the action. Bicycle parks were starting up all over the state, and they decided to create one on the Portland East Side. The names associated with this business enterprise were Elizabeth Smith, Harry Bush (or Busch), Henry Chase, and John Darrow. Elsewhere in this book there is a chapter on Elizabeth Smith, also known as Elizabeth Duncan, Elizabeth Young, Elizabeth Hutchinson, and, most famously, as Liverpool Liz. Her business partners Henry Chase and Harry Bush were two men later convicted for beating her up. I don't know much about John Darrow, except that he was arrested for being drunk and disorderly in 1902. A fine bunch. It seems that Chase was the contractor, Bush was the manager, and Liz was the financier. In the 1900 Polk City Directory Harry E.R. Bush is proudly listed as the proprietor of the Evergreen Athletic Grounds.


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ham

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fic mngr Or Tel & Tel Co 5th floor **Macleay Bldg, rms 163 12th.**

Bush Harry E R, prop Evergreen Athletic grounds Piedmont, saloon 201½ Washington, res Evergreen Park.

Bush Henry, bds 512 Columbia.

Bush Henry M, foreman E K Jones

SAILS, 27 FRONT

Between Ainsworth Street and Portland Boulevard (now Rosa Parks Way) to the North, and between the west boundary of the Piedmont subdivision at Commercial and Kerby Avenues and Patton Boulevard (now Interstate Avenue) to the West were 80 undeveloped acres of land, owned by banker and investor William Kanan Smith, one of our early local millionaires. By the way, Smith also owned considerable property in the Whitechapel area and on the waterfront. Our budding developers leased 40 acres of that land to start what they called Evergreen Park, the race track with a saloon in the middle. It is not entirely clear which part of the Smith tract they actually leased. Court proceedings later on indicated Piedmont was a

quarter of a mile to three quarters of a mile away. In the same proceedings it says the resort is to be located on Willamette Boulevard, which is now another stretch of current Interstate Avenue. The conditions on the lease are also unknown, but clearly nobody actually "bought" the land from W.K. Smith. In 1900 the City would buy the southwest corner of the W.K. Smith tract for Ockley Green School, in 1909 it would buy the eastern 20 acres for Peninsula Park, and in 1920 it would lease 25 acres for the Municipal Automobile Park.

It is not clear what was actually build or realized of Evergreen Park. Here is an ad in the Oregonian of May 20, 1899.


WILL RECEIVE BIDS FOR THE NEXT two days for grading a racetrack at Piedmont, Or.; cubic yards, 1659. I reserve the right to reject any or all bids. Contractor must give bond to finish in specified time and correctly. Telephone (Pink) 80. Harry M. R. Bush, Piedmont, Or., Evergreen Park.

Maybe a racetrack was indeed graded. It seems the area had a board fence, some type of buildings went up, and maybe even some actual bicycle racing went on. Spider Johnson told Stewart Holbrook

> *Mrs. Esther Smith-O'Neel, who lives here in Portland, told me that she remembers of being at Liz' bicycle park when she was about 5 years old. She remembers especially the dust that went up from the track when the "scorchers", as they called them then, went by* (Holbrook, 1933).

Maybe. But it could have been another track, Mrs. Smith-O'Neel.

In the history page of the Piedmont Neighborhood Association's website it says

> *Originally the site of "Liverpool Liz's Place", it had been a roadhouse and racetrack for quarter-mile horse racing.*

Local lore also says that some of the buildings were actually stables for the horses. I have seen very little evidence of any horses racing in the area. And, as we shall see, Evergreen Park only operated in the single summer of 1899, maybe only for a month, and it seems unlikely that anything substantial was going on during that period. The Grand Opening was on June 4, with music and dance and a balloon ascension, but no racing of any kind.

And no liquor license. Harry Bush almost from the start ran into all kinds of trouble. Remember that Piedmont was platted by Edward Quackenbush, and that it was one of the first areas that had something like CC&R's. Only houses could be built, no businesses, houses had to be of a certain price, and no alcohol could be sold in the neighborhood. The good citizens of Piedmont send delegations to the Committee of Licenses to prevent the unsavory Bush from getting a liquor license. And those "Piedmont Men" had some heavy hitters, like Quackenbush, Charles E. Ladd, and William Killingsworth. They testified before the liquor license committee. According to the Oregonian of June 10, 1899:

> *The general purport of their remarks was that they did not want a saloon in their neighborhood. They had gone out there to be away from such places, and for the sake of a proper neighborhood in which to rear their children had submitted to expense and*

some privations, and they asserted that they were there first, and that their wishes and rights in the matter ought to be considered before those of a saloon-keeper.

It was said that Bush is a man of disreputable antecedents and character, and it is alleged that the money he has expended comes from a disreputable source, and the people of Piedmont have no faith in his promise to keep an orderly place. They stated that there was a very noisy and disorderly crowd at Bush's place last Sunday; that there was a sound of deviltry by night there, and that the noise was kept up till 10 or 11 o'clock, and could be heard nearly a mile.

Clearly one of the early examples of NIMBYism. Note that the license committee met on June 9, and "last Sunday" was the June 4 opening of the park. The "Piedmont Men" must not have appreciated the music of the best concert band on the pacific coast. Also note that the "disreputable source" of the money was, of course, Liverpool Liz. The committee decided to advise the council not to grant the liquor license.

Bush tried to counter at the next meeting of the committee by having one George Moore, ex-policeman, special policeman, and constable, apply for the license. The people of Piedmont were not fooled. The Oregonian of June 20, 1899, says:

Notwithstanding that his record would seem to entitle him to be fully qualified to run a saloon, the Piedmont people appeared to regard him as a blind, or figurehead, representing Bush, and they have an idea that Evergreen Park, as a roadside resort, is bound to be a rendezvous for a class of people who cannot "carry on" as they would like to at the resorts they patronize in the city.

Bush did not get his license. He sued the City, filing a petition for a writ of mandamus to compel the mayor and council to issue the license, arguing arbitrariness and improper procedure. Also. from the Oregonian of June 30, 1899:

Bush alleges that he has invested a large sum of money in the place, and, to make it profitable, it is necessary for him to sell wines, liquors, and beer, and that the park has at all times been carried on in a peaceful, quiet manner.

The petitioner further asserts that the saloon is not obnoxious to the residents of the vicinity, the majority of them being willing that the saloon be located there, and the only reason given by the council for withholding the license is that some people in Piedmont, a distance of from one-quarter to three-quarters of a mile, object to it.

If this distance estimate is not just a legal excuse by a desperate person, then the 40 acres of Evergreen Park were in the western half of the W.K. Smith tract, bordered on the west by current Interstate Boulevard, and largely in the current Arbor Lodge neighborhood. Some additional pinpointing will be necessary.

Bush's lawyers did have a valid point, however. The mandamus was based on the fact that the council did not deny the license by resolution, but merely acknowledged the report of the license commission. On August 20, 1899, we find in the Oregonian

> *A suit follows, wherein the redoubtable Bush mandamused the auditor and license committee to compel them to issue a license, and the question was thought favorable to Bush, but yet he has not been granted a license.*

By August 20, however, the license problem was moot. As we mentioned, the money Bush used for the park came from Liz. The single time she visited the park Bush beat her up. In addition he threatened to kill a certain Martin Gearhart, and went around shooting his pistols near the park.

> *What part of his thrilling programme of two night ago he commenced with is uncertain. A woman of the North End, well known as "Liverpool Liz", was badly pummeled, and doubtless the bold, bad man regarded this as a curtain-raiser, and immediately after reached the climax. Martin Gearhart and his wife, living near the park, awoke to find bullets whizzing through the air.*
>
> *People living near the park say he has been using his pistol too freely on more than one occasion.*

Bush was fined $ 50 for "warlike demonstrations", and locked up for assault with a deadly weapon, awaiting a grand jury arraignment. In October 1899 his assaults landed him in jail for a year, and that killed his mandamus court case against the city. Less than a year after it started Evergreen Park was already belly-up and whatever was built was being torn down. In the Oregonian of May 20, 1900:

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The next article, from the Morning Oregonian of May 12, 1900, illustrates the pathetic role Liz had in the Evergreen Park enterprise. She was out $ 6,000, about $ 160,000 in 2017 dollars. She had supported both Bush and Chase for months, and all she got out of it were some serious beatings. As with the Municipal Auto Park, W. K. Smith got to keep all the improvements and became even richer than he already was.

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Homes: Introduction

Jan de Leeuw

Version 10-15-2019



As I have repeatedly stated in other chapters, I cannot possibly get involved in the history of individual lots and houses. There are simply too many of them. So my history of the land usually stops as soon as the subdivisions are platted. This applies even in the (rare) case in which there is no official plat, but just a strip of land, without cross streets, but with several individual lots.

There are a few exceptions, however. The first one is my own house. And there are some houses which are closely linked to the history of Piedmont, for example because they were built by members of the Love family. And, finally, I may include some houses in the National Register of Historic Places, although I have not made up my mind about that yet.

Note that buildings and places in Piedmont that are not “houses” are covered in the chapter on “structures”. This includes parks, schools, churches, convents, and so on.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Homes: 8 North Stafford Street and Environs

Jan de Leeuw

Version 02-09-2020



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Introduction

This chapter will be about the house that we (Nicole and Jan) bought in 2014, when we moved to Portland from California. It may not be particularly interesting to others, but please indulge me. Here is the location of our house on Portland Maps. It is on the southwest corner of the intersection of Stafford Street and Williams Avenue, with address 8 North Stafford Street. Williams Avenue is the dividing line between North and Northeast Portland, which explains the low street number. Also note that the house on the other side of Williams has a Williams Avenue address. More about that later.



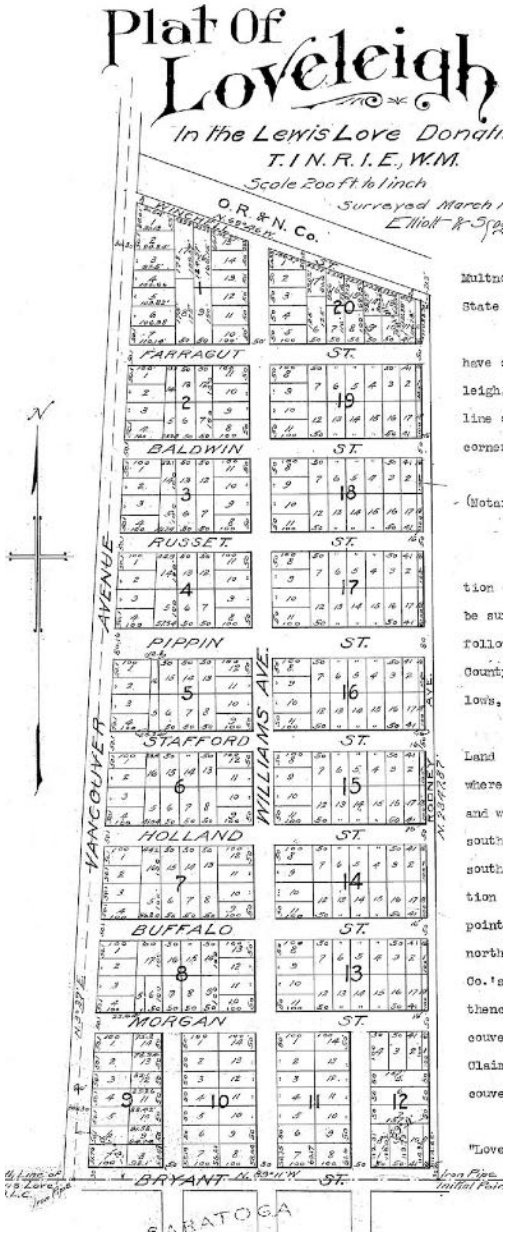
Land

When Captain Lewis Love died in 1903 his 750 acres in the (what is now) Piedmont and Woodlawn neighborhoods were partitioned into six vertical strips, one for each of his six children (or their heirs, in case they were deceased). One of these strips was between Vancouver Avenue and Rodney Avenue, from Bryant Street in the south to the Columbia Slough in the north, totalling about 150 acres. It included the eastern half of Vancouver Avenue, which was just a right of way, not a city street, at the time. It went to the heirs of the oldest son, William Love, who had died in 1879. William Love had five children, so each of them inherited a 1/30 part of the Love estate.

One of the provisions in the will was that the heirs could not take possession of the land until January 1, 1907. This was too long a wait for some of the more impatient younger Loves, and one of William's sons sold his 1/30 part of the estate in 1904 to D.J. Buckley for $ 10,000. On March 10, 1908 the remaining heirs, and Buckley, sold the lower half of the strip, the 50.49 acres between the Oregon Railway and Navigation Company's right of way and Bryant Street, to Elias Brong for $ 63,075. The 101 acres of the same strip north of the railway were sold a year later by the same parties to the Columbia Trust Company.

Plat

On March 27,1908 the Brong-Steele Company recorded the plat for Loveleigh, which was 50.49 acres with Vancouver Avenue and 48.68 acres without Vancouver Avenue. The map shows the 20 city blocks that were laid out, with a total of 320 lots. Our house is on lot 12 in block 6.

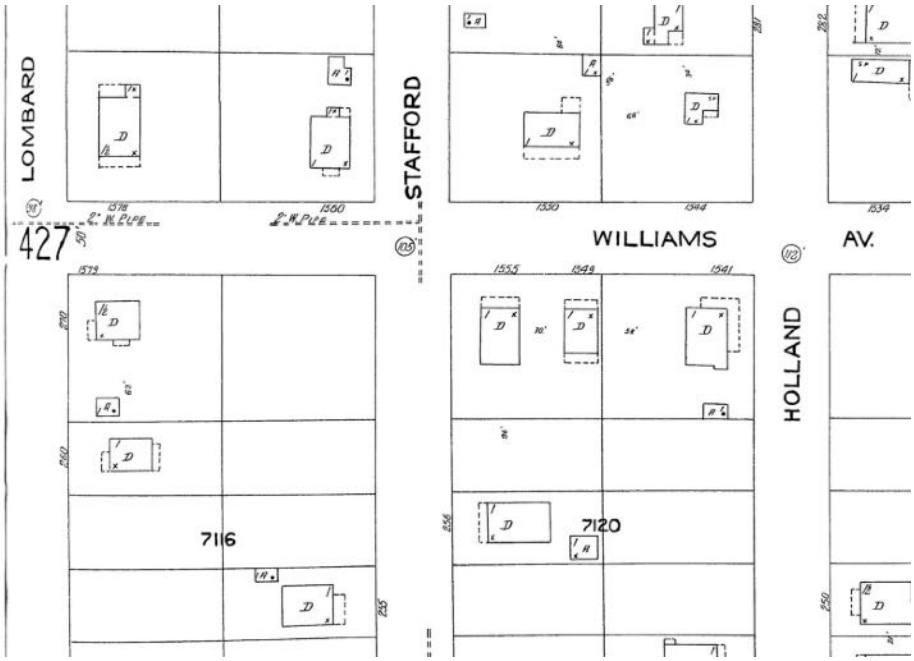


The street names have not changed much since 1908, except for Pippin Street, which became Lombard Street in 1909. The full recorded plat document, with the text, is at

https://drive.google.com/open?id=1DkSAk09dy4P8WEnhIk2DoUidFOkjt3ZD

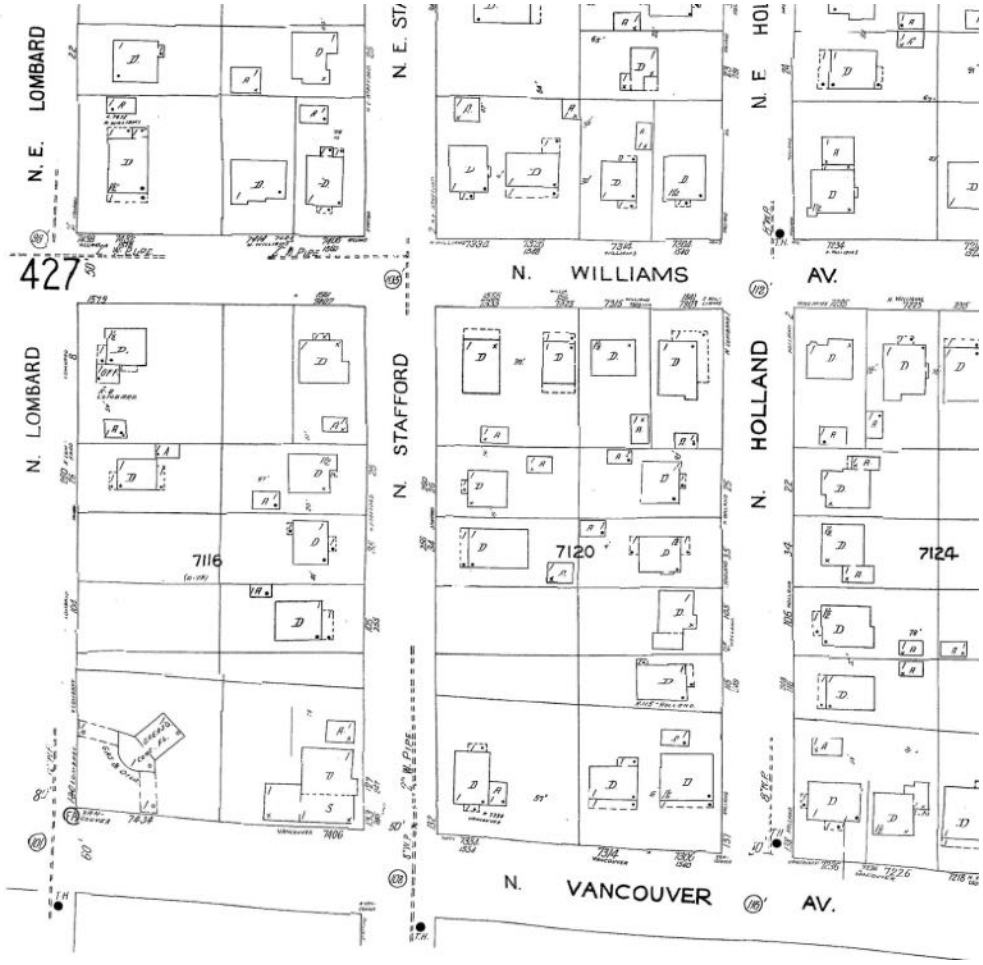
Houses

In a later part of this chapter I will look in detail at who built a house on the lot, and who lived in the house over the years. To get a global idea of 8 North Stafford Street and environs I use Sanborn map 459 for 1924-1928.



It is unclear to me why Sanborn has both 1555 Williams and 1549 Williams on a single corner lot, because the plat map shows two lots, numbers 11 and 12. The Sanborn map shows our house as a frame house with a stone porch facing Williams at street number 1555. Much of block 6 of Loveleigh has not been built up yet, and in particular the neighboring lot 13 on Stafford is still empty.

In the next Sanborn map, which is not clearly dated but probably represents the situation around 1950, there now is an added garage on what used to be 1555 Williams, but became 7333 North Williams in the Great Renumbering of 1932. The map is kind enough to show both the old and the new number. There now is a house on what was 260 Stafford, which became 26 North Stafford. Some of the 100 by 100 feet corner lots that were unpartitioned in 1924-1928 are now split into two lots, corresponding to the original plat map. The house on lot 12 still has a porch facing Williams, which is of interest, because sometime in the 1950's the address changed to 8 North Stafford Street and the porch moved to the north side of the house. We will find out more about this change later.


N. E. LOMBARD
427
N. WILLIAMS
AV.
N. LOMBARD
N. STAFFORD
N. HOLLAND
7116
7120
7124
N. VANCOUVER
AV.

Owners

In this section I trace the ownership of the property, which means the land plus the house, over the years. Every time the property changes hands, I include a link to the deed. In some cases I have some additional information about the owners, and I include that as well. I will start right after Loveleigh was platted.

The Brong Company

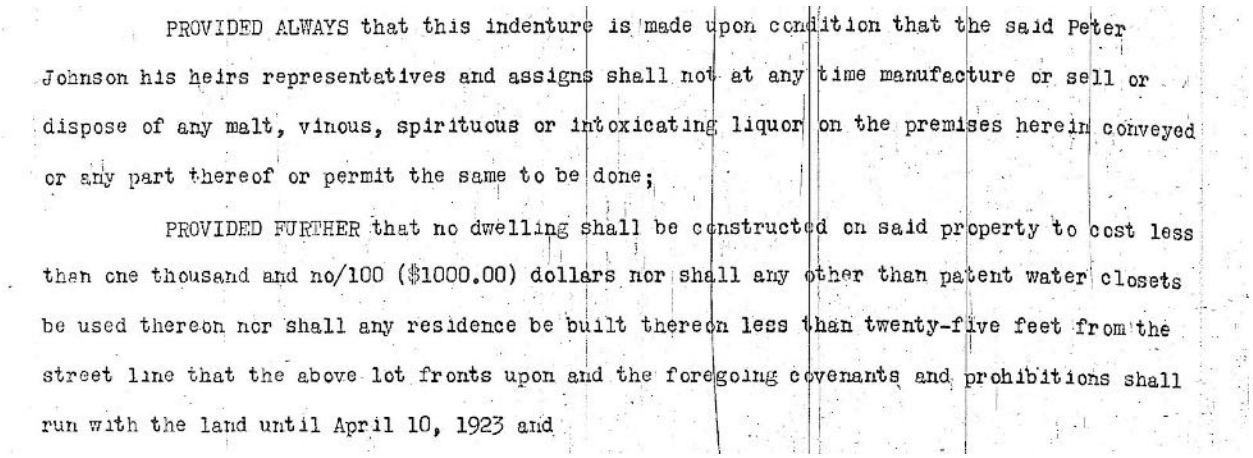
Since 1908 block 6, lot 12, of Loveleigh was owned by the Brong Company. The Oregonian of February 13, 1917 shows that in 1915 they still owed it, because they owed delinquent taxes on the property.


The Brong Co.—L. 12, B. 6, $9.40

There was no house on the lot for quite a long time, but things started moving around 1920.

Carrie Johnson and Peter Johnson

On February 24, 1920 the Brong Company sold the lot to Peter Johnson for $ 650. The deed has the following binding provisions.


PROVIDED ALWAYS that this indenture is made upon condition that the said Peter Johnson his heirs representatives and assigns shall not at any time manufacture or sell or dispose of any malt, vinous, spirituous or intoxicating liquor on the premises herein conveyed or any part thereof or permit the same to be done;

PROVIDED FURTHER that no dwelling shall be constructed on said property to cost less than one thousand and no/100 ($1000.00) dollars nor shall any other than patent water closets be used thereon nor shall any residence be built thereon less than twenty-five feet from the street line that the above lot fronts upon and the foregoing covenants and prohibitions shall run with the land until April 10, 1923 and

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Katie M. Merrifield and N. W. Merrifield

On March 17, 1920 Johnson, a month after buying it, transferred lot 12 in block 6 of Loveleight to N. W. Merrifield, a Vancouver real estate dealer specializing in rural acreage. The deed tells us Merrifield paid $ 500 for the lot, a loss of $ 150. The provisions imposed by the Brong Company were still in effect.

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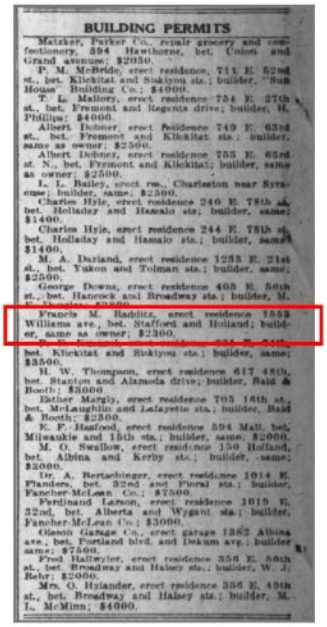
I think we can safely assume that neither Johnson nor Merrifield ever lived on the lot, because of the short time they owned it, and because there was no house there yet. I am not sure what their deal was.

Alma Radditz and Francis M. Radditz

On April 7, 1921 Merrifield sold to Alma and Francis M. Radditz. Here is the deed.

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And here is the building permits section of the Oregon Daily Journal of April 30, 1921.



BUILDING PERMITS

Matzker, Parker Co., repair grocery and confectionery, 394 Hawthorne, bet. Union and Grand avenue; $2050.

P. M. McBride, erect residence, 711 E. 52nd st., bet. Klickitat and Siskiyou sts.; builder, "Sun House" Building Co.; $4000.

T. L. Mallory, erect residence 734 E. 37th st., bet. Fremont and Regents drive; builder, H. Phillips; $4000.

Albert Debner, erect residence 749 E. 62nd st., bet. Fremont and Klickitat sts.; builder, same as owner; $2500.

Albert Debner, erect residence 753 E. 62nd st. N., bet. Fremont and Klickitat; builder, same as owner; $2500.

L. L. Bailey, erect res., Charleston near Syracuse; builder, same; $2500.

Charles Hyle, erect residence 240 E. 78th st. bet. Holladay and Hassalo sts; builder, same; $1400.

Charles Hyle, erect residence 244 E. 78th st. bet. Holladay and Hassalo sts.; builder, same; $1400.

M. A. Darland, erect residence 1253 E. 21st st., bet. Yukon and Tolman sts.; builder, same; $2500.

George Downs, erect residence 405 E. 54th st., bet. Hancock and Broadway sts.; builder, M. [illegible]

Francis M. Radditz, erect residence 1553 Williams ave., bet. Stafford and Holland; builder, same as owner; $2300.

[illegible] bet. Klickitat and Siskiyou sts.; builder, same; $2500.

H. W. Thompson, erect residence 617 48th, bet. Stanton and Alameda drive; builder, Bald & Booth; $5000.

Esther Margly, erect residence 705 16th st., bet. McLaughlin and Lafayette sts.; builder, Bald & Booth; $2300.

E. F. Hanford, erect residence 594 Mall, bet. Milwaukie and 15th sts.; builder, same; $2000.

M. O. Swallow, erect residence 150 Holland, bet. Albina and Kerby sts.; builder, same; $2000.

Dr. A. Bertschinger, erect residence 1014 E. Flanders, bet. 32nd and Floral sts.; builder, Fancher-McLean Co.; $7500.

Ferdinand Lafaon, erect residence 1015 E. 32nd, bet. Alberta and Wygant sts.; builder, Fancher-McLean Co.; $3000.

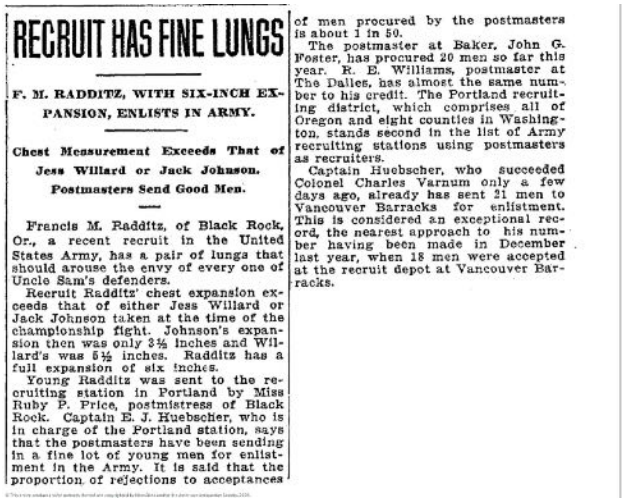
Oleum Garage Co., erect garage 1382 Albina ave., bet. Portland blvd. and Dekum ave.; builder same; $7500.

Fred Hallwyler, erect residence 356 E. 56th st., bet. Broadway and Halsey sts.; builder, W. J. Rehr; $2000.

Mrs. O. Hylander, erect residence 356 E. 49th st., bet. Broadway and Halsey sts.; builder, M. L. McMinn; $4000.

We now know who built the house ! The cost of the building it was $ 2,300, well over the $ 1,000 limit specified by the Brong Company. No contractor was listed to do the building, which can mean that either the Radditzes did everything themselves, or that they bought a kit house. At that time kit houses, a.k.a. mail order houses, were very popular, and there were several companies in Portland that made them. Or they could be bought from companies such as Sears, who delivered the kit to the place where the house was to be assembled. As we shall see next, in the biography of Francis Radditz, he was a carpenter and welder, and thus probably quite capable of putting together a kit house.

Francis M. Radditz was born in 1895 or 1896 in Black Rock, Oregon. When the U.S. Army started recruiting in 1916-1917 for the impending war with Germany, Francis was sent to the recruiting station by Miss Ruby C. Price, postmistress of Black Rock. There he impressed the recruiters with his chest expansion. Here is an article from the Oregonian of February 25, 1917.



RECRUIT HAS FINE LUNGS

F. M. RADDITZ, WITH SIX-INCH EXPANSION, ENLISTS IN ARMY.

Chest Measurement Exceeds That of Jess Willard or Jack Johnson. Postmasters Send Good Men.

Francis M. Radditz, of Black Rock, Or., a recent recruit in the United States Army, has a pair of lungs that should arouse the envy of every one of Uncle Sam's defenders.

Recruit Radditz' chest expansion exceeds that of either Jess Willard or Jack Johnson taken at the time of the championship fight. Johnson's expansion then was only 3½ inches and Willard's was 5½ inches. Radditz has a full expansion of six inches.

Young Radditz was sent to the recruiting station in Portland by Miss Ruby P. Price, postmistress of Black Rock. Captain E. J. Huebscher, who is in charge of the Portland station, says that the postmasters have been sending in a fine lot of young men for enlistment in the Army. It is said that the proportion of rejections to acceptances of men procured by the postmasters is about 1 in 50.

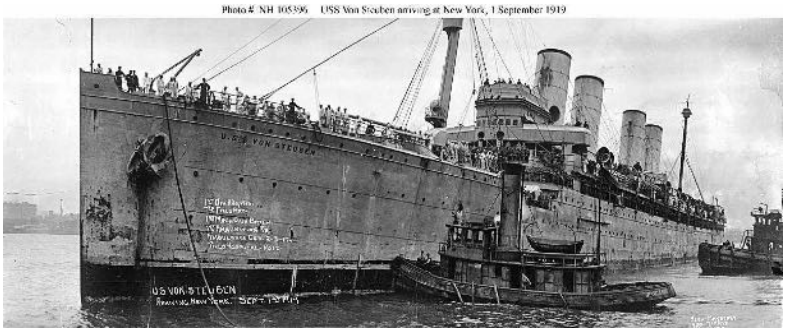
The postmaster at Baker, John G. Foster, has procured 20 men so far this year. R. E. Williams, postmaster at The Dalles, has almost the same number to his credit. The Portland recruiting district, which comprises all of Oregon and eight counties in Washington, stands second in the list of Army recruiting stations using postmasters as recruiters.

Captain Huebscher, who succeeded Colonel Charles Varnum only a few days ago, already has sent 21 men to Vancouver Barracks for enlistment. This is considered an exceptional record, the nearest approach to his number having been made in December last year, when 18 men were accepted at the recruit depot at Vancouver Barracks.

Also on November 22, 1917 he married Alma Gottleib, from Hillsboro. On April 30, 1918 Sergeant Francis M. Radditz departed from Hoboken on U.S. Martha Washington to France, to serve on Company “E” Fourth Engineers, Fourth Division, Regular.



On July 21, 1919 he was on his way back from Brest, on the U.S. Von Steuben, arriving at Hoboken on July 29.



Newspaper articles list him as one of the Oregonians who was “slightly wounded” during the war. In the meantime Alma had given birth to Francis M. Radditz Jr. on January 21, 1919.

The Radditz family seemed to have moved around before they settled at 1555 Williams Avenue. When Francis went to war in 1918 they lived at 507 East Seventh Street in Vancouver. Junior was born in 1919 at 414 Eleventh Street in Portland. At the 1920 census Alma and Francis M. Junior lived on the farm of Alma’s mother (widowed) on North Plains Road in Hillsboro. In 1921 the Vancouver City Directory has the family at 2014 C Street. Alma was clerk at the confectionery shop of Matthias O. Spurgeon, who incidentally was granted U.S. patent No 1,111,870 in 1914 for a marshmallow toasting machine. At that time, Francis was a welder at the G. M. Standiver Corporation, shipbuilders in Vancouver.

Then, in the same year 1921, the Portland City Directory has the family residing at 1555 Williams, in what is now our house, with Francis a self-employed carpenter. As we will see further on, the Radditzes sold that house in 1924 to the Reed family. In 1925 Alma contracted with Dwight Cheney to build a house at 843 East Sixteenth Street North for $ 4,500, and in the 1930 census we see the family there, with Francis again listed as a welder, working in “the electric works”. At that last address, with the new street number, something went terribly wrong. See this clip from the Oregonian of August 7, 1934.

BODY OF WOMAN FOUND

Sister Makes Discovery in Gas-Filled Portland Basement.

Declared by Deputy Coroner Snook to have been dead since August 3, the body of Mrs. Alma Radditz, 36, was found in a gas-filled basement at the residence, 3963 Northeast Sixteenth avenue, yesterday by her sister, Mrs. Emma Ferland, 3705 Northeast Fifteenth avenue. Gas was pouring from four open jets on a cook stove and the body reclined upon cushions from a davenport which had been carried to the basement to provide a bed.

On the spike of a German trench helmet in the living room was found a note said by the sister to be in the dead woman's handwriting. It read, "Good-bye, Bud, and good luck." Francis Radditz, ex-husband, divorced about a year ago, resides at Cathlamet, Wash. A son, Francis Jr., has been visiting with the father the past week.

Alma was buried in the Hillsboro Pioneer Cemetery. Francis Sr. lived until 1972. Although the Radditz family lived on the corner of Williams and Stafford for only three years, they were the ones who built the house.

Anna D. Reed and Leonard J. Reed

On September 24, 1924 Alma and Francis M. Radditz sold the house at 1555 Williams Avenue to Anna D. and Leonard J. Reed. Here is the deed.

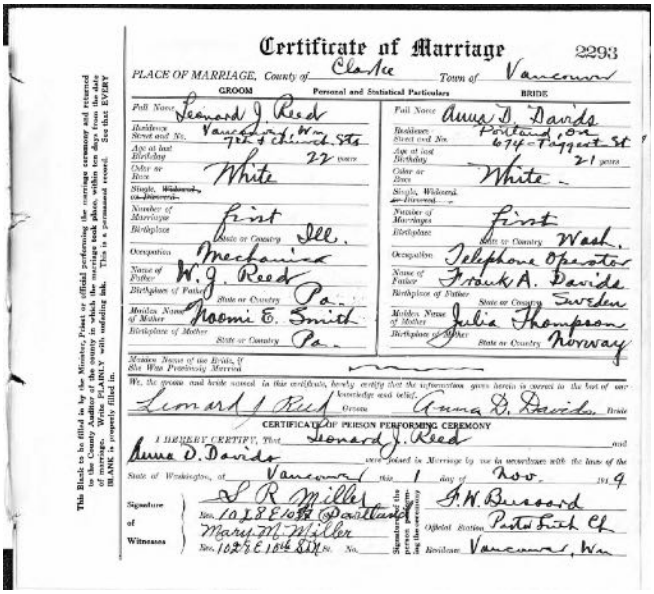
https://drive.google.com/file/d/12UCjj03cyRnIO-IH4QWPjcy4ReJndgsB/view?usp=sharing

The deed does not mention the actual sales price, only a nominal amount of $ 10. It does say, however:

> *That the above mentioned premises are free from all incumbrances except one certain mortgage of Fifteen Hundred Dollars which the grantees agree to assume and pay.*

Although the Radditz family built the house, and presumably lived in it for a while, the Reed family was the first family to live in the house for a substantial amount of time, in fact for about twenty years.

What do we know about them ? Leonard Joe Reed was born in Wade, Jasper County, Illinois in 1897. In the 1900 federal census he still lived there on the farm, with his parents William and Naomi and two sisters. In the 1910 census we find the family on a farm in Wind Mountain, Skamania, Washington. The 1920 census shows Leonard Joe and Anna Delilah Reed living with William and Naomi in Vancouver, Washington. William is now a retired farmer, with his own home, and Leonard is a machinist at a shipyard. Anna used to be Anna Davids, daughter of Frank Davids, also a farmer from Wind Mountain, Skamania, Washington. That must have been where they met. The census also shows the highest level of education both attained was eight grade. That must have been how they met. Leonard and Anna married in 1919.



Certificate of Marriage 2293

PLACE OF MARRIAGE, County of Clarke Town of Vancouver

GROOM — Personal and Statistical Particulars		BRIDE
Full Name	Leonard J. Reed	Anna D. Davids
Residence, Street and No.	Vancouver Wn 702 E Eleventh Sts	Portland, Or 674 Tappert St
Age at last Birthday	22 years	21 years
Color or Race	White	White
Single, Widower, or Divorced		
Number of Marriages	First	First
Birthplace	Ill.	Wash.
Occupation	Mechanic	Telephone Operator
Name of Father	W. J. Reed	Frank A. Davids
Birthplace of Father	Pa.	Sweden
Maiden Name of Mother	Naomi E. Smith	Julia Thompson
Birthplace of Mother	Pa.	Norway

Maiden Name of the Bride, if She Was Previously Married

We, the groom and bride named in this certificate, hereby certify that the information given herein is correct to the best of our knowledge and belief.

Leonard J. Reed (Groom) Anna D. Davids (Bride)

CERTIFICATE OF PERSON PERFORMING CEREMONY

I HEREBY CERTIFY, That Leonard J. Reed and Anna D. Davids were joined in Marriage by me in accordance with the laws of the State of Washington, at Vancouver this 1 day of Nov. 1919

Signature of Witnesses: S R Miller, No. 1018 E 10th Portland; Mary M. Miller, No. 1028 E 10th St. No.

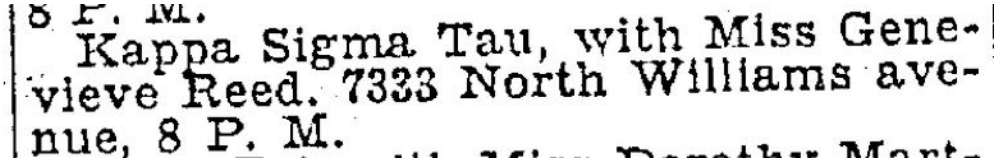
Signature of the Person Performing the Ceremony: F. W. Burcard

Official Station: Pastor Trich Ch

Residence: Vancouver, Wn

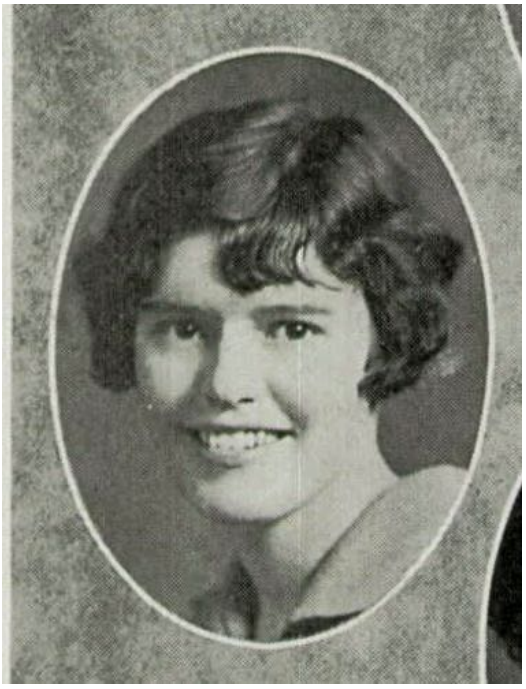
There is some additional information on Leonard's first world war draft registration card of June 1918. It turns out that the shipyard in Vancouver where he worked was owned by G. M. Standivar, and that is the same shipyard where Francis M. Radditz was a welder at the time. Thus the two men may have known each other, and that may actually have been how Leonard knew about the house at 1555 Williams that Francis lived in and sold in 1924.

The same registration card shows that in 1918 Leonard lived on East Sixth Street N. The city directories show that in 1921 Leonard and Anna owned a home at 596 Union Avenue N. But then, finally, the 1930 census has Leonard and Anna living at 1555 Williams Avenue. They have a nine year old daughter named Genevieve. Leonard is foreman on a steam railroad, which the city directories reveal to be the Southern Pacific. The house is valued at $ 3,600. The 1940 census shows Leonard as an inspector on that same steam railroad. Genevieve is now 19, and works as a stenographer in the insurance business, after finishing four years of high school. Although the Oregonian of May 31, 1939 tells us that on that day our house had the honor of hosting a true sorority group.



8 P. M.
Kappa Sigma Tau, with Miss Genevieve Reed, 7333 North Williams avenue, 8 P. M.

Genevieve, who seems to have been an only child, married in 1941, and moved out of the house (and maybe dropped out of college). I have a picture from a high school yearbook, but unfortunately I do not remember where I found it. At least I hope it is her.



REED, GENEVIEVE
"Zealous, yet modest, innocent, though free."

Marjorie A. Gerhard and Harold C. Gerhard

Leonard and Anna sold the house on December 18, 1944 to Harold C. and Marjorie A. Gerhard. I don't know where the Reeds moved to, but I do know that Leonard lived until 1952 and Anna until 1992.

The warranty deed of the sale to the Gerhards again gives a nominal amount of $ 10 for the consideration. There are no encumbrances, except for 6 months of property taxes.

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We can be very brief on the Gerhards, because I am not even sure if they ever lived at what was now 7333 Williams Avenue. If they did, it was only for a brief period, because they sold it less than a year after buying it to Ben D. and Hulda H. Graf. In 1940 the Gerhards lived in Gardiner, in Douglas County, Oregon, at the mouth of the Umpqua River. They were very active socially, and Harold was elected to prominent positions in the local Lions Club and Odd Fellows Lodge. They sold their confectionary business and moved north in December 1944, which was when they bought the house on 7333 Williams. In the Roseburg News Review of December 11, 1944 we read about the move.



Gardiner Confectionery Has Change of Owners

REEDSPORT — Mr. and Mrs. Harold Gerhard of Gardiner have announced the sale of the Gardiner confectionery, which they purchased more than two years ago from Fred Assenheimer, to Mr. and Mrs. C. W. Hutchinson, who recently came here from Vancouver, Wash. The Hutchinsons took immediate possession and will continue the business, which serves lunches and acts as agency for the Oregon State Liquor commission. Mr. and Mrs. Gerhard are leaving for Portland where they expect to reside.

But already in 1946 the Gerhards lived in Astoria, so it is unclear if they ever really stopped over in Portland.

Hulda H. Graf and Benjamin D. Graf

The next set of buyers, Benjamin Dwight and Hulda Hanna Graf, were even less likely to actually move into the house. They bought the house on November 14, 1945. Benjamin was born in 1888 in Bethany, which is now part of the greater Portland area, between Hillsboro and Forest Park. He married Hulda Hanna Scheel in 1918. He lived on his own farm all his working life, and he was already 56 when he bought 7333 Williams Avenue from the Gerhards. So it is likely he bought the place for investment. The deed does not specify the price, only the annoying $ 10. There is no census document or city directory that shows him living in the house.

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Marguerite E. Boehm and Max D. Boehm

The Grafs sold the property on August 10, 1949 to Max Dorwin Boehm and Marguerite Evelyn Boehm, again for an undisclosed price. Here is the deed.

https://drive.google.com/open?id=1JUldb3Fv7rNkw-FJRHSopklS20TaJ1Gh

The Boehms lived in the house for 22 years, until 1971. This makes them the second family who really made it their home. Max was born in 1918, and Marguerite Clark in 1916. They married in 1942.

Boehm-Clark—Max D. Boehm, 5803 N. Borthwick street, and Narguerite E. Clark, 79 N. E. Highland street.

Their first daughter Bonnie was born in 1943.

Boehm—To Mr. and Mrs. Max D. Boehm, 5216 N. Commercial, December 1, a daughter, Bonnie S.

The second daughter Sally was born in 1946.

BOEHM—To Mr. and Mrs. Max D. Boehm, 5216 N. Commercial, March 10, a daughter, Sally A.

As far as I can tell there were no more children, and the family was complete when they moved from Commercial to the Williams home.

From the city directories we get some idea about the kind of work Max did. In 1953, he was a solicitor (i.e. a canvasser) for the National Carloading Corporation, a freight forwarding company. Its business was to collect, consolidate, ship freights which were less than a (railroad) carload. It employed the services of various carriers by motor vehicle and rail, and paid regular tariff rates to such carriers. Max was duly promoted over the years, and in the Oregonian of February 20, 1961 we see

The New York offices of National Carloading Corp., has announced the promotions of Riley J. Richards and Max D. Boehm, Richards to manager of the Portland Terminal and Boehm to the post of general freight agent in Portland.

But Max Boehm was also engaged in more artistic activities. Already in 1934, as a senior at Jefferson High, he acted in the play “The Birthday of the Infanta” at the freshman reception festivities. In 1957 the Portland PTA’s organized Dad’s Nights. At Clinton Kelly School



40 Talent Acts Set at School

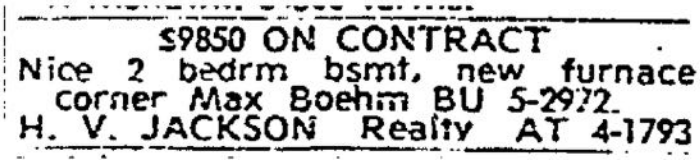
Forty separate acts, representing talent from 11 Portland schools, will appear in a two-hour talent show at Holy Redeemer School hall, 127 N. Portland Blvd. at 8 p.m. Saturday and again at 2 p.m. Sunday. The program is sponsored by the Parents' Club of Holy Redeemer and directed by Max Boehm.

Featured will be a group of 45 tap dancers, a choir, the school band and a wide variety of singers, instrumentalists, dancers, magicians and comedians. Novelty numbers will range from baton-twirling to Ted Lewis imitations.

The Girardian Club of Holy Redeemer will direct the parking, ushering and concessions.

In 2017, Nik and I were visited by the two Boehm daughters Bonnie and Sally, who were visiting their cousin Julie Clark, a neighbor on Stafford, across the street. On a little nostalgia tour we showed them what we had changed in the house, and they told us how it looked in the sixties and seventies, what had changed and what was still the same. They told us about tap dancing rehearsals in the basement, and about the change of the address from Williams Avenue to Stafford Street.

There were various attempts in the sixties by Marguerite and Max to sell the house, mostly by owner. I will document them with little advertisements from the Oregonian, because they have some interesting details.



$9850 ON CONTRACT
Nice 2 bedrm bsmt, new furnace
corner Max Boehm BU 5-2972.
H. V. JACKSON Realty AT 4-1793

March 30 1961


$14,750 RANCH style home of distinction. 30 ft living rm, Roman tile frplc, Knotty Pine kitch, beaut Cedar bathroom, colored fixtures, party rm etc. 5 blks Holy Redeemer. 1st time advertised. Owner. 8 N Stafford. BU 5-2972.

September 6, 1964

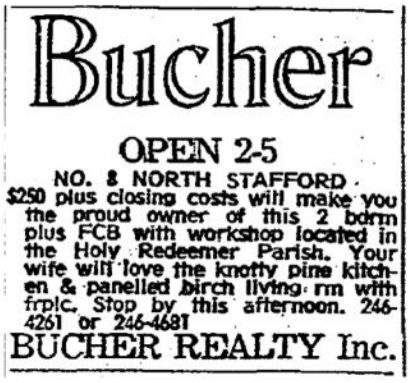
When we bought the house in 2014 the knotty pine kitchen and cedar bathroom were still there, and were probably pretty much unchanged over 50 years. We did not know how fast to get rid of them.

We see the price of the house increasing from about $ 10K to about $15K over a three-year period. The sale did not go well, I guess, and it looks like they hired a real estate agent in the early seventies. You'll see that in the next section, because the real estate agent actually bought the house in 1971. Max and Marguerite Boehm moved to Lake Oswego.

Jean C. Baldwin and Doc F. Baldwin

On March 11, 1971 Max D. Boehm and Marguerite E. Boehm sold the property to Doc F. Baldwin and Jean C. Baldwin for $ 16,750. The Baldwins worked for, or owned, Bucher Real Estate. Again, it is unclear if they ever lived in the house. They may have rented it out. The ads became more glossy. And we do see the price going up, from $ 18K in 1971 to $ 33K in 1976.

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Bucher

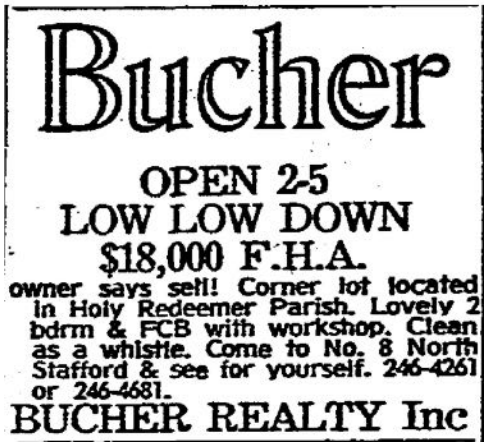
OPEN 2-5

NO. 8 NORTH STAFFORD

$250 plus closing costs will make you the proud owner of this 2 bdrm plus FCB with workshop located in the Holy Redeemer Parish. Your wife will love the knotty pine kitchen & panelled birch living rm with frplc. Stop by this afternoon. 246-4261 or 246-4681

BUCHER REALTY Inc.

March 7, 1971



March 14, 1971



October 3, 1976

The wood panelling in the bathroom and the kitchen, which we removed as quickly as possible, in 2014, is announced proudly as a redeeming feature of the house. So is the closeness to Holy Redeemer. The 30 ft living room is still there. I assume the party room was the basement or part of the basement. The section on modifications below shows us that the Boehms put in the new (oil) furnace in 1949 and the new fireplace in 1952.

Lan Thi Nguyen and Dong Van Nguyen

The Baldwins sold the house on December 10, 1976 to Lan Thi Nguyen and Dong Van Nguyen, husband and wife, for $ 29,000.

https://drive.google.com/open?id=1jj6mVZRq6Poxo22lVSQCSEvJ_NkdWyCN

The Nguyens lived there for more than 30 years, definitely setting the record. To find out more about their stay is complicated, for various reasons. Most importantly, the Nguyens were, or are, of Vietnamese descent, and Wikipedia tells us that up to 40% of the people in Vietnam have

Nguyen as their last name. Because there is a substantial Vietnamese community in Portland, there are consequently many people named Nguyen. The junk mail we are still getting indicates there were more than two Nguyens living in the house over the 1976-2014 period, but the composition of the family and their relationships remain unclear.

What we can figure out, using the Multnomah County registrar's database, are the various transactions and deeds the Nguyens entered into in order to finance buying and maintaining the house. There are multiple deeds of trust, indicating various home equity loans and mortgages. Eventually, it seems, the Nguyens got caught up in the subprime mortgage crisis of 2007 and were forced out of the house by foreclosure.

For yours and mine information, here is the definition of a deed of trust from The Legal Information Institute at the Cornell Law School.

> *A Deed of Trust is a type of secured real-estate transaction that some states use instead of mortgages. A deed of trust involves three parties: a lender, a borrower, and a trustee. The lender gives the borrower money. In exchange, the borrower gives the lender one or more promissory notes. As security for the promissory notes, the borrower transfers a real property interest to a third-party trustee. Should the borrower default on the terms of her loan, the trustee may take full control of the property to correct the borrower's default.*
>
> *Usually, the trustee is a title company. In most states, the borrower actually transfers legal title to the trustee, who holds the property in trust for the use and benefit of the borrower. In other states, the trustee merely holds a lien on the property. Deeds of trust almost always include a power-of-sale clause, which allows the trustee to conduct a non-judicial foreclosure - that is, sell the property without first getting a court order.*

The first one is dated December 10, 1976, the second June 25, 1979, and the third October 21, 1982, and the fourth on July 10, 2006. In the first two the lender is the Far West Savings and Loan Association, for the third it is the Small Business Administration, and for the fourth one it is the Taylor, Bean and Whitaker Mortgage Corporation. The first three have Lan Thi Nguyen and Dong Van Nguyen as the borrowers, for the fourth one it is Lan Thi Nguyen, an unmarried woman.

The 2006 loan, for $ 224,000, looks like a predatory loan, and was made, of course, just before the start of the subprime crisis. The lender is somewhat suspect, to say the least. From Wikipedia

> ***Taylor, Bean & Whitaker*** *was a top-10 wholesale mortgage lending firm in the United States, the fifth-largest issuer of Government National Mortgage Association (GNMA or Ginnie Mae) securities. Their slogan was "Perfecting the Art of Mortgage Lending".*
>
> *On August 5, 2009, following a raid by the Special Inspector General of the Troubled Asset Relief Program (SIGTARP) and suspension by the Federal Housing Administration from*

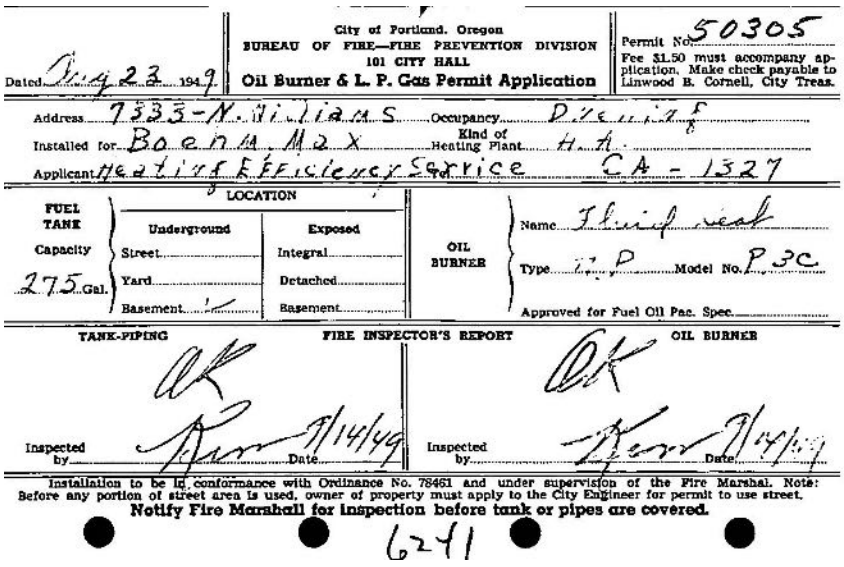
> *issuing FHA mortgage loans and Ginnie Mae mortgage-backed securities, it ceased business operations. In April 2011, its majority owner was convicted of 14 counts of securities, bank, and wire fraud and conspiracy to commit fraud, and sentenced to 30 years in federal prison.*

It is clear that Lan Thi Nguyen could not make the mortgage payments, and consequently lost the house. I may still work out the details, but the end result is clear.

On August 18, 2014 Nicole and Jan de Leeuw bought the property from the Federal Home Loan Mortgage Corporation for $ 250,000. In 2021 the house will be 100 years old.

Modifications

To track modifications to the original home built by the Radditz family in 1921 we have to go to the archive of the City's Bureau of Development Services. We have only found permits applied for and issued to Max Boehm. Here is the 1949 permit application for the new oil furnace, with a 275 gallon fuel tank (which may still be in the ground somewhere, although the furnace is long gone).



City of Portland, Oregon
BUREAU OF FIRE—FIRE PREVENTION DIVISION
101 CITY HALL
Oil Burner & L. P. Gas Permit Application

Permit No. 50305
Fee $1.50 must accompany application. Make check payable to Linwood B. Cornell, City Treas.

Dated Aug 23 1949
Address 7333-N. Williams S Occupancy Dwelling
Installed for Boehm, Max Kind of Heating Plant H.A.
Applicant Heating Efficiency Service CA - 1327

LOCATION
FUEL TANK — Capacity 275 Gal. — Underground: Street, Yard, Basement 1 — Exposed: Integral, Detached, Basement
OIL BURNER — Name Fluid Heat — Type V P — Model No. P3C — Approved for Fuel Oil Pac. Spec.

TANK-PIPING — Inspected by [signature] Date 9/14/49
FIRE INSPECTOR'S REPORT
OIL BURNER — Inspected by [signature] Date 9/14/49

Installation to be in conformance with Ordinance No. 78461 and under supervision of the Fire Marshal. Note: Before any portion of street area is used, owner of property must apply to the City Engineer for permit to use street.
Notify Fire Marshall for inspection before tank or pipes are covered.

6241

There are some additional permits with more consequential. On July 3, 1950 Boehm filed for a permit to build an extension of 7333 N. Williams on the west side. This included an enclosed back porch and a stairway to the basement. Costs are estimated to be $ 500.

https://drive.google.com/open?id=1Ew6UqQXh9zC9aZyat4SYsXXON-0_swUF

Next is an application of March 14, 1952 for a "*new outside fireplace extended to solid ground*". The accompanying plan seems to include a new front porch on Stafford, although the address is still 7333 N. Williams. Costs of the alterations are estimated as $ 2,500, and Boehm will do the work himself.

https://drive.google.com/open?id=1b08jj8gqZJygOTzQwAtVlUAljCwtbT6R

The report of a BDS building inspector of August 17, 1956 documents that Boehm built 30 feet of 6'3'' high cedar fence, costs $ 30, and that the building was finished before the permit was issued. The address given in 1956 was 8 N. Stafford.

https://drive.google.com/open?id=1H8nQMnuRZyKw2AccGyUkg8POoF_lmfRX

An application by Bromley Masonry, from November 21, 1962, asks for a permit for "*repair of chimney damaged by Columbus Day storm*" at 8 N. Stafford, with the Boehm family still in residence. The costs are $ 132.04.

https://drive.google.com/open?id=1ziFcImzPOfz6U_EEAbNg6eaQqPqHvLFz

I am still trying to nail down when exactly the street address changed from 7333 N. Williams to 8 N. Stafford. For now it seems that it was certainly between 1952 and 1956, and closer to 1952.

It seems the Nguyen family did not make any substantial changes. When we came in 2014 the house had been empty for a couple of years and was somewhat neglected. In the five years since 2014 we completely changed the kitchen, the bathroom, the bedrooms, the basement, the fencing, the yard, the siding, the garage, the porch, the furnace, the chimney, the fireplace, the back doors. But the overall structure is still classical 1920's Radditz, with 1950's Boehm extensions.

Homes: 107 Northeast Bryant Street and Environs

Jan de Leeuw

Version 02-09-2019



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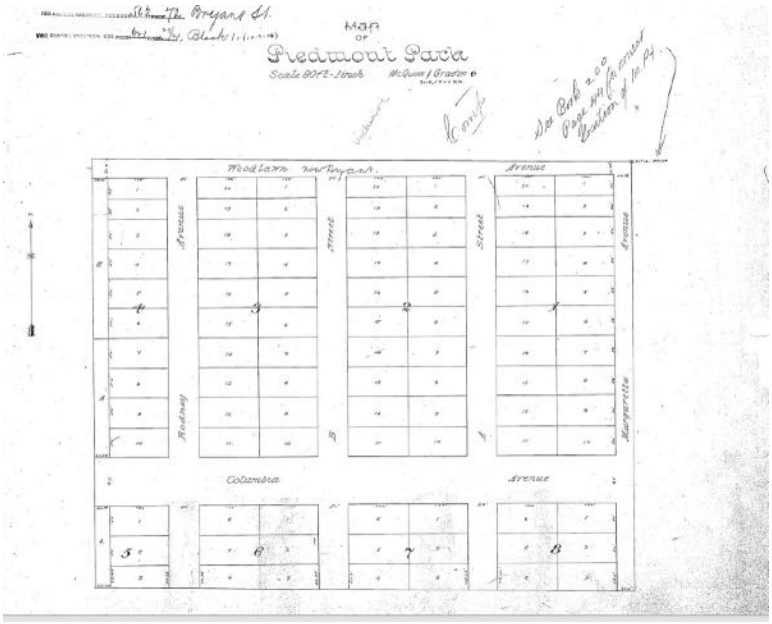
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Land

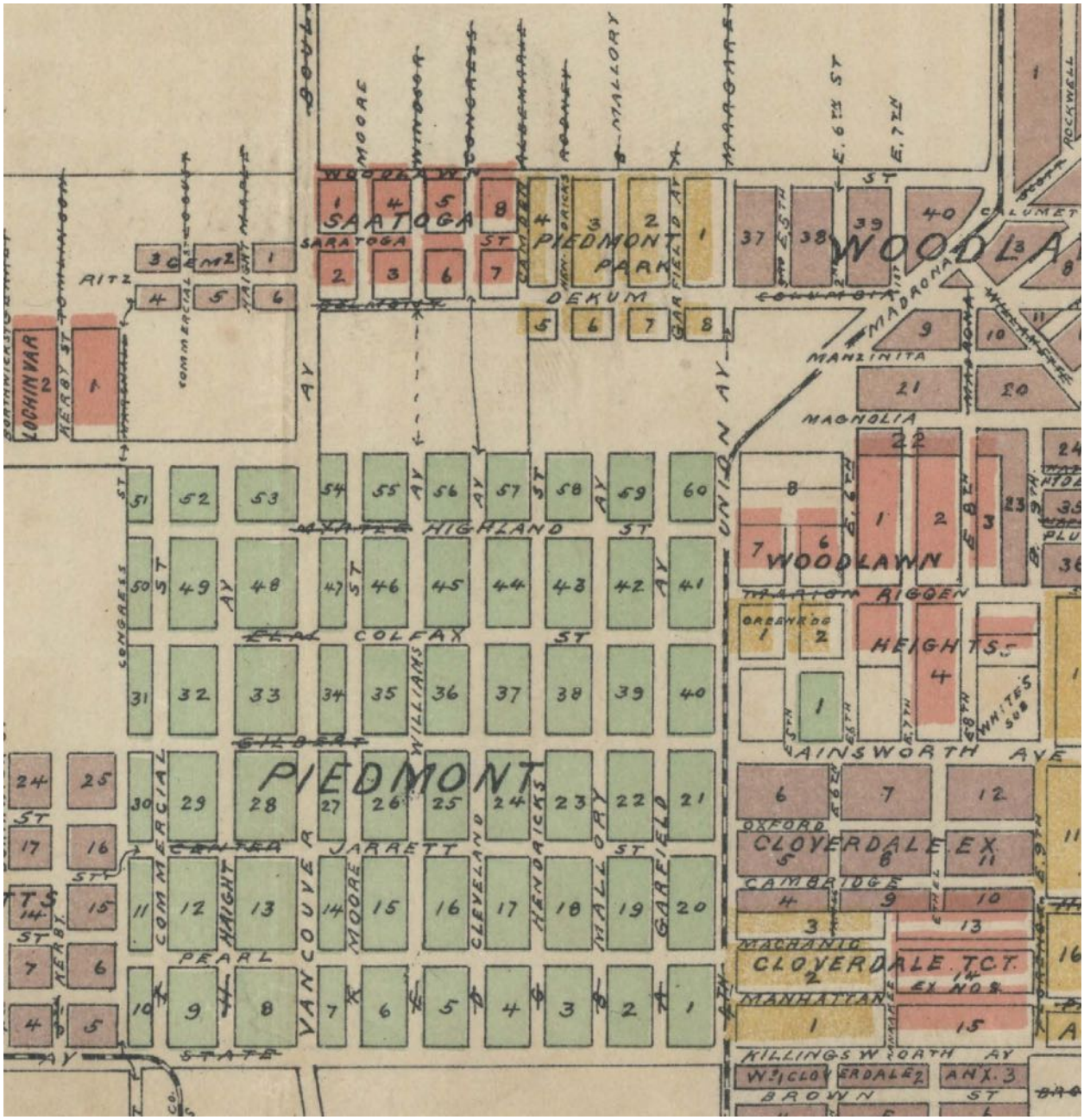
At the time of his death Captain Lewis Love had expanded the original 640 acres of his 1850 donation land claim to 757 acres. The original claim was bounded by (what is now) Eight Street to the east, the I-5 freeway to the west, the Columbia Slough to the north, and Bryant Street to the south. The parcels he added, which were part of the original Switzler donation land claims, were between the Columbia Slough and the Columbia River. After Lewis Love's death in 1903 the 750+ acres were divided up among his six children Lewis, Mary, William, Green, Fred, and Malinda (William and Malinda had died, so their piece of the pie went to their surviving children). This resulted in six vertical strips of land, each of about 125 acres, from (what is now) Bryant Street in the south to the Columbia Slough in the north. In this note we are mainly interested in the strip between Union Avenue (now MLK) and (what is now) Rodney Avenue. It went to Mary Love (by that time Mary Stafford).

Plats and Streets

It is important to understand that all this land was just land. There was nothing on it, only scrubs, bushes, and trees. There was, however, some development to the south (Piedmont Park) and to the east (Woodlawn). Piedmont Park was platted in 1891 by J.P and Louisa M. Menefee, F. W. and Ida E. Torgler, and Charles and Emma Woodcock. Here is the plat map. The strip of land inherited by Mary Stafford starts directly north of Piedmont Park.



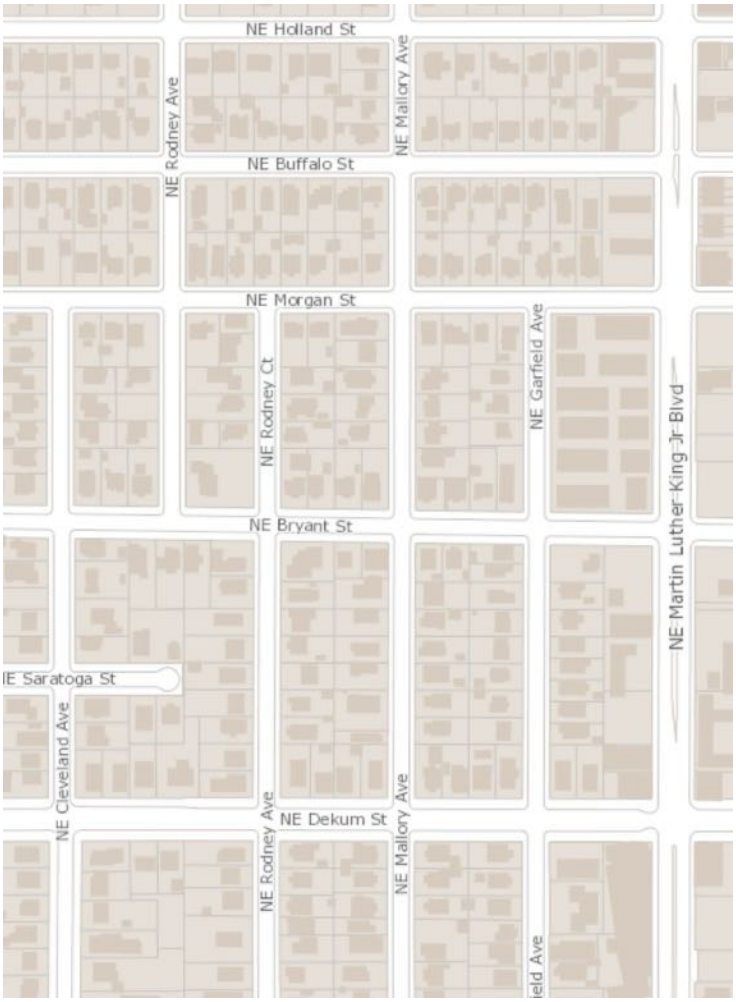
The platting of Piedmont Park happened just before the Great Street Renaming of January 12, 1892, which was made necessary by the annexation of Albina and East Portland into the City of Portland. Columbus Avenue became Dekum Avenue and Margaretta Avenue became Union Avenue. A Street became Garfield Avenue and B Street became Mallory Street. Woodlawn Avenue became Woodlawn Street, and Rodney Avenue became Hendricks Avenue. The new names and the old names are on this map from 1892.



Note that Union Avenue north of Piedmont was not really a street yet, just the thought of a street. None of the streets in this map were actually paved, and only a small percentage of the lots in the blocks of these subdivisions actually had houses. In 1904 Hendricks Avenue became Rodney Avenue (again !) and in 1907 Woodlawn Street became Bryant Street.

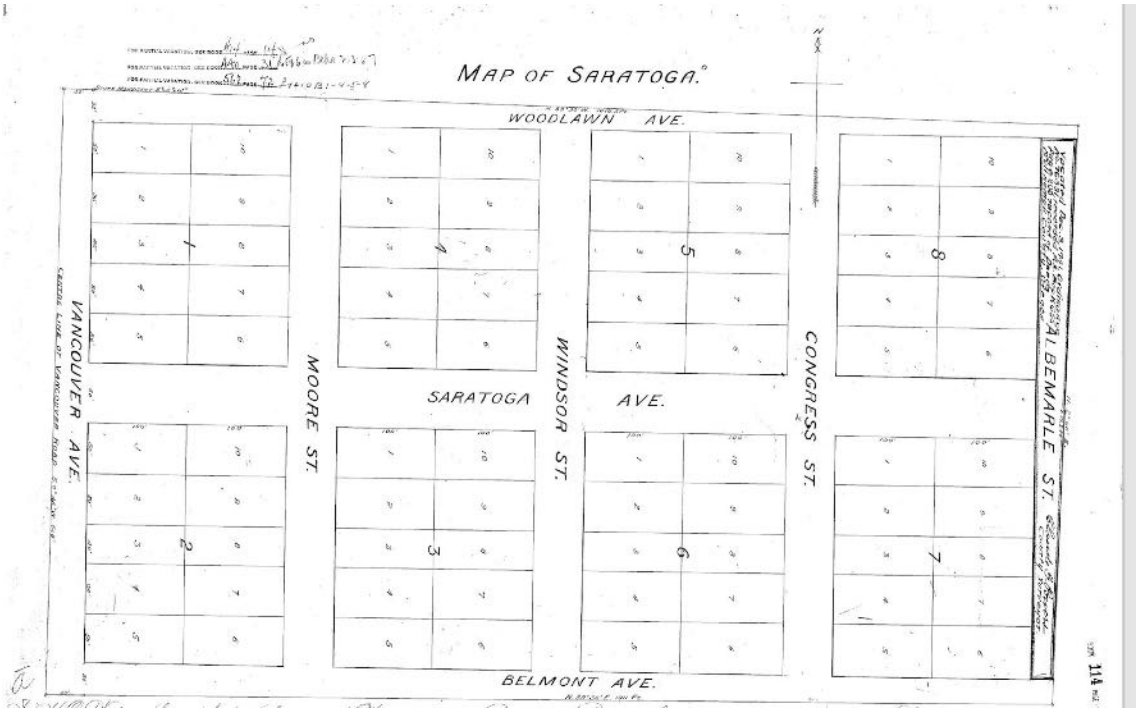
Grid Deviations

I will take this opportunity to discuss some peculiar deviations from the grid pattern in the Bryant-Rodney-Saratoga area. Here is a piece of a Portland Maps.



Saratoga dead-ends going east before it reaches Rodney. Going north, Rodney Avenue seems to end at Bryant Street. It does not really, because it picks up again one city block to the west. If you go straight north at Bryant the street continues as Rodney Court, which ends at Morgan.

Saratoga was platted in 1889 by H. C. Wortman, co-owner of the famous Olds, Wortman & King department store downtown. The east boundary of the subdivision is named Albemarle Street, which did not exist at the time and has never existed. It was consequently ignored by Menefee et al, when they platted Piedmont Park two years later. In the 1892 renaming Belmont Avenue in Saratoga became Dekum Avenue. Congress Street became Cleveland Avenue and Windsor Street became Williams Avenue.



To see what happened with Rodney Avenue, we will look at the plat of Love's Addition. It was recorded on August 8, 1908 by a whole bunch of people.

KNOW ALL MEN BY THESE PRESENTS, That we, Mary C. Stafford (widow), Lewis G. Stafford, Nellie Stafford, his wife, Emma J. Walker, Frank P. Walker, her husband, Alsistress L. Peacher, Wm. E. Peacher, her husband, Nancy M. Finke, Bernhard Finke, her husband, Sarah R. Anderson, Oscar Anderson, her husband, Lena G. Richmond, Clarence M. Richmond, her -

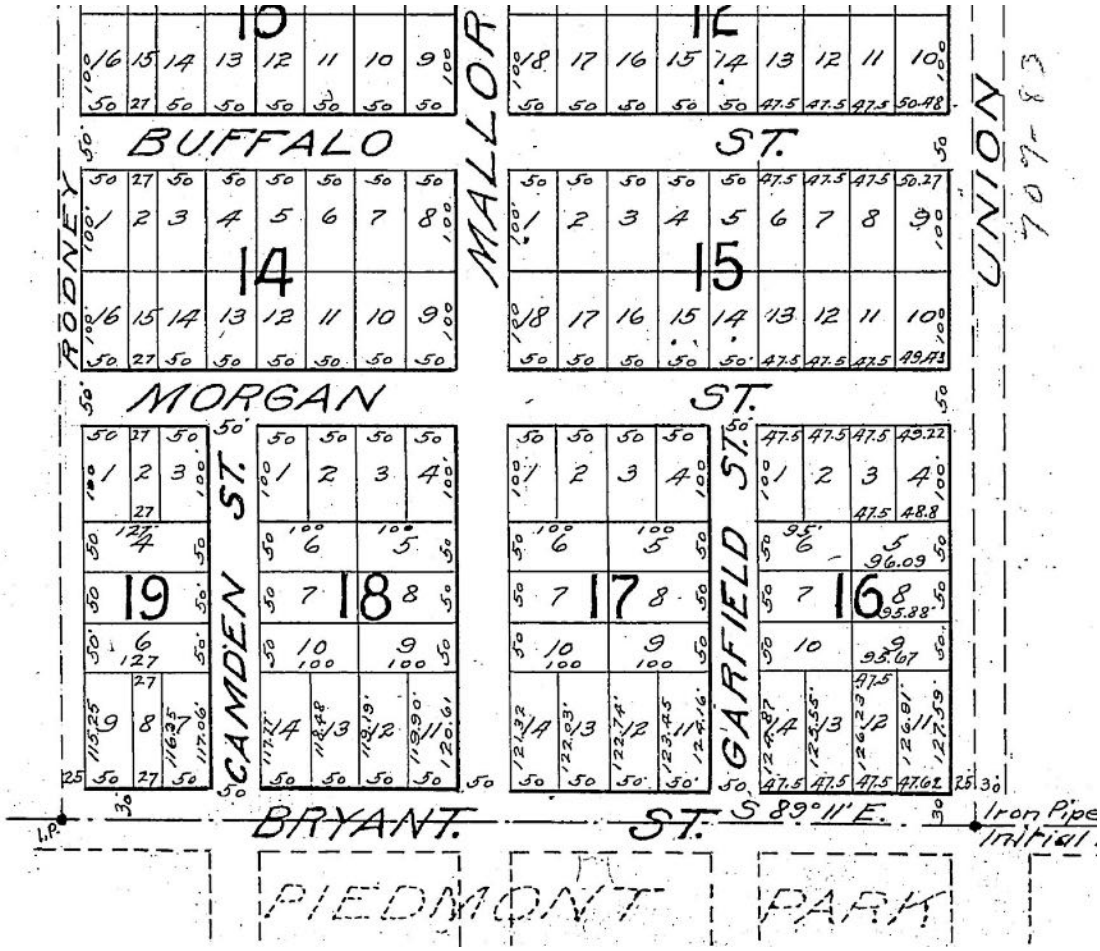
husband, Sidelia F. Hohmann (widow), Peter H. Schulderman, Hannah Schulderman, his wife, August F. Radke, Bertha Radke, his wife, and Oscar W. Radke, unmarried, being the owners of the land embraced in the foregoing and annexed plat of Loves Addition to the City of Portland, do make and record said plat for the purpose of laying the said tract of land off into town lots and holding and selling the same as such, by reference to such plat in manner as by law provided, and we do hereby lay the same off into Lots, Blocks and Streets as shown on and by said plat, and we hereby dedicate to the use of the Public forever, all streets and avenues designated as such on said plat.

In this list Lewis G. Stafford, Emma J. Walker, Alistress L. Peacher, Nancy M. Finke, Sarah R. Anderson, Lena G. Richmond, and Sidelia F. Hohmann were all children of Mary C. Stafford. The Schuldermanns and the Radkes are not related, afaik. They came into the picture because in their eagerness to turn the inherited land into money, some pieces of the land had been sold by the heirs. From the Oregonian of July 21, 1908:

Sidelia F. Hohman to August W. Radke, land commencing at point on south line of Lewis Love D. L. C. 1686.7 feet west of southeast corner, thence north 30 feet to initial point 10

Sidelia F. Hohmann to Oscar W. Radke, land in D. L. C. of Lewis Love in Secs. 10 and 15, T. 1 N., R. 1 E., commencing at point in south line of said D. L. C. 1786.7 feet west of southeast corner thereof.. 10

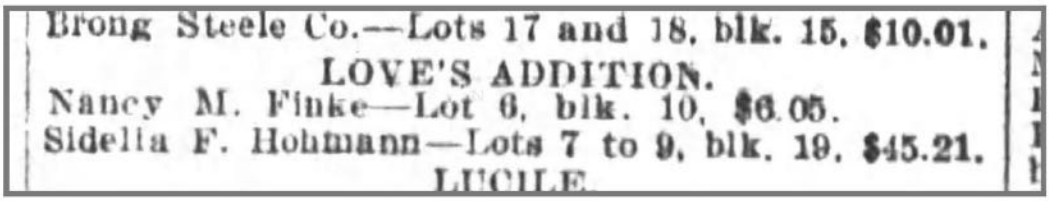
The following map shows the southern part of Love's Addition.



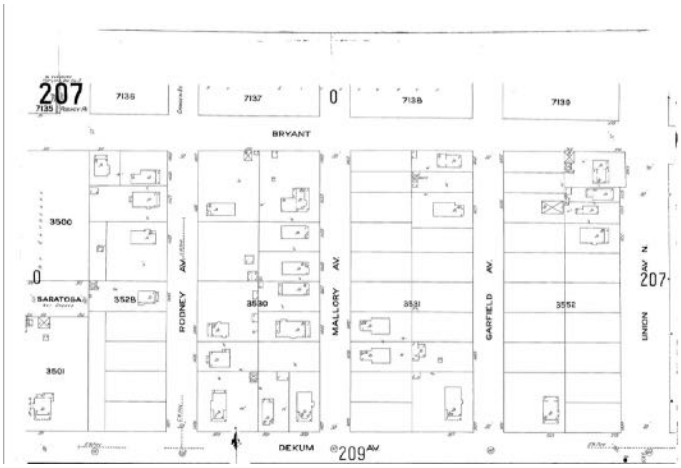
We now see the problem with Rodney Avenue. North of Bryant Street it forms the border between Love's Addition and Loveleigh, which was platted around the same time. South of Bryant Street, Rodney Avenue comes up through the existing subdivision of Piedmont Park, slightly east of the boundary of Love's Addition and Loveleigh. Putting in Camden Street did not really solve the problem, and Camden Street was renamed to Rodney Court in 1922, and to NE Rodney Court in the Great Renumbering of 1932. The 1932 change thus merely added the NE to the name (as it did to all streets in the area).

Bryant Area Lots

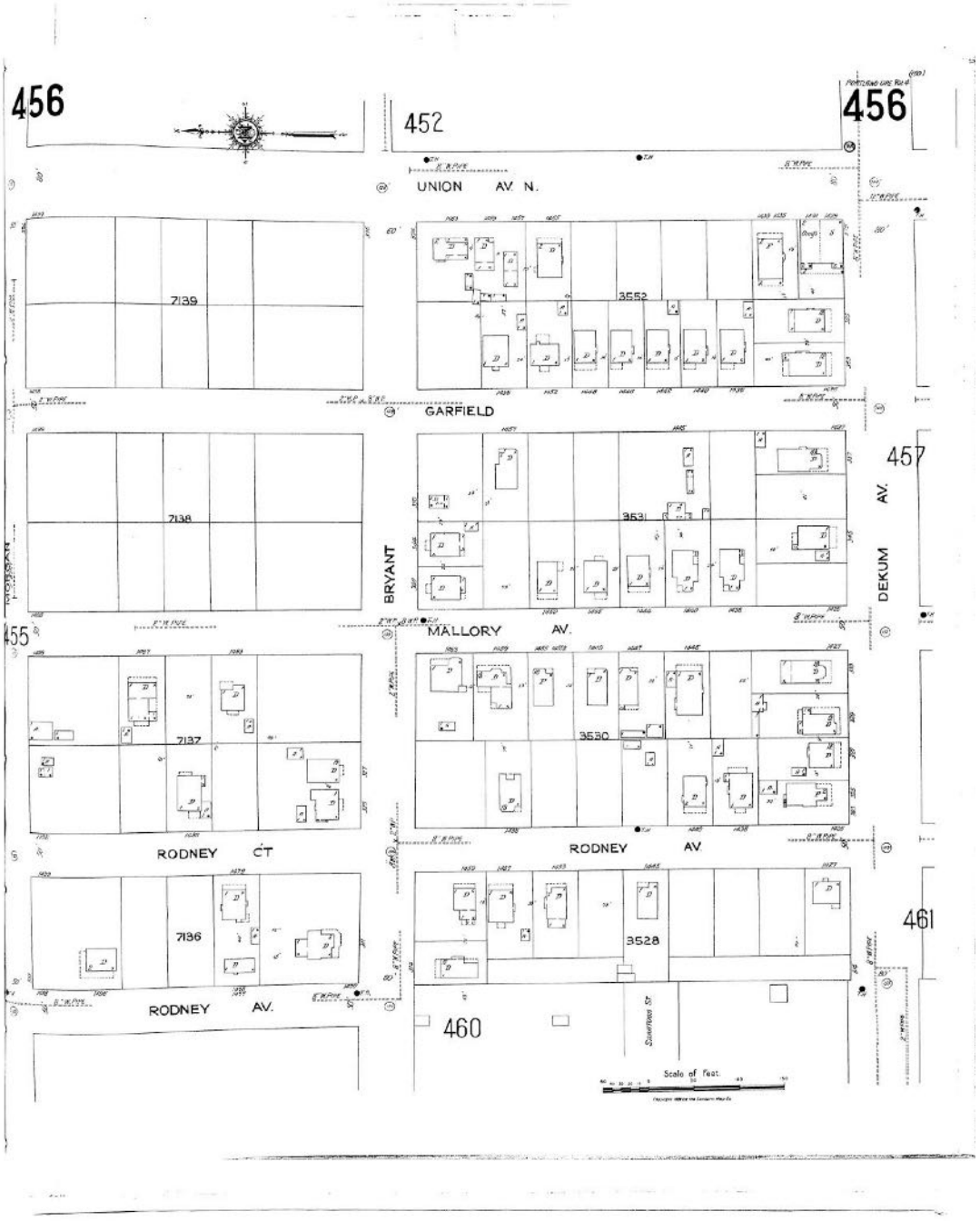
Obviously the purpose of plat a subdivision is to create lots, which eventually must be sold. It seems that the Stafford family divided the lots in Love's Addition amongst the many individuals, family or not, who recorded the plat. In the sequel we shall concentrate on Block 19, lots 7-9, which is a fairly large parcel of 14,407 square feet. It fell to Sidelia Frances Hohmann. We know this because The Oregon Daily Journal of August 25, 1913 has a list of all those people in Multnomah County who are in arrears on their property taxes. The two Stafford sisters mentioned did not pay for their lots in Love's Addition, and lots 7-9 in block 19 are in Sidelia's name.


Brong Steele Co.—Lots 17 and 18, blk. 15, $10.01.
LOVE'S ADDITION.
Nancy M. Finke—Lot 6, blk. 10, $6.05.
Sidelia F. Hohmann—Lots 7 to 9, blk. 19, $45.21.
LUCILE

Next, we want to find out if these three lots actually had a house or houses on it. We can approach this from the present and from the past. Portland Maps tells us that there is now a house on these three lots, which are still a single parcel, with street address 107 NE Bryant Street. If we look at resources from the past we unfortunately cannot use the 1907 Portland Block Book, because it only covers platted subdivisions, and Love's Addition was not platted yet. This is unfortunate, because the Block Book would tell us for each lot who owned it in 1906. It does not tell us if there was actually a house on the lot. For that we need the Sanborn maps. Again, unfortunately, the 1908 Sanborn maps do not really cover the area north of Bryant, probably because there was not yet any development there. Nothing to insure for Sanborn. Nevertheless, here it is. The structure on the northwest corner of Rodney and Bryant may be some water tower or fire lookout.



Sanborn map number 456 from 1924 is pretty clear, however.



There is a house on the three lots, the same house as shown on Portland Maps, with street address 311 Bryant Street. The Great Renumbering of 1932 documents show that 311 Bryant Street did indeed become 107 NE Bryant Street.

BRYANT STREET
NOW
NORTHEAST BRYANT STREET

NORTH SIDE		SOUTH SIDE	
OLD NO	NEW	OLD	NEW
289	33		
295	53		
299	63		
303	75	310	72
311	107	314	104

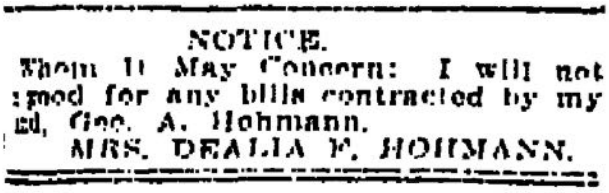
Next question. Who built the house and when ? In the Oregon Daily Journal of September 1, 1909 we see a building permit issued to E. J. Price.


frame dwelling, $4000; Bryant street between Rodney and Camden, E. J. Price, erect two story frame dwelling, $2700; East Nineteenth street between

No misunderstanding is possible -- there is only one parcel between Rodney and Camden. Portland Maps also tells us the house was built in 1909. Now who was E. J. Price, and how was he/she related to Sidelia Hohmann ?

Sidelia Stafford-Hohmann-Price-Thode

First, something about Sidelia Stafford, who went by Delia when she was young. She was born February 22, 1876, and thus was 33 years old in 1909. We can track her through the various federal censuses and city directories. Delia Stafford in the 1880 census is 5 years old and lives at home in the Grant district with her carpenter father, her mother, and her six siblings. In the 1893 city directory Delia Stafford was a domestic, living on 353 First Street. But then something happened. In 1896 Delia married George A. Hohmann, a Canadian citizen working as a tin smith or sheet metal worker, and she moved to Astoria. The 1900 census shows her living with George and their two daughters Irene and Alice on Commercial Street in Astoria, in some sort of boarding house or hotel, run by one Palomina Teal. The marriage does not last. Delia moved back to Portland, and in 1907-1908 she lived at the parental home on 325 E. 7th Street. She placed an advertisement in the Oregonian of February 26, 1905.

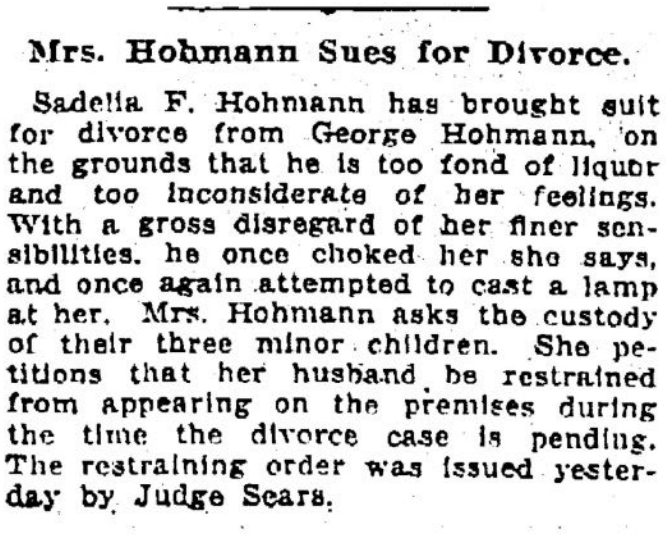


NOTICE.

Whom It May Concern: I will not [illegible]pond for any bills contracted by my [illegible]d, Geo. A. Hohmann.

MRS. DELIA F. HOHMANN.

And, not much later, the Oregonian of January 27, 1907 lets us know she filed for divorce.



Mrs. Hohmann Sues for Divorce.

Sadelia F. Hohmann has brought suit for divorce from George Hohmann, on the grounds that he is too fond of liquor and too inconsiderate of her feelings. With a gross disregard of her finer sensibilities, he once choked her she says, and once again attempted to cast a lamp at her. Mrs. Hohmann asks the custody of their three minor children. She petitions that her husband be restrained from appearing on the premises during the time the divorce case is pending. The restraining order was issued yesterday by Judge Sears.

It is of some interest that in the Portland City Directories, all the way until 1927, she remains listed as Sidelia F. Hohmann, widow of George A. Hohmann. In the meantime, however, George marries Katie Dreger in June of 1908 and definitely does not die until 1953.

Delia now marries Elijah Price on July 31, 1908. This is obviously the E. J. Price of the building permit. Indeed, the 1910 census shows Elijah and Sidelia Price, with children Irene, Alice, and Walter, living at a house with address 311 Rodney (a mistake by the census taker). The second marriage goes the way of the first. The Oregonian of June 17, 1911 reports the divorce.

Sidelia, from Elijah Price for cruelty. They were married July 31, 1908, in Oregon.

On May 3, 1918 Delia, now 42, married 33 year old Ernest August Thode, a ship filler, if I read the license correctly. This turns out to be a really short marriage. The Oregonian of September 23, 1918 let us know she filed for divorce.

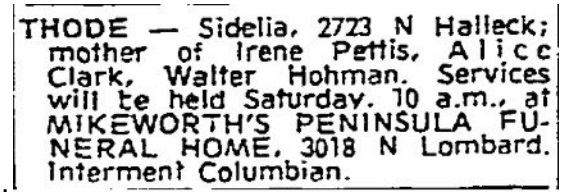
mony. Cruelty is also charged by Sidelia F. Thode in a divorce suit against Ernest A. Thode. They were married at Vancouver on May 3 of this year, but their marital happiness lasted but a few days, says the wife. Minnie A.

So in the 1920 census we found Sidelia Thode at 311 E. Bryant Street. Daughter Alice, now 20, still lives at home, and the house is shared with three male lodgers. In the city directories we find Delia still living at 311 Bryant in 1910, 1917, 1924 1927, and 1929. Then there is a gap. I cannot find her in the 1930 census, but in the 1940 census, at age 64, she lives at 341 SW Meade Street in the house of her daughter Irene (then Irene Swaggert). On July 1, 1955 the Oregonian published a cute picture.



5 GENERATIONS Portland family, dating back five generations, poses for photographer. From left are Mrs. Sedelia Thode, Mrs. Irene Swaggert, Mrs. T. R. Lathrop, Mrs. Victor Ascenzi and Theresa Anne Ascenzia 5 months old, photographed at Swaggert home, 8702 N. Peninsular avenue. All are native Portlanders.

Sedelia Stafford-Hohmann-Price-Thode died August 30, 1961, at 2723 N Halleck, still living with Irene (now Irene Pettis).



THODE — Sidelia, 2723 N Halleck; mother of Irene Pettis, Alice Clark, Walter Hohman. Services will be held Saturday, 10 a.m., at MIKEWORTH'S PENINSULA FUNERAL HOME, 3018 N Lombard. Interment Columbian.

Ericksons and Grahams

We have followed Delia all the way until she left this earthly coil, but there is still more to tell about the lot and the house at what is now 107 NE Bryant Street.

On September 13, 1930 "*Sidelia F. Thode, a widow, also known as S. F. Thode*", sold the house for "*ten (10) dollars and other valuable considerations*" to Hjalmar J. Erickson and Irene M. Erickson, husband and wife. The deed says

> *… that the above granted premises are free from all incumbrances except mortgage indebtedness as of record, city liens and taxes, all of which the grantees herein named assume and agree to pay …*
>
> *https://drive.google.com/open?id=1yfD0fdhuGeJOsEu2g896K2Nwvh2DNy2B*

Then on July 3, 1935 the North American Life Insurance Company of Chicago sues "*Hjalmar J. Erickson and Irene M. Erickson, Husband and Wife; Merkle Investment Company, and Oregon Corporation; and William L. Graham*" in Multnomah Circuit Court for the foreclosure of a mortgage. The judge in suit number 118384 issues an Execution and Order of Sale for the property, and as a consequence there is a sheriff's sale on August 5, 1935. The highest bidder at the public auction at the courthouse door is the North American Life Insurance Company, and they take possession for the sum of $ 3038.57, which could be the amount due on the mortgage.

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On November 19, 1935 Hjalmar J. Erickson and Irene M. Erickson deeded their remaining interest in the property to the North American Life Insurance Company of Chicago, Illinois, for "one and no/100 dollars ($ 1.00) and other good and valuable considerations". The deed stipulated:

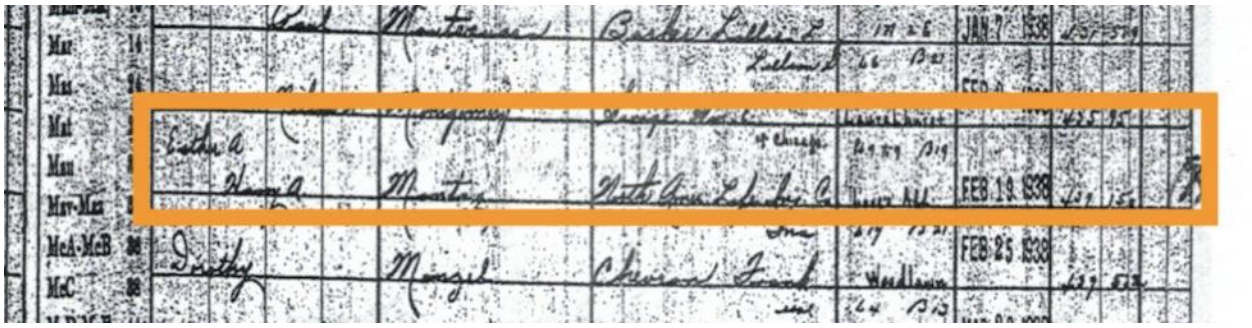
> *The intention of this conveyance is to forever bar all the right, title and interest of the above named grantors in and to the above described real property, including their statutory right of redemption from sheriff's sale in that suit No. 118384, in the Circuit Court of the State of Oregon for Multnomah County.*
>
> *https://drive.google.com/open?id=14OHJqXHAEaioPdbwxqdUXyRLX0DBErPf*

There is also a quitclaim on that same November 19, 1935 in which William L. Graham and Eva L. Graham sell their rights to the property for $ 1.00 to the same Life Insurance company.

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Harry A. Montag

And then, on February 19, 1938, Harry A. and Esther Montag bought lots 7 to 9 in block 19 of Love's Addition, and of course the house on it, from the North American Life Insurance Company Inc. for the nominal sum of ten dollars. Here is a clip of the relevant index file from the Multnomah County Records Office.



The deed specifies that *"the above granted premises are free from all encumbrances, except taxes payable during the year 1938 and balance due on city lien dated July 11, 1928."*

https://drive.google.com/open?id=1wf-1nSkWrHVHBtovCNtE-d6XMuk0zDNe

Somebody, not me, could easily write a book about the history of the Montag family and the Montag business in Portland. For our purposes it suffices to briefly review some of the main facts. The company, known as the Portland Stove Works or the Montag Stove and Furnace Works, was established in 1883 by John Montag on Hood Street. They manufactured more than 300 models of kitchen and heating stoves, and in addition provided parts and repairs for other makes. In addition John Montag was a force in the Democratic Party of Oregon, he served on the executive board as chairman of the Fire Commission for mayors Lane and Pennoyer, and eventually he became a member of the City Council for the sixth ward.

The Montag firm was family owned and operated until 1955, when it incorporated. There is an article in the Orgonian of January 25, 1955 that shows that the stove works provided gainful employment to many, if not most, male members of the Montag family.



Stove Firm Incorporates

Montag Stove and Furnace Works, one of Oregon's oldest family partnership firms, has become a corporate enterprise under the name of Montag, Inc., as the result of filing of articles of incorporation by members of the firm, it was announced Wednesday.

The Montag firm was founded in Portland in 1880 by John Montag Sr. and has been operated as a partnership for many years by the six nephews of the founder. The incorporation follows the recent death of Fred P. Montag, one of the partners.

Officers for Firm Named

Officers of the new corporation, all members of the Montag family are: Ralph T. Montag Sr., president; Ralph T. Montag Jr., vice president; Harry A. Montag, secretary-treasurer; Richard A. Montag, assistant vice president; and Joseph D. Montag, assistant secretary-treasurer. The board of directors includes all of the officers and John W. Montag Jr., Joseph P. Montag, Daniel E. Montag and Charlotte Wiebe.

In connection with the announcement of the incorporation it was also revealed that Alfred W. Stremich had been appointed general sales manager and Joseph D. Montag, manager of retail sales for the corporation.

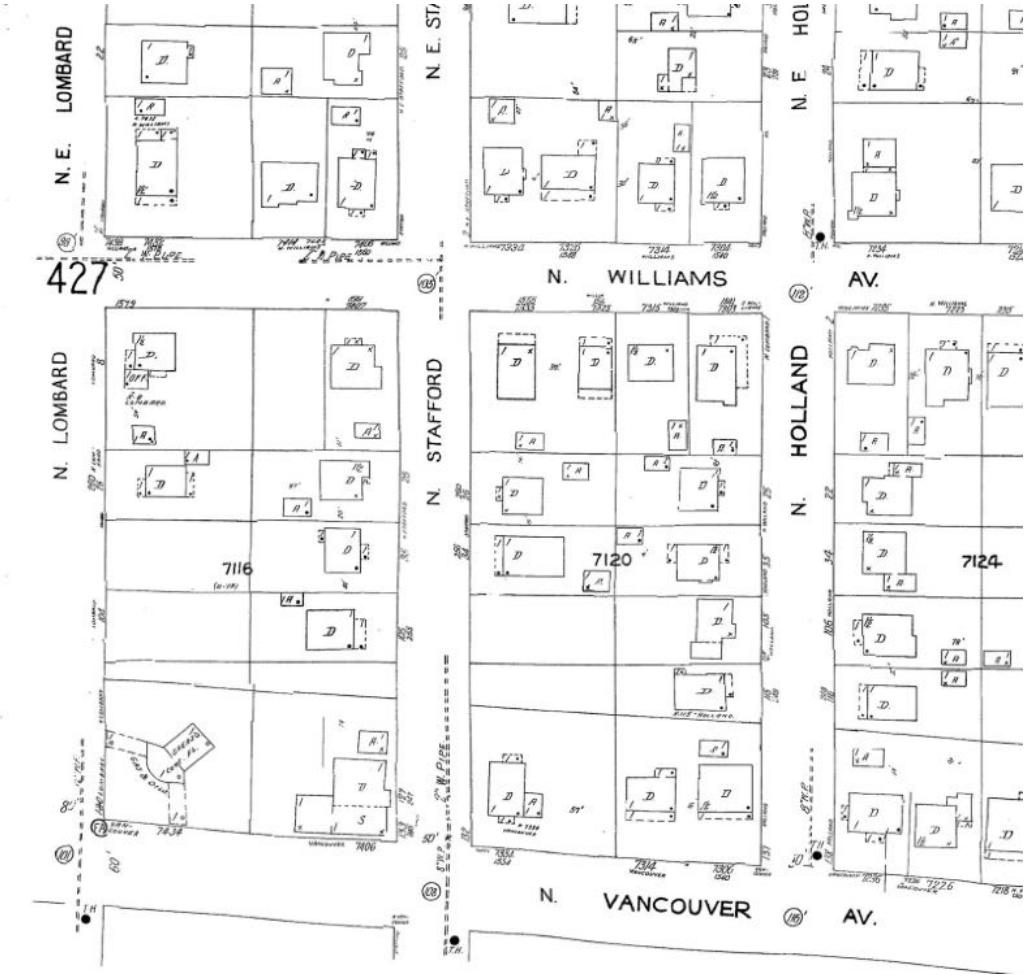
Harry Albert Montag was born in 1896, son of William and Sophia Montag. William (originally Wilhelm) arrived in the US in 1858, married Sophia Petrie in Illinois in 1880, and moved to Portland to join the Montag family business. As an aside, if we go through the census records we see that in both 1910 and 1930 the Montags gave their name as Montague.

Harry lived at home, at 803 Commercial Street, until at least 1927. He married Esther Olsen in 1924. In the 1930 census their address is 92 Bryant Street, which became 1008 North Bryant Street after the Great Renumbering. We know he sold this home in 1938, and that he had arrived at 107 Northeast Bryant in 1940, accompanied by Esther and his three children Helen, Richard, and Daniel. The Oregonian of September 18, 1938 has a picture of the fairly unassuming house they moved out of.



Residence at 1008 North Bryant street, sold by Harry A. Montag to Marvin Raab, through the office of W. Templeman, realtor.

The most recent edition of the Sanborn maps is updated until about 1950.



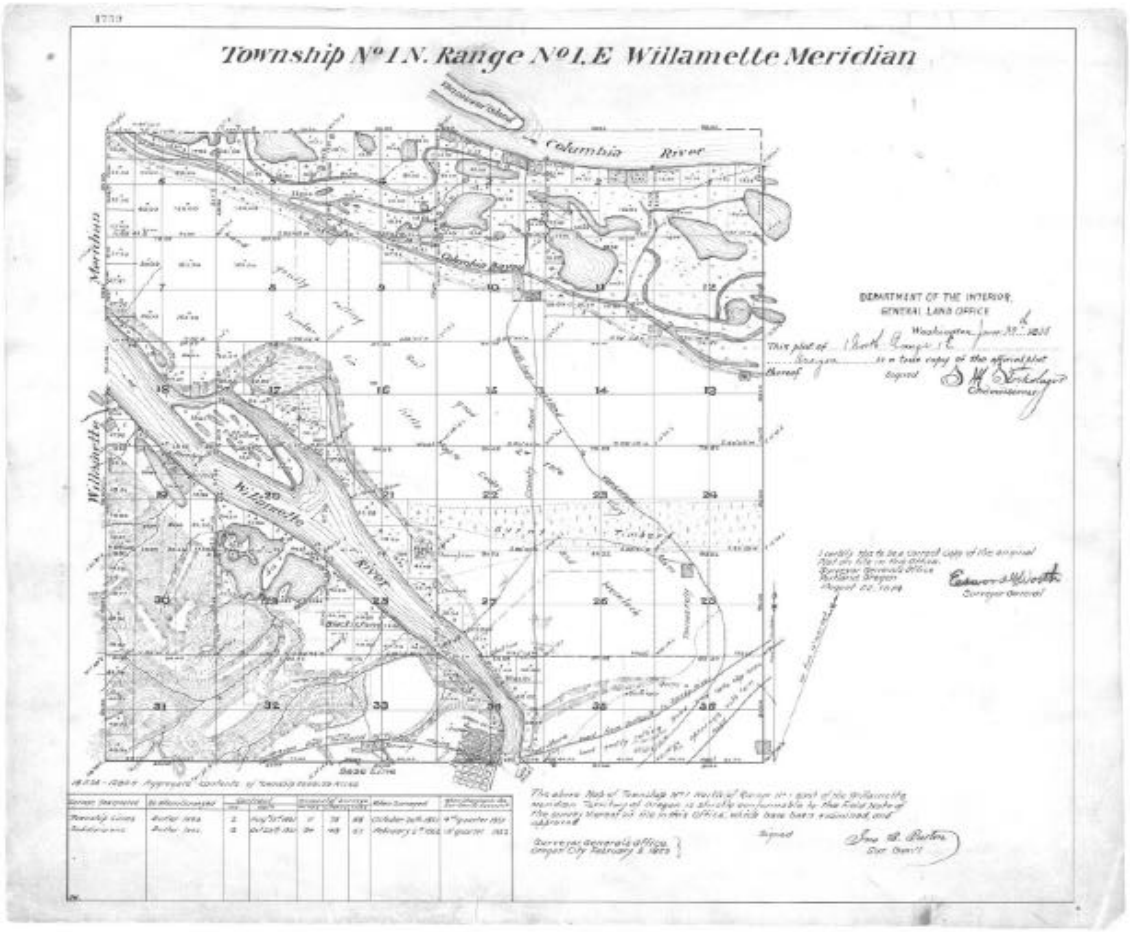
City directories tell us that the Montags still lived at 107 Northeast Bryant in 1955, but after that the information in the paper and the records on ancestry.com become scarce. Harry lived until 1977 and Esther until 1996, but I am not sure yet where they spent their remaining days, and when 107 Northeast Bryant was sold to the next owner. I will look for the relevant deeds, of course, but for now I'll stop here.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Streets: The Road to Vancouver

Jan de Leeuw

Version 02-20-201



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Table of Contents

Before Portland

Before Portland

Let's start by looking at the Oregon City surveyor general's map from 1852. Portland just consisted of about 30 city blocks in what is now the South West, at the time in Washington County. On the east side of the Willamette, in what was then Clackamas County, there was basically nothing. No East Portland and no Albina. There were some developed portions of farm land, with some isolated farm houses. On the Columbia Bayou (now Columbia Slough), for example, we see two structures in some agricultural land. One of them is certainly Lewis Love's house, the other may be his mill. I need some more time to figure those out, because there is very little documentation that goes back all the way to 1852.

There are two roads or paths that go north-south. The first one is the historic "*County Road*", that starts at the eastern end point of Stephen's Ferry, which was in operation since 1848.

> *This vessel operated from the foot of Stark Street and was powered by a mule on a treadmill applying power to a paddlewheel. Pebbles thrown by its owner, James Stephens, urged on the mule.*

The County Road goes all the way north to the slough and the Columbia River. As we indicated before, the "county: at that point in time refers to Clackamas County. Multnomah did not exist until 1854, when it was put together from pieces of Clackamas and Washington.

The second north-south road is the historic "*Path from Portland to Vancouve*r", which was smaller and less developed, and takes a more circuitous route going north. It eventually winds up in pretty much the same place, crosses the Slough, and continues to the ferry that John Switzer or Switzler operated since 1846 across the Columbia River.

As for crossing the Columbia Bayou, on the map it almost looks as if the County Road has a bridge by 1852, while the smaller path could be using the ferry that Lewis Love ran between 1851 and 1856 (Query, 2008, p. 54). Again, further research will hopefully make this more clear in later versions of this chapter.

This a good place, however, to provide a link to a wonderful maptool provided by ESRI and Metro. It merges the 1852 map with a current map of Portland. By moving a spyglass over the current map you see the same section of the 1852 map, which makes it easy to match the old and the new.

https://story.maps.arcgis.com/home/item.html?id=7cea8958740b4986905f5debf93e0c77

This show pretty clearly that the County Road is now basically Martin Luther King Boulevard, and the Piedmont part of the Path from Portland to Vancouver is roughly where now Vancouver Boulevard is.

I have some further results on the County Road. To understand the following clipping from the *Laws of the Territory of Oregon*, 7th and 10th sessions, here are some introductory explanations. Clackamas Bridge was a wooden toll bridge over the Clackamas River in Oregon City, somewhat west of where now Interstate 205 crosses the river. It was ready in 1853, but washed away in 1856, to be replaced by steel truss bridge. Territorial roads, crossing county lines, were approved by the territorial legislature. They had to be platted, outlined, and mapped in detail, and they had to be sixty feet wide. After completion of the Clackamas Bridge it made sense to extend the territorial road north, to the Clackamas end of Stephen's Ferry opposite Portland. The law to make this extension was H. B. 48, and it was passed by the House of Representatives on January 31, 1855. For our purposes H.B. 111, passed on January 15, 1856, is more interesting. The legislature decides to extend the territorial road north along the Willamette until it merges with the County Road all the way to Switzler's Ferry on the Columbia River. That is basically the trajectory of modern Martin Luther King Boulevard, now also required to be sixty feet wide.

AN ACT to extend the Territorial Road from Clackamas Bridge by way of Milwaukie, to a point opposite the City of Portland, in Multnomah County.

SEC. 1. Said road declared to be extended.
2. Extension to of same width as said territorial road.
3. Owners of land damaged by extension, to have same remedy as in case of location of territorial roads.

SECTION 1. *Be it enacted by the Legislative Assembly of the*

Digitized by Google

Territory of Oregon, That the territorial road heretofore located from Clackamas bridge, in the county of Clackamas, by way of Milwaukie, to a point on the east bank of the Willamette river, opposite the city of Portland, in the county of Multnomah, be and the same is hereby declared to be extended from the northern terminus thereof, northerly along the said east bank of said Willamette river, until the same shall intersect the county road, and thence on said county road to Switzler's ferry, opposite Vancouver.

SEC. 2. Said extension of territorial road shall be of the same width as the territorial road hereinafter mentioned, and shall include the present located county road to said ferry; and shall be kept open and in repair in the same manner as county roads are kept open and in repair.

SEC. 3. The owner or owners of the land traversed by the road extension declared by this act, shall have the same remedies for damages suffered by reason of said extension, as is provided in case of this location of other territorial roads.

SEC. 4. This act to take effect and be in force from and after its passage.

Passed Jan. 15, 1856.

A. P. DENNISON,
President of the Council.
DELAZON SMITH,
Speaker of the House of Representatives.

Two things to note. First, the president of the Legislative Council in 1856 was A. P. Dennison, the same Ami Prince Dennison who would in 1870 buy, together with H.F. Bloch, the land that later became the Piedmont subdivision from George and Elizabeth Smith. There is a great deal of information on Dennison in Snyder (1989, p. 49-71), and he may actually get a later chapter in this book as well. Second, the title of the act does not adequately summarize its contents. The northern extension from the Stark Street Ferry to Switzler's ferry is not mentioned in the title. This is probably because it was an amendment to the law, which was added later. Finally, the upgrading of the county road to a territorial road does not immediately imply paving, widening, or other improvements. I have no actual record of work being done around that time, although I'll keep looking. Remember that large administrative changes were going on at the time. Portland started to grow quickly. Oregon was upgraded from a

territory to a state. Multnomah County was formed out of Clackamas and Washington. The area east of the Willamette River was still unincorporated. East Portland did not become a city until 1871, and Albina was only incorporated in 1887. The confusing network of subdivisions and streets could not really be sorted out until Portland, East Portland and Albina were consolidated into the City of Portland in 1891.

CITY NOTICES.

PROPOSED IMPROVEMENT OF UNIO AVENUE.

Notice is hereby given that at the meetin of the Council of the City of Portland, Ore gon, held on the 1st day of July, 1903, th following resolution was adopted:

Resolved, That the Council of the City o Portland, Oregon, deems it expedient and pr poses to improve Union avenue from the sout line of Alberta street to 100 feet south of th south line of the Lewis Love Donation Lan Claim, in the following manner, to-wit:

First—By grading the street full width wit full intersections to the proper sub-grade.

Second—By bringing the surface of th street full width with full intersections t proper grade with upland bank gravel.

Third—By constructing gravel sidewalks wit wooden curbs.

Fourth—By constructing wooden crosswalk six feet in width.

Sixth—By constructing box gutters.

Said improvement to be made in accordanc with the charter and ordinances of the City o Portland and the plans, specifications an estimates of the City Engineer filed in the offic of the Auditor of the City of Portland on th 1st day of July, 1903, indorsed: "City Eng neer's plans and specifications for the improv ment of Union avenue from the south line o Alberta street to 100 feet south of the sout line of Lewis Love Donation Land Claim, an the estimates of the work to be done and th probable total cost thereof."

The cost of said improvement to be assesse as provided by the city charter upon th property specially benefited thereby and whic is hereby declared to be all the lots, parts o lots and parcels of land lying between a lin 100 feet south of and parallel with the south line of the Lewis Love Donation Land Claim and a line 100 feet south of and parallel with the south line of Alberta street and between a lin of 100 feet west of and parallel with the west line of Union avenue and a line 100 feet east o and parallel with the east line of Union avenue.

The Engineer's estimate of the probable tota cost of the improvement of said Union avenue is $25,390.00.

The above improvement is to be classed as a gravel improvement and shall be maintained by the city for a period of 4 years, provided that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Union avenue are hereby adopted.

Resolved, That the Auditor of the City of Portland and he is hereby directed to give notice of the proposed improvement of said avenue as provided by the city charter.

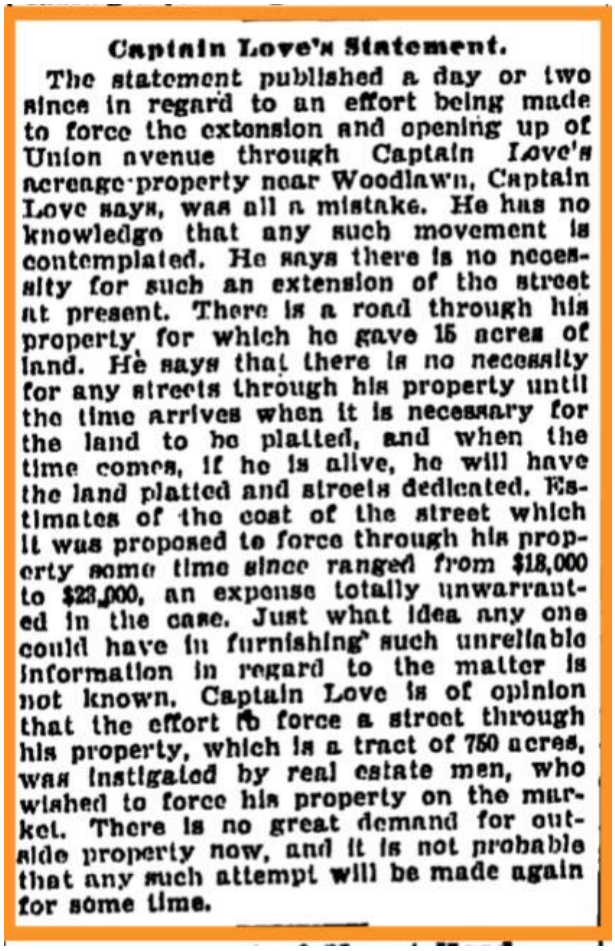
Remonstrance against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.

July 6, 1903.

Second: from 30 feet south of Lewis Love DLC to Columbia Slough Road.



Captain Love's Statement.

The statement published a day or two since in regard to an effort being made to force the extension and opening up of Union avenue through Captain Love's acreage property near Woodlawn, Captain Love says, was all a mistake. He has no knowledge that any such movement is contemplated. He says there is no necessity for such an extension of the street at present. There is a road through his property for which he gave 15 acres of land. He says that there is no necessity for any streets through his property until the time arrives when it is necessary for the land to be platted, and when the time comes, if he is alive, he will have the land platted and streets dedicated. Estimates of the cost of the street which it was proposed to force through his property some time since ranged from $18,000 to $23,000, an expense totally unwarranted in the case. Just what idea any one could have in furnishing such unreliable information in regard to the matter is not known. Captain Love is of opinion that the effort to force a street through his property, which is a tract of 750 acres, was instigated by real estate men, who wished to force his property on the market. There is no great demand for outside property now, and it is not probable that any such attempt will be made again for some time.

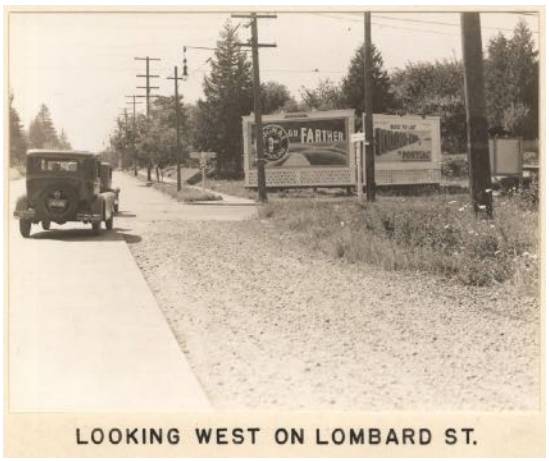
The Viaduct

Intersections

There are four major intersections of MLK in Piedmont: with Columbia Boulevard, with Lombard Street, with Rosa Parks Way, and with Ainsworth Street.



Intersection Union Avenue and Columbia Boulevard 1937
Clockwise: Looking North, West, East, South









Intersection Union Avenue and Lombard Street 1937
Clockwise: Looking West, North, South and East



Intersection Union Avenue and Ainsworth Street 1937
Clockwise: looking South, North, East, and West

Street Cars

Renaming 1989

Trader Joe

Prosper Portland

References

Roy E. Roos (2008): *The History of Albina. Including Eliot, Boise, King, Humboldt, and Piedmont Neighborhoods.* Self published, Portland, Oregon.

Eugene E. Snyder (1989): *We Claimed this Land. Portland's Pioneer Settlers.* Binfort & Mort Publishing, Portland, Oregon.

Oregon Territory (1859): *Laws of the Territory of Oregon Enacted During the Tenth Regular Session of the Legislative Assembly, Begun December 6, 1858, Concluded January 22, 1859.* Asahel Bush, Territorial Printer, Salem, Oregon.

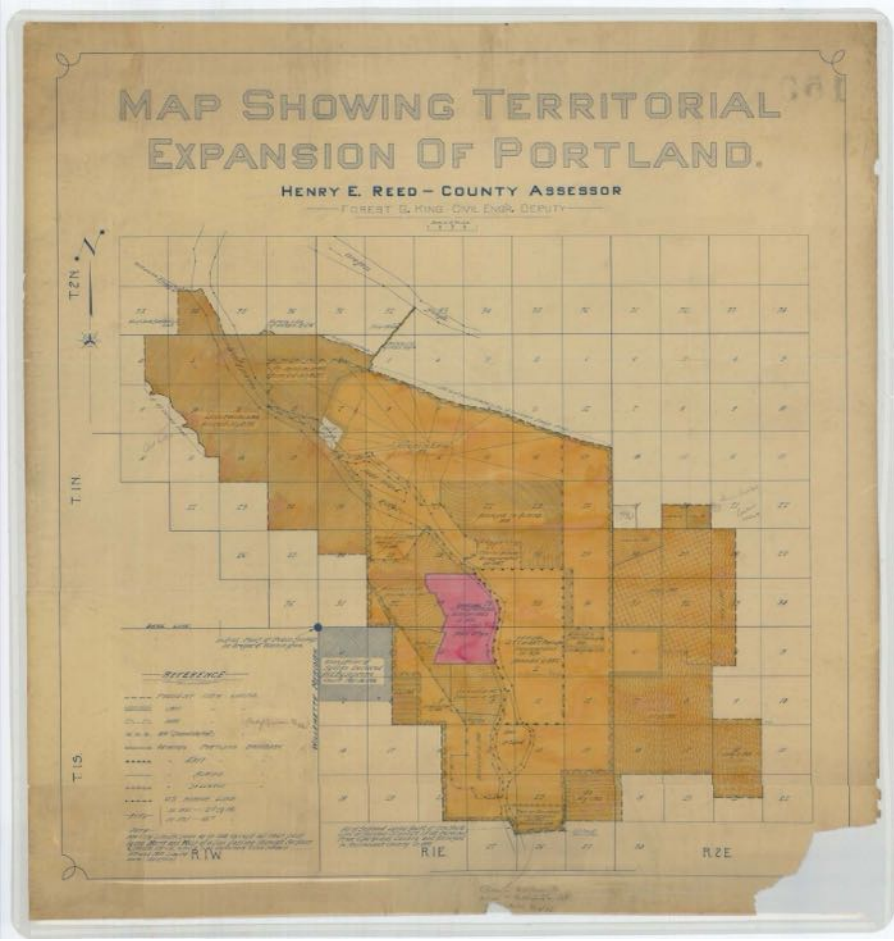
Oregon Territory (1856): *Laws of the Legislative Assembly of the Territory of Oregon Enacted During the Seventh Regular Session; Begun December 3, 1855, and Concluded January 31, 1856.* Asahel Bush, Territorial Printer, Salem, Oregon.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

The Peninsula Boulevard System

Jan de Leeuw

Version 07-09-2018



https://drive.google.com/open?id=0B94Urj3OjM7BNmhMSUY4MnVPMlE

Which parts of Portland belong to the area known for a long time as the Peninsula is somewhat ambiguous. Geographically it makes most sense to define the Peninsula as the area between the Willamette River and the Columbia River, west of what is now I-5, or maybe west of what is now Martin Luther King Jr. Boulevard. It is also tempting to identify it with the modern North Portland Neighborhood Coalition, which consists of the eleven neighborhoods west of Interstate 5, plus Piedmont, East

Columbia, and Hayden Island. Or with what the City considers to be North Portland, which is basically everything between the rivers west of Williams Avenue. In the old newspapers the Peninsula, or Willamette-Columbia Peninsula, was defined loosely, and even included Woodlawn sometimes. The term does not really seem to be used much before 1890.

So what was there on the Peninsula at the end of the nineteenth century ? The oldest part was its most western area. Pieces of the Town of St. Johns were platted between 1865 and 1876. The City of St. Johns was incorporated and got its charter in 1902. The City of Albina incorporated in 1887, and In 1891 annexed all of the Peninsula, except St. Johns. As we shall try to show, one reason for the annexation is that some business interests started to make plans for the Peninsula. In the Oregonian of August 20, 1888 we see the first signs of this.



TWO STREET-CAR LINES TO RUN

Through the Central Portion

Of the city and across the peninsula to the banks of the Columbia, are to be pushed vigorously to completion, one being now under construction, and the franchise procured and iron ordered for the other.

No other locality in Oregon has such solid, substantial backing. No other spot in Oregon can have just the peculiar combinations of

LARGE INTERESTS

Which are sure to make Albina

A Great Business and Industrial Center.

https://drive.google.com/open?id=1Af1XXZxior0EkcBKJOFZfOjwGiM6PpKT

There is another clear sign. In July of that same year 1891 Portland, East Portland, and Albina were consolidated into a new city, also known as the City of Portland. The major reason for Albina and East Portland to vote for consolidation was that the larger city could more efficiently deliver the services needed for development. The excellent 1915 map at the beginning of this chapter illustrates the various annexations.

As a consequence of this annexation, and the planning of large private investments (or, more precisely, relatively small investments with a potentially large payoff) around 1890 development on the more eastern parts of the Peninsula really started to take off. We see tireless boosting by Francis McKenna, John Mock, Edward Quackenbush, William Killingsworth, and their various real estate companies and business associations. Undeveloped land was made ready for development. Piedmont, Saratoga and Lochinvar were platted in 1889, Portsmouth and Goodmorning in 1890, University Park and Arbor Lodge in 1891. Peninsula Additions numbers one to five were added between 1890 and 1892. The newspaper of record started to show the usual signs that some people were spending substantial amounts of advertising dollars to boost their investments. In the Oregonian of May 11, 1890 we see a tantalizing announcement.



https://drive.google.com/open?id=1Z-XFGRMwGUsATOYPHhXKOLAyAhNZdZcO

The map included in this announcement is interesting. We see the “proposed belt line”, consisting of what is now Willamette Boulevard and Columbia Boulevard. We see the proposed Union Pacific railroad, crossing the Columbia. We see the Portland-Vancouver railroad, and the St. Johns Motorway. We see the many houses in Albina and the promising emptiness on the peninsula.

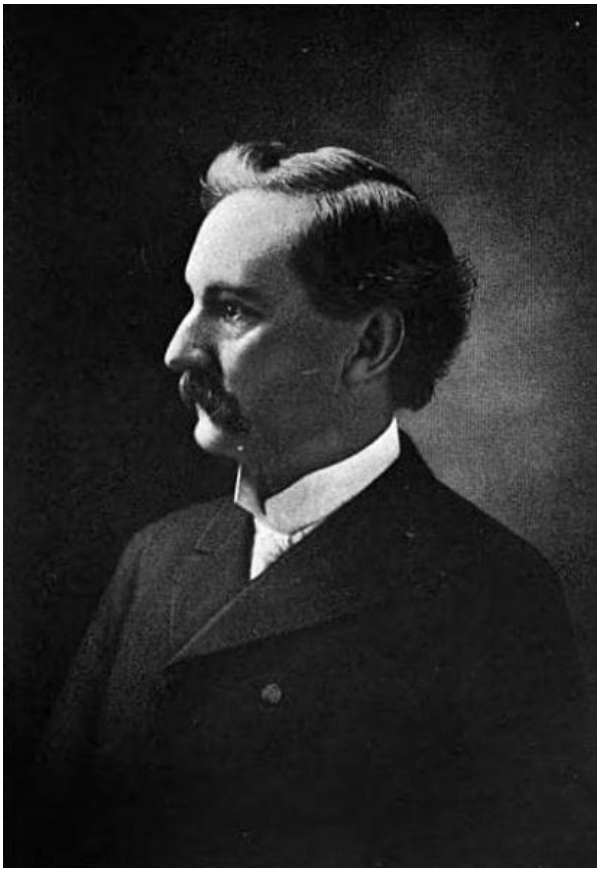
Famous persons were recruited to sing the praises of the Peninsula. Perhaps the most famous person in Oregon at the time was Henry Vilard, founder and/or owner of the Northern Pacific Railroad, the New York Post, The Nation, and General Electric, major donor to the University of Oregon, father of Union Station, the Portland Hotel, and the railroad line through the Columbia Gorge. In the Oregonian of May 22, 1890 we read his poetic view of the Willamette-Columbia peninsula.

> *It will contain some day the business and population of a large city. Look at the miles of waterfront navigable to the deepest sea-going vessels. That neck of land will be surrounded with docks and wharves where the vessels of the world will exchange cargoes. The busy hum of factories will be heard there from morning till night and from night till morning. Great banking firms will be established there to accommodate this business. Stores and dwelling houses will spring up in a night, as it were, to accommodate the laborer and his employer.*

The Oregonian of May 15, 1890 gushes

> *Among the numerous enterprises of the past year none of greater importance or direct value to the city exists than the St. Johns motor line, which opens out and make readily accessible probably one of the finest districts about the city, known as the Willamette-Columbia Peninsula.*

The article goes on mentioning that the “leading real estate people as well as the prominent financiers” are well aware of the major transactions that have been consummated in the area, and that are already in the records of Multnomah County. It promises, by citing an “Eastern gentleman of large and varied experience”, that “acres selling to-day for a few hundred dollars will in the course of very few years bring as many thousands”. We see a land boom in the making.



Francis I. McKenna

It is time to mention the name of the main actor in all of this. Let's meet the "father of the peninsula", primus inter pares, the main driving force behind the promotion and the growth of the peninsula. Francis I. McKenna platted the University Park subdivision, which surrounded the Portland University campus. He also platted Good Morning Addition and Lochinvar, and was the sole agent selling lots in Portsmouth and Arbor Lodge. It was clearly in McKenna's interest to "unlock the Peninsula" by having electric streetcar lines and a system of paved and wide streets (boulevards) going all the way to St. Johns. Thus he became the "father of the boulevard system" on the Peninsula as well as the "father of the St. Johns Electric Line". And he became very rich in the process and earned himself a nice Wikipedia page.

We can illustrate the immense commercial value of the streetcar line, the university, and the boulevards in some advertisements for University Park, Portsmouth, and Arbor Lodge. All from the 1891 Oregonian. And all designed and paid for by McKenna's Conservative Real Estate & Trust Company.

U·N·I·V·E·R·S·I·T·Y P·A·R·K

No other property in the Northwest offers the inducements to homebuilders or speculators that are offered by University Park.

University Park

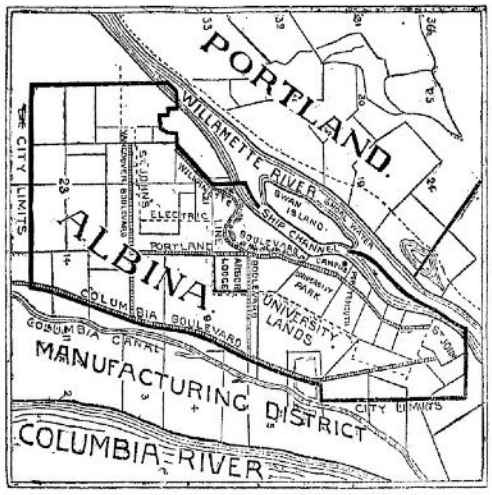
Is the choice of all the University lands. This property almost surrounds the grounds reserved for the University buildings.

Location.

Before the trustees located the University here the following important points were fully considered: Healthfulness, water, elevation, scenery, transportation, boulevards and prospect of increase in real estate value. Now that the University is located here, it goes without contradiction that thirty wise men decided that University park is the place for homebuilders or speculators to purchase.

A Great City.

The mossiest moss-back shakes his head with amazement when he tries to comprehend the future of the Peninsula, situated as it is between two navigable rivers, and backed by the most extensive agricultural, mineral and timber district in America.



You Buy Today,

Not to sell tomorrow, but to hold a few years, when your lots will be in the center of a great city. Such property never goes back, but continues onward and upward.

1900.

In the year 1900 you will see 60,000 people on the Peninsula. What will a well-located lot be worth then? The same as a well-located lot is worth today in the city of Portland.

The Opportunity

OF A LIFETIME.

Such opportunities come but once in a lifetime, and this is the opportunity of a lifetime for the person fortunate enough to read this advertisement. This is the voice of fortune calling to you. Turn not a deaf ear and say this is only a real estate scheme. If you do you will surely regret it before many more seasons drive each other into the past never to return.

Terms so easy and prices so cheap anybody can buy.

Price $300 per lot and upward, 10 per cent cash, $10 monthly on one lot, $15 monthly on two lots, $20 monthly on three lots.

CONSERVATIVE REAL ESTATE & TRUST CO.

44 Stark St., Sole Agents.

PORTSMOUTH

Has a gentle slope toward the Willamette River, and everybody knows the nearer the Willamette the more valuable the property, either in the city or suburbs. Along Portsmouth water front will be great manufacturing establishments in the near future.

Portsmouth Now Has a Population of 100 People

And several new houses under construction to accommodate a large number more.

ALLEYS ‡ DON'T FORGET THIS IMPORTANT POINT! ‡ ALLEYS

It is impossible to keep streets clean where there are no alleys, as coal, wood and other articles must be first dumped into the street and carried back, thus continually littering up the street. Where there are alleys wood and coal houses can be built on the alleys, into which the wood and coal can be stored, and, therefore, keep both street and alley clean. Portsmouth has alleys throughout.

Portsmouth { The Pride of the Peninsula! Seat of Portland University! Choice Residence Location!

All Persons Seeking Locations for Fine Homes Will Now Head Toward PORTSMOUTH

EFFECT ON VALUES—Wherever a University, a College or a Seminary has been located in the suburbs of a thriving city, surrounding property has invariably increased in value from 300 to 2000 per cent within two years after establishment of institution. For proof of this statement we refer you to Chicago, Minneapolis, Omaha, Wichita and Kansas City.

TELL THE TRUTH—There are two boulevards projected on the Peninsula. The Willamette boulevard follows along the bluff of the Willamette to St. John's and is 100 feet wide. The Portland boulevard passes down the Peninsula on the east side of the St. John's Motor Line to St. John's, where it connects with the Willamette boulevard. The exact location of the latter is not definately settled yet, as several places are bidding for it.

PRICES AND TERMS—We will sell lots for a short time at $250 each, 10 per cent cash and $10 monthly on a single lot, or $15 monthly on two lots, or $20 monthly on a purchase of three lots.

SWEET CHARITY—To purchasers of three lots we will offer the following extraordinary inducements: In case of death of purchaser, before completing payments for lots, we will give warranty deed to heirs of deceased clear of incumbrance for the three lots without further payments. If purchaser lose an eye, an arm, or a leg, we will give him a deed for one lot without further payment, and allow money paid in to apply on the other two lots. Whether lots sell or not, we will advance the price $50 each month regularly till the price of $500 is reached.

PORTSMOUTH—Don't forget the name. It is the old original Portsmouth Tract, without accent, emphasis or any unusual stress of voice on any particular part of the name. It is shown on every map of the city of Portland that has been made within the last ten years.

FOR SALE BY THE OWNERS,

Conservative Real Estate and Trust Co.,

FRANCIS J. McKENNA, Manager. G. H. VAN HOUTEN, Trustee.

Room 21, Washington Block, Cor. Fourth and Washington Sts. Take Elevator.

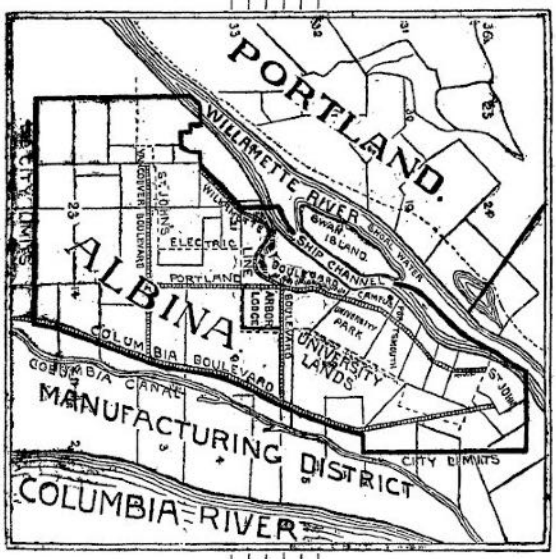
ARBOR LODGE

Will be on the Market

SATURDAY, APRIL 11

Be prepared to take advantage of opening prices.

See Where Arbor Lodge is Located—Motor Line on Two Sides and Boulevard on Other Two Sides.



Conservative Real Estate & Trust Co.

FRANCIS I. McKENNA, - - Manager.
C. H. VAN HOUTEN, - - - Trustee.

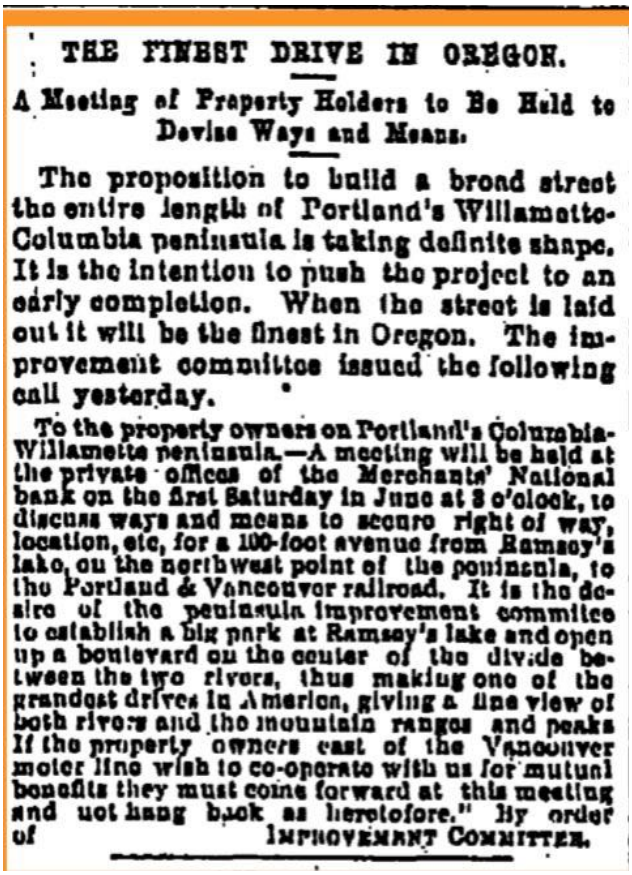
ROOM 21, WASHINGTON BLOCK

WILL REMOVE

To Storeroom No. 44 Stark Street, Concord Block, between Second and Third Sts., April 11.

ARBOR LODGE

The maps in these advertisements again make it clear one more time where boulevards were planned. There is Willamette Boulevard along the Willamette River, Columbia Boulevard along the Columbia Slough, and Portland Boulevard through the middle of the Peninsula. All three boulevards started basically at Vancouver Boulevard and continued all the way to St. Johns. Note that in the advertisements Willamette and Portland Boulevards are drawn in as if they already existed, and were already graded and paved. That was not the case at all, as we will see below. In fact, Portland Boulevard (now Rosa Parks Way) was never extended that far west, and was replaced in the boulevard scheme by Lombard Street (only a “street”, not a “boulevard”).



THE FINEST DRIVE IN OREGON.

A Meeting of Property Holders to Be Held to Devise Ways and Means.

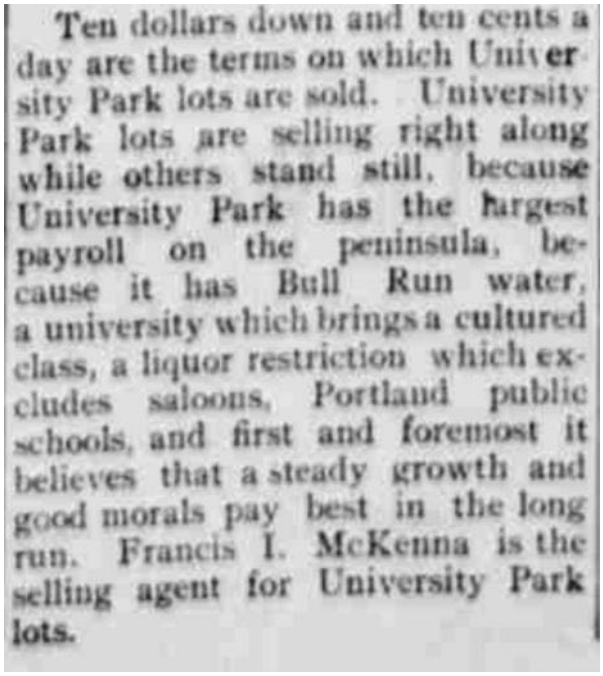
The proposition to build a broad street the entire length of Portland's Willamette-Columbia peninsula is taking definite shape. It is the intention to push the project to an early completion. When the street is laid out it will be the finest in Oregon. The improvement committee issued the following call yesterday.

To the property owners on Portland's Columbia-Willamette peninsula.—A meeting will be held at the private offices of the Merchants' National bank on the first Saturday in June at 3 o'clock, to discuss ways and means to secure right of way, location, etc, for a 100-foot avenue from Ramsey's lake, on the northwest point of the peninsula, to the Portland & Vancouver railroad. It is the desire of the peninsula improvement committee to establish a big park at Ramsey's lake and open up a boulevard on the center of the divide between the two rivers, thus making one of the grandest drives in America, giving a fine view of both rivers and the mountain ranges and peaks. If the property owners east of the Vancouver motor line wish to co-operate with us for mutual benefits they must come forward at this meeting and not hang back as heretofore." By order of IMPROVEMENT COMMITTEE.

Also note, as an aside, that the Portsmouth advertisement really makes it attractive to buy three lots. It even comes with a quaint type of mortgage insurance

> *In case of death of purchaser, before completing payment for lots, we will give warranty deeds to heirs of deceased clear of encumbrance for the three lots without further payment. If purchaser lose an eye, an arm, or a leg we will give him a deed for one lot without further payment, and allow money paid in to apply to the other two lots.*

University Park was clearly the most influential and the most desirable area on the Peninsula. The following note from the St. Johns Review of August 17, 1906 illustrates the sales pitch.



Ten dollars down and ten cents a day are the terms on which University Park lots are sold. University Park lots are selling right along while others stand still, because University Park has the largest payroll on the peninsula, because it has Bull Run water, a university which brings a cultured class, a liquor restriction which excludes saloons, Portland public schools, and first and foremost it believes that a steady growth and good morals pay best in the long run. Francis I. McKenna is the selling agent for University Park lots.

Through the years, all the way into the twenty first century, Portland city government has very much agreed that “steady growth pays best in the long run”. I am not so sure they had the same positive opinion about the value and effectiveness of “good morals”.

It is important to emphasize again that the plan for the boulevard system was born in the City of Albina. This is shown clearly in the map on the Arbor Lodge advertisement. At that time talk of consolidation with Portland was very much in the air. The Oregonian published letters on May 14 and May 20, 1891 signed by a person or persons using the pseudonym “Albina”.

The main argument made by “Albina” in those letters (you can find links in the references section at the end of this chapter) was that the anti-consolidationists conspired with both city and state government to postpone consolidation for a couple of years until they had secured the $ 50,000 in bond money and $ 50,000 in parks money that the city council of Albina had allocated. Transferring the bond, and the plans for boulevards and parks on the Peninsula, to a consolidated Portland introduced an element of uncertainty. Although “Albina” never mentions McKenna by name, it is clear that he is the main villain in this conspiracy. The boulevards, railways, and parks were greatly increasing the value of his property, and that of the other real estate men involved in the conspiracy.

> *Last year a certain dealer in real estate down on the peninsula, who, by the way, is not a resident of Albina, succeeded in working up a boulevard scheme in connection with other owners of property through or along which the proposed boulevard would pass.*

Now I must admit that my personal biases make it easy for me to believe that real estate dealers and developers conspire with local government to get their projects approved and their plans passed. This does not imply that their projects are necessarily detrimental to the common good, but it does imply that undue influence is used to make some people richer than others, and that tax dollars are used to heavily subsidize growth of private fortunes.

There was a furious reaction to “Albina” by McKenna on May 24, 1891. Again, see the link in the references section. His letter includes a short history of the boulevard system proposal.

> *About two years ago a large number of property owners on the peninsula and in Albina concluded something must be done to attract the attention of the people to Albina’s natural advantages or “the city would grow south” and Albina would be left the same old “mud hole”*

The “public-spirited men” decided to establish the Willamette-Columbia Peninsula Advertising Committee, buying $ 4,000 worth of advertising to promote Albina. The committee agreed for McKenna to advocate in the Oregonian for “a grand system of boulevards connecting Albina, Portland, East Portland, St. Johns, and Mount Tabor.” Subsequently a right-of-way committee (chaired by Killingsworth) and a finance committee (chaired by McKenna) were appointed.

> *At this time I did not own one dollar’s worth of property on the proposed line of boulevard and neither did the people I represent.*

And we are supposed to believe that ? Several miles of right-of-way were obtained, presumably for Willamette Boulevard, and negotiations with the state senate and the Albina city council resulted in the actual allocation of $ 50,000 for boulevards and $ 50,000 for parks. At consolidation, of course, the newly formed City of Portland took over the encumbrances of the bonds. McKenna tells the story how the boulevard scheme fared in state and city government, all in 1891, and ends his letter with a Trumpian flourish.

> *Mr. “Albina” if you believe what you say, it is your duty to have me indicted before the courts, or if you will sign your name to that statement and give the names of the parties to whom you refer in that statement I will forthwith call you into court.*

The exchange of letters illustrate various important points. It is possible to be public-spirited and make a lot of money at the same time. Being both public-spirited and rich makes it easy to negotiate with local government and convince them of the value of your projects. And, finally, impugning the integrity and public-spiritedness of a rich real estate person can easily lead to a lawsuit.

Back to the boulevard system. In its very last meeting of July 6, 1891 the Albina city council awarded the contract for clearing the boulevards to Wolf, Hendricks & Co. The Oregonian of July 7 describes the four boulevards on the peninsula, being 15 miles total, that have been “laid out”. It also mentions that “the boulevard question has occupied the attention of the council to a very great extent”. That is putting it mildly -- it almost seems as if in its last year it was the only item on the agenda.

THE BOULEVARDS.

The boulevard question has occupied the attention of the council to a very great extent. Four of these highways have been laid out on the peninsula and covering a distance of over fifteen miles. They are as follows:

Willamette Boulevard—A street 100 feet wide, from the point where the section line between sections 21 and 22, town. 1 north, range 1 east, intersects the bluff of the Willamette river; thence following the irregular line of the bluff through the Abrams and Knox tract and other tracts of land to the Willamette boulevard in Willamette; thence along the last named boulevard, through Willamette and Arbor Lodge, to and through the land of John Mock, and thence to St. John's.

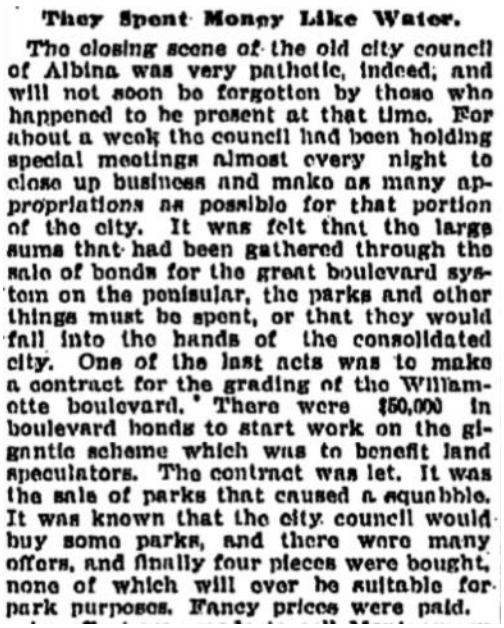
Vancouver Boulevard—A street or boulevard eighty (80) feet in width to be called Vancouver boulevard and bounded and described as follows, to-wit: Beginning in the north line of Piedmont at a point ten feet east of the east line of the county road leading from East Portland to the south bank of the Columbia river opposite Vancouver, Wash., and known as the Vancouver road, and running thence southerly on a line parallel with the said east line of said road to the north line of Russell street; thence west along the north line of Russell street eighty feet; thence northerly on a line parallel with said road to the north line of Piedmont; thence east eighty feet to the place of beginning.

Multnomah Boulevard—A street or boulevard 100 feet wide commencing on the southeast corner of section 21, township 1 north, range 1 east, and extending thence north along section line between sections 21 and 22, 15 and 16, 9 and 10, township 1 north, range 1 east, to the Columbia slough road, to be known as the Multnomah boulevard.

Portland Boulevard—A boulevard or street 100 feet wide beginning at the point where the section line passing through the center of sections 15 and 16, township 1 north, range 1 east, intersects Vancouver avenue; thence west along said line to where said line intersects the center line of Willamette boulevard as shown on plat of Arbor Lodge; thence northwesterly along said center line of said Willamette boulevard to the line between sections 16 and 17 also 8 and 9 in said township; thence north along said line between said sections to the central line of First street in Peninsular addition No. 2; then west along said last-named street to the west line of Glenwood park.

Some notes for clarification: the line between section 21 and 22 intersects the bluff at the west end of Russell Street, at the south end of the Union Pacific Railroad yards. The Abrams and Knox tract was northeast of the railroad yards. The southern part of the proposed boulevard follows a track similar to current N Greeley Avenue. There already was a Willamette Boulevard in the plats of Arbor Lodge and Willamette, running east from Patton Avenue (now Interstate Avenue) to the bluff, and then along the bluff to Portland Boulevard (now Rosa Parks Way). The proposed Vancouver Boulevard, 80 feet wide, runs from Russell to the north line of Piedmont, and is 80 feet wide. It overlaps with, and thus replaces, the old Vancouver Road. Multnomah Boulevard, 100 feet wide, follows the same route as current Interstate Avenue, from Russell north to the Columbia Slough Road (now Columbia Boulevard). Portland Boulevard runs west along what is now Rosa Parks Way starting at Vancouver Road until it intersects Willamette Boulevard on the bluff above Mocks Bottom, then north along the east line of the Arbor Lodge subdivision on what is now N Wabash Avenue, and then west along N Willis Boulevard until N Washburne Avenue.

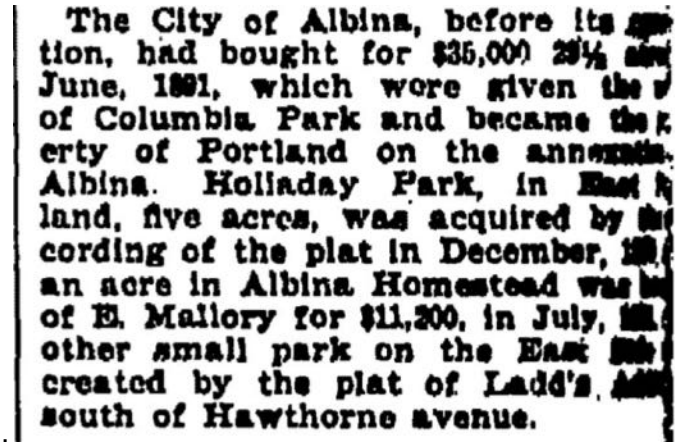
So this is where the boulevard system was in 1891. Four boulevards approved, and "laid out", which presumably means graded. After 1891 there is an ominous silence about the boulevards. There are several possible reasons for this. One is the grandiose promises of real estate salesmen which usually fail to materialize. Second, and more seriously, the 1890's were rocked by serious economic depressions, known as the Panic of 1893 and the Panic of 1896. Especially the 1893 one, which lasted at least three years, was as almost as serious as the great depression of the 1930's. A quarter of all railroad companies went out of business, five hundred banks closed, fifteen thousand businesses failed, and numerous farms ceased operation. The unemployment rate hit 25% in Pennsylvania, 35% in New York, and 43% in Michigan. That must have depressed real estate sales everywhere, including sales on the Peninsula, in particular in University Park. And finally, the last moments and deeds of the Albina City Council were tainted by graft and incompetence. The Oregonian of October 30, 1899, has an amusing piece about the last days before consolidation. Here is a paragraph from that article.



They Spent Money Like Water.

The closing scene of the old city council of Albina was very pathetic, indeed, and will not soon be forgotten by those who happened to be present at that time. For about a week the council had been holding special meetings almost every night to close up business and make as many appropriations as possible for that portion of the city. It was felt that the large sums that had been gathered through the sale of bonds for the great boulevard system on the peninsular, the parks and other things must be spent, or that they would fall into the hands of the consolidated city. One of the last acts was to make a contract for the grading of the Willamette boulevard. There were $50,000 in boulevard bonds to start work on the gigantic scheme which was to benefit land speculators. The contract was let. It was the sale of parks that caused a squabble. It was known that the city council would buy some parks, and there were many offers, and finally four pieces were bought, none of which will ever be suitable for park purposes. Fancy prices were paid.

Just to tie up a loose end, the four park properties bought by Albina are described in the Oregonian of January 1, 1904. You have to guess the unreadable last words in each line.



The City of Albina, before its [illegible] tion, had bought for $35,000 [illegible] June, 1891, which were given the [illegible] of Columbia Park and became the [illegible] erty of Portland on the annexation. Albina. Holladay Park, in East [illegible] land, five acres, was acquired by the cording of the plat in December, [illegible] an acre in Albina Homestead was [illegible] of E. Mallory for $11,200, in July, [illegible] other small park on the East [illegible] created by the plat of Ladd's [illegible] south of Hawthorne avenue.

In 1899 the Oregonian of February 28 gives a sad report about the state of the boulevard system. There is no mention of the Vancouver and Multnomah boulevards, but Portland Boulevard is short and insignificant, and Willamette Boulevard is a mess. In the eight years since grading there has been no graveling or other forms of paving. There is some hope the situation will improve if the boulevards are made county roads, which makes the county responsible for overseeing their maintenance.

Boulevards Are County Roads.

Through a bill introduced in the legislature the Willamette and the Portland boulevards, on the peninsula, were changed into county roads. The construction of these boulevards was the result of a real estate scheme worked through the late lamented Albina city council, and they cost nearly all the $50,000 in boulevard bonds authorized for their building. They were simply graded out at great cost and never graveled. During the dry season they are in fair condition, but the Willamette boulevard is now almost impassable in the winter. If it were graveled in the center, after the fashion of other county roads, it would make a magnificent road. Beginning at the top of the hill, above the O. R. & N. terminal works, it winds around the margin of the bluff above the Willamette river for a considerable portion of the distance to St. Johns. From the point it first touches the edge of the bluff above the river the road swings around the eastward curve to the campus of the Consolidated Portland university for a distance of about 2½ miles, when it leaves the river. On the whole, it is a very picturesque drive, and averages about 80 feet wide. If the county will gravel the center of it, it will answer all purposes. The Portland boulevard is a short street cut through from the Vancouver road to the Willamette, and is not of much importance. Had the vast boulevard scheme under contemplation at that time been carried out, the cost would have run up into the hundreds of thousands of dollars. The contracts for the grading of the Willamette and the Portland boulevards were let just before consolidation, and that ended the matter.

None of this in any way impeded Francis I. McKenna from making additional grandiose plans (and additional money). In the Oregonian of August 28, 1910, he proposes to make the Columbia Slough Road into an 80 feet wide boulevard, running from St. Johns to Troutdale.

> *On the Peninsula I think we are fortunate in having our fine boulevard system, which is just now being improved and extended. I had a part in the great fight to get that boulevard system, and even then we did not get all we were after. We did not have time to complete our work before consolidation, but what we did get stays. We failed to make Vancouver Avenue an 80 foot boulevard for lack of time.*

The rest of the interview is also worth reading. McKenna ignores the fact that it has been twenty years since the grading was done. He also admits that consolidation got in the way of his schemes. Looking back it does indeed look as if the incorporation of Albina, which made it possible to issue bonds, the quick annexation of the peninsula after that, and the quick adoption of the boulevard and park schemes, was an elaborate and rather shameless ploy by real estate interests.



FORTUNE CALLING YOU

Where seven railroads meet the ocean-going vessels of the world there must be a great business center. There is no exception to this rule. The Willamette River bounds University Park on the south and west, the Columbia River on the north, with four transcontinental and three interstate railroads centering in its midst

Railroads Make Cities

Railroads made St. Paul, Minn., 250,000 population, then centered at a point 12 miles away and made Minneapolis 300,000 population. Railroads formed a center almost in the front doors of Chicago. St. Louis and Cincinnati, and big magic sprang up Indianapolis, 160,000 population. At the junction of three railroads in an open, bleak prairie, Des Moines grew to 160,000 population. The location of every inland populous city was determined by the advent of railroads. If railroads have done such wonderful things without water transportation, what will railroads do for University Park, with the assistance of two great navigable rivers? You see the point.

Railroads

The Union Pacific, Southern Pacific, Northern Pacific and Great Northern—four great transcontinental railroads—cross, recross and surround University Park. The Portland & Seattle, Oregon Railroad & Navigation Company and the Oregon & Washington Railroad also have lines projected through University Park. These railroads are main lines and not branch lines.

Other Advantages

University Park is no outside, wildcat speculation. It has been within the city boundaries of Portland for fourteen years. It has Ball Run water, a 35-acre public park owned and kept by the city, city schools, quick transportation, electric arc street lights, graded streets, cement walks, a building restriction, three systems of wide boulevards, view of Cascade and Coast Ranges of mountains, view of four perpetually snow-covered mountains, high, level and sightly, and the seat of Columbia University. You know what this means.

Study the Picture

Look at the location of the navigable rivers; look at the location of the railroad and proposed railroads; look at the street-car lines; look at the factory districts, north, south and west; look at the boulevards and wide streets; see where the dry-docks, stockyards, packing-houses, lumber mills and the Columbia University are located. Notice the location of the proposed Harriman tunnel. See where McKenna Junction and Maegly Junction are located. You know that it will be only a question of a short time till this condition will make the cheapest lot in University Park worth $100 per front foot—$600 per front foot in 10 years need not surprise you. Here is your opportunity.

SHOWING UNIVERSITY PARK AND VICINITY.

Remember!

Don't forget that lots at St. Johns advanced from $100 each to $10,000 each since 1901, and that advance was made on the strength of only one freight spur or branch railroad. St. Johns today has no main line, and yet there are lots in St. Johns that cannot be bought for less than $10,000 that sold in 1901 for less than $100. Remember, also, that in 1905 and 1901 I foretold, through the columns of this paper, what would take place in St. Johns, and those who followed my advice made big fortunes. Those who will follow my advice now and buy a few lots at University Park in vicinity of McKenna Junction, within the next 60 days, will make big profits within the next three years. This is your opportunity.

Prices and Terms

Prices range from $200 per lot, 25x100 feet, to $250. Terms: Ten per cent cash down, balance $5 per lot monthly. No interest on deferred payments if paid on or before due. These prices will be advanced from month to month without further notice.

FRANCIS I. McKENNA

Office at University Park Station, on St. Johns Electric Line,
PORTLAND, OREGON.
Phone Woodlawn 230. No Up-Town Office.

McKenna now personally owned more than 1000 lots on the Peninsula. The Saint Johns Review of April 30, 1909 reports he bought 500 lots in University Park for $ 100,000.

> *Mr. McKenna made this large investment not for the purpose of reselling with with the determination to hold every lot until after the year 1920, at which time he believes no lot favorably situated on the Peninsula can be purchased for less than $100 per front foot.*

McKenna himself didn't make it until 1920. He died February 24, 1914. Besides the obvious vindication of starting as a farm-hand and ending up as a multi-millionaire, his boulevard system was also generally seen by 1910 as a great visionary success.

After the economy improved, and George Williams became mayor of Portland, both the county and the city got serious about paving the main boulevards and streets. Also, Dawson Street and Pippin Street were joined and renamed Lombard Street, which finally did produce something like a central boulevard. The Oregonian of April 28, 1912 sings the praises of the boulevard system, and the idea of running 80 and 100 feet wide boulevards through what was, at the time, "the brush that covered most of the Peninsula with an impenetrable mess." The article says that 2.5 million dollars already has been spent on streets north of Killingsworth, with another one million to come in 1912, as well as between one and two million for a sewer system, and up to six million for the industrial area on the Slough. In the Oregonian of January 16, 1913, announces the paving of Willamette Boulevard, together with Wabash Street, Greeley Street, Lombard Street, Patton Avenue (Interstate) and Albina Avenue with hard-surface pavement (asphalt).

Other chapters in this book will detail the history of the important streets in Piedmont that were part of the boulevard system: Lombard Boulevard, Vancouver Avenue, and Portland Boulevard will each have their very own chapter. This chapter, on the Boulevard System, argues that gambling on so-called visionary ideas will only pay off if it is backed up by boundless energy, lots of borrowed money, and by a local government that is willing to accept at least some form of graft. Under capitalism a benefactor is rewarded by being the main beneficiary of the benefactions. Public spiritedness can be a good investment.

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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Streets: Portland Boulevard

Jan de Leeuw

Version 02-14-2019

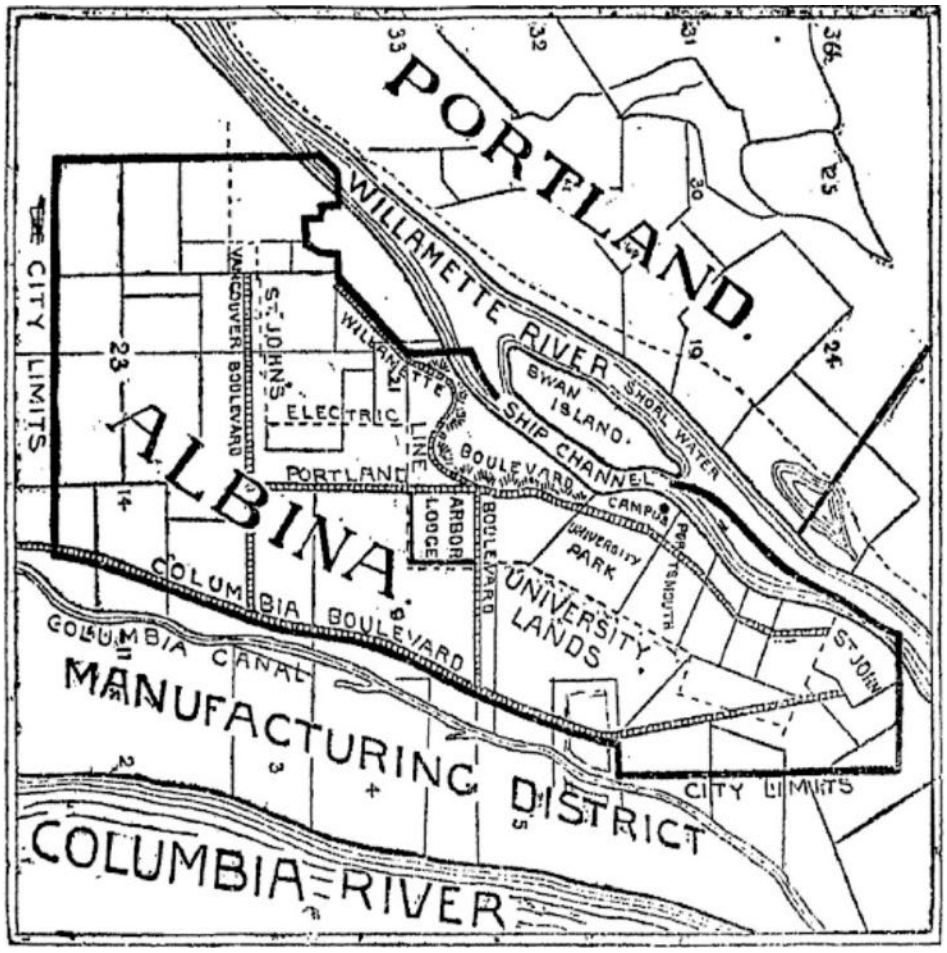


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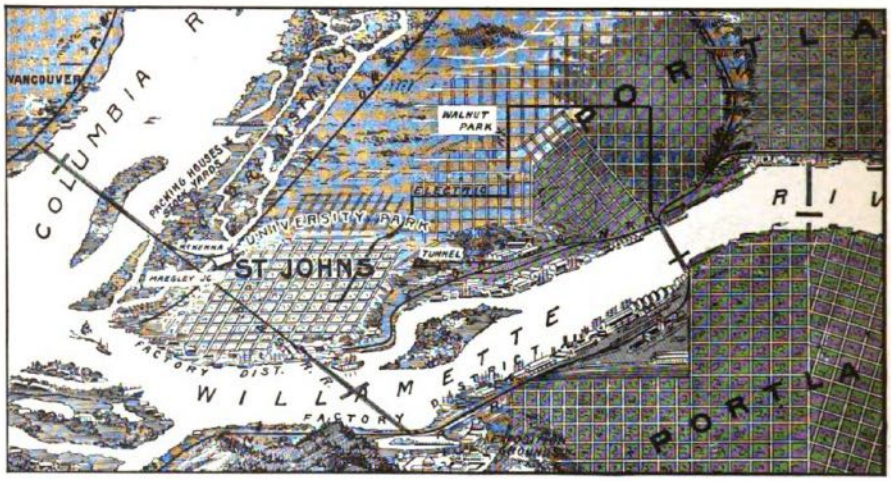
References

The New York of the Pacific

Portland Boulevard (now Rosa Parks Way) originally was part of Francis I. McKenna's boulevard system for the Peninsula. The Boulevard System, which has its own separate chapter in this book, can be best understood as one of the ways to make the Peninsula accessible and attractive to people who wanted to buy land and/or homes. It consequently was boosted mightily by the developers who had bought the original pioneer homesteads and who had used them to plat subdivisions. Francis McKenna, who platted and owned University Park and had exclusive rights to sell the lots of Portsmouth and Arbor Lodge, and William Killingsworth, who platted and owned Walnut Park, went out of their way to promote the Peninsula as the "New York of the Pacific". Of course that name is not very original. It was used earlier for San Francisco and Seattle, but the Peninsula had the advantage that its shape was a bit like Manhattan. Using the "New York of the Pacific" moniker, and realizing its value for real estate sales, is just another example of the peculiar relationship between the west and east coast of the US, and of the inferiority complex of the west that was still very much in play around 1900.

Albina and East Portland were starting to develop fast after the bridges over the Willamette were built, the streets were graded, and the streetcar lines were coming to the east side. So it made sense to extend, widen, and grade the streets to the Peninsula and extend the streetcar lines. The map that starts this chapter shows the city of Albina in 1891 (not exactly to scale). The developers leaned heavily on the city council of Albina, in the full knowledge that the pending consolidation with Portland would make their job more difficult. They managed to get their major permits and bonds approved just before the consolidation happened in 1891. The boulevard chapter has some additional information about the influence peddling and the graft.

The Highest Realty Values in the World ARE ON Lower Manhattan Island



STUDY THIS PICTURE! Does it not resemble Lower Manhattan Island?

IT IS A PICTURE OF

GREATER PORTLAND ON THE PENINSULA

It is the strategic point that insures Portland the greatest industrial development in the Pacific Northwest. It is the rail and water transportation gateway of the great Columbia River basin, and in a larger way it represents the

PORTALS OF COMMERCE BETWEEN OCCIDENT AND ORIENT

Lying between the Columbia and Willamette rivers, the Peninsula has miles and miles of deep water frontage, where the deepest draft ocean carriers can receive and discharge their cargoes. All the great railway systems of the Northwest center here. It is here that the important manufacturing and industrial enterprises of the Pacific Northwest are centering. Among them:

The Swift Packing Company's Plant. The great flouring mills. Car Shops, Coal Bunkers, Lumber Mills, Woolen Mills, Dry Dock and Ship Yards.

PORTLAND IS THE NEW YORK OF THE PACIFIC

Ask us why Peninsula Real Estate is the greatest investment opportunity in Portland,

W. H. GRINDSTAFF (McKenna Junction Property) 510 Commercial Block

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R. G. BRAND (Magley Junction Property) 727 Chamber of Commerce

FRANCIS I. McKENNA (University Park Property) 606 Commercial Block

PORTLAND, OREGON

Don't forget to mention The Pacific Monthly when dealing with advertisers. It will be appreciated.

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Killingsworth, edged on by the success of the Lewis and Clark exposition and by the industrialization of the Columbia Bottoms by the Swift Company and others, went even further in his almost delusional vision of the Peninsula as Future Portland (and of himself as John Jacob Astor).



THE SUNDAY OREGONIAN, PORTLAND, MAY 3, 1908. 11

Portland the New York of the Pacific

MARK MY WORDS

What Happened in New York
WILL BE REPEATED AT THE JUNCTION OF THE RIVERS IN THE NEAR FUTURE

A CRITERION
The rapid strides of the past five years towards the Peninsula is only the beginning of the most astonishing expansion ever witnessed on the Pacific Coast.

The reproduction of this picture is taken from the brilliant essay on Portland, which secured the first prize of $1500 offered by the Commercial Club. It carefully verifies Mr. Killingsworth's predictions made from time to time during the past 20 years, and which were considered imaginary by some well-meaning though weak-kneed citizens of Oregon.

WALNUT PARK

Is the Center of the Peninsula
AND WILL BE THE FIFTH AVENUE DISTRICT OF THE PACIFIC METROPOLIS

RAPID GROWTH
The year 1908 will mark a new era in Portland's history, and the Peninsula will be the scene of astounding activities.

WALNUT PARK LOTS ARE RAPIDLY ADVANCING

BEST BARGAIN AS WELL AS HOME SITE IN CITY

Watch Greater Portland Grow Between the Rivers.

A FAR-SEEING MAN

John Jacob Astor in 1765 was the most far-seeing man of his time. He sold good rental property in New York City for $1000 to purchase 40 lots in the suburbs at the Bowery. His friends laughed at him for giving up his income for unproductive lots. All the same he continued buying, planting all his earnings in what then seemed worthless outside property. In a few years he became wealthy. Many Astors' heirs hold today the world's record in valuable real estate. **The same thing will be repeated in the purchase of land between the rivers.** This more than beautiful fabricated, having a gradual slope toward both rivers, the suburbs at the Bowery. His friends laughed at him for giving up his income for unproductive lots. All the same he continued buying, planting all his earnings in what then seemed worthless outside property. In a few years he became wealthy. Many Astors' heirs hold today the world's record in valuable real estate. **The same thing will be repeated in the purchase of land between the rivers.** This more than beautiful fabricated, having a gradual slope toward both rivers, **above all possible floods.** Uneasy making it the **most perfect natural site for a city in the world.** Reader, this information is published at no small expense, to stir you into thought and then action. Never again say you had no chance or opportunity of becoming wealthy. Now is the time to follow Astor's lead, for as certain as the law of gravitation so certain will Portland be the New York of the Pacific, be builded like New York of the Atlantic, **between the rivers.** Upon this battleground will be successfully fought the building of the metropolis of the Pacific. The portrait over New York City is that of John Jacob Astor, the other is all modesty, that of W. M. Killingsworth, viewing the future Portland. Portland must and is compelled to see this matchless foundation, having no room elsewhere to expand and grow.

GOOD HOMES OR NONE

This matchless site is being dotted with beautiful homes, 40,000 feet of cement sidewalks and curbs are being laid, streets are parked; also, 15-foot alleys, thereby giving to all inside lots the convenience of corners.

Building regardless, of course. No language can tell you of the beauties of **Walnut Park.** It has by right hence no rival, in the City of Portland. To prove this bold statement take any 2 car, go to the north end of **Walnut Park, the highest elevated spot** of ground between the rivers. Then feast your eyes on Oregon's magnificent mountains and snow-capped peaks. A glorious scene of Nature's handiwork, notice carefully **Walnut Park's** location on the map, then do yourself and family or prospective wife or husband a kindness by at once securing a home in **Walnut Park** before values overlastingly advance beyond your reach. Remember this fact, **especially** if now **wishing** a year hence never before in your life could you secure for only $25 a front foot the best and the most healthful residence property in a city having the best car service, only 15 minutes' ride to the new business center, **the center such dry growing stores to your investment.**

A university known fact is that the finest, the best and the most far-seeing wide-awake people on the planet called earth. They are the real leaders in developing the United States. They have purchased 3000 acres of land and have started in with their customary American push and vigor to build the largest packing plant in the world. No one that knows them questions their success.

Watch Portland Become the Pacific Metropolis.

GENERAL OFFICE: Walnut Park. Main 4557

W. M. KILLINGSWORTH

SUBURBAN OFFICE: 323 Chamber Commerce

There were to be three long and wide boulevards on the Peninsula, one in the south (Willamette Boulevard), one in the north (Columbia Boulevard), and one right through the middle (Portland Boulevard). Vancouver Boulevard, an extension and improvement of the old road to Vancouver, run north-south, from the railroad yards in Albina to Columbia Boulevard. Willamette Boulevard also starts near the railroad yards (and the Steel Bridge) and meets Columbia Boulevard in St. John's. Portland Boulevard goes east-west from Vancouver Boulevard until it intersects Willamette Boulevard at Mock's Bottom, and then turns straight north until it ends at Columbia Boulevard.

Unfortunately carrying out the grandiose plans of 1891 would take a long time. The Albina City Council approved the grading of Portland Boulevard and Willamette Boulevard just before consolidation, and both boulevards were never graveled or otherwise paved until well into the 1900's. In order the expedite the project both boulevards were made into county roads in 1899. As we shall see, Portland Boulevard only ran from Vancouver Avenue to Willamette Boulevard and never really became the central boulevard of the Peninsula. From this point on the chapter will concentrate on the extension, the grading, and the paving of Portland Boulevard.

The Ordinances

Here is a list of ordinances passed by the Portland City Council between 1890 and 1915 relevant for laying out, grading, and improving Portland Boulevard. In each item I give the number, date, and title of the ordinance, with a short summary followed by a link to the actual document.

The section illustrates how street establishment and improvement moves through the city bureaucracy. First the City Surveyor and the City Engineer have their say, then a committee of Viewers is appointed and files their report, then the Auditor gets involved, and finally the Council votes and the Mayor signs. It also illustrates, by the way, my compulsive hoarding of even marginally relevant documents in the name of having a "complete record", which is an illusory goal anyway.

Ordinance 7059 (October 17, 1891): *An Ordinance adopting the report of the City Surveyor in the matter of opening a Boulevard or Street one hundred (100) feet in width, extending from where the line passing through the center of Sections fifteen (15) and sixteen (16) Township one (1) North Range one (1) East intersects Vancouver Avenue; thence west along said line to where said line intersects the central line of Willamette Boulevard as shown on the plat of Arbor Lodge; thence northwesterly along said central line of said Willamette Boulevard to the line between Sections sixteen (16) and seventeen (17) and also eight (8) and nine (9) in said Township; thence north along said line between said sections to the central line of First Street in Peninsular Addition No.2; thence west along said last named street to the west line of Glenwood Park; all in the City of Portland, and to be known as Portland Boulevard.*

https://drive.google.com/open?id=1Viz5iYqtkE-1Hx8GVqWiriTXTiOhzFgD

Ordinance 7541 (April 25, 1892): *An Ordinance adopting the report of the City Surveyor in the matter of the proposed extension of Portland Boulevard from the west line of Vancouver Avenue to the Willamette Boulevard.*

https://drive.google.com/open?id=1zRhgpCtrb0Z4jj215NR-5pttrfarmMXG

Ordinance 7730 (July 21, 1892): *An Ordinance adopting the report of the Viewers in the matter of the proposed extension of Portland Boulevard from the west line of Vancouver Avenue to the Willamette Boulevard making an assessment of the benefits and damages set forth in said report and directing an entry of such assessment in the Pocket of City Liens.*

https://drive.google.com/open?id=1ZGlzC8TTbsdLm9bjh8XSTd_v9-jEib7c

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Ordinance 7781 (August 25, 1892): *An Ordinance making an appropriation out of the Fund for the Extension of Portland Boulevard.*

https://drive.google.com/open?id=1q3WQ_gp6uje44osCNevsxdAvlMNClOB7

Ordinance 7807 (September 12, 1892): *An Ordinance authorizing the Committee on Judiciary and Elections to enter into contract with Peter Lynch for improving Portland Boulevard.*

https://drive.google.com/open?id=1ArtRUpvRW8190UHwWL8W60w-Qsbbrhgi

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Ordinance 16603 (May 14, 1907): *An Ordinance adopting the report of the City Engineer in the matter of the proposed extension of Portland Boulevard, from the east line of Vancouver Avenue to the west line of Union Avenue.*

https://drive.google.com/open?id=1ePB_5hvmcydJBKOLUZJJVpIDfGYKlzk6

Ordinance 18703 (December 31, 1908): *An Ordinance authorizing the Mayor and Auditor to draw warrants to provide for the refund of amounts paid on account of assessments levied for the opening, laying out, and establishing of Portland Boulevard.*

https://drive.google.com/open?id=1t961mNvUzT5BxI0Cy41927-Rve2BJgez

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Ordinance 19195 (March 18, 1909): *An Ordinance adopting the report of the CIty Engineer in the matter of the proposed opening, laying out and establishing of Portland Boulevard from the east line of Vancouver Avenue to the center line of Rodney Avenue.*

https://drive.google.com/open?id=1il3YKqBK2T-ycN8xZNBrcxUgPAbKDA2h

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Ordinance 20037 (August 30, 1909): *An Ordinance adopting the report of the CIty Engineer in the matter of the proposed opening, laying out and establishing of Portland Boulevard from the west line of Vancouver Avenue to the east line of Willamette Boulevard.*

https://drive.google.com/open?id=1V9t9Gssad6b_bamyJHyoGVD99c4amVMD

Ordinance 20736 (February 11, 1910): *An Ordinance adopting the report of the Viewers in the matter of the proposed opening, laying out and establishing of Portland Boulevard from the west line of Vancouver Avenue to the east line of Willamette Boulevard.*

https://drive.google.com/open?id=0B94Urj3OjM7BT3JTM3BmWXlSSTg

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Ordinance 22575 (December 28, 1910): *An Ordinance providing for the time and manner of improving Portland Boulevard from the east line of Vancouver Avenue to the west line of Union Avenue.*

https://drive.google.com/open?id=1ziMfuyEcyPKWHtwsl0VMowCxRHIx0_4H

Ordinance 23282 (May 10, 1911): *An Ordinance providing for the time and manner of improving Portland Boulevard from the east line of Vancouver Avenue to the easterly line of Willamette Boulevard.*

https://drive.google.com/open?id=1WHXJyCIANCK1X-gIcC5gTJROz7Dh-nXS

Ordinance 24023 (September 13, 1911): *An Ordinance declaring the cost of improving Portland Boulevard from the east line of Vancouver Avenue to the west line of Union Avenue.*

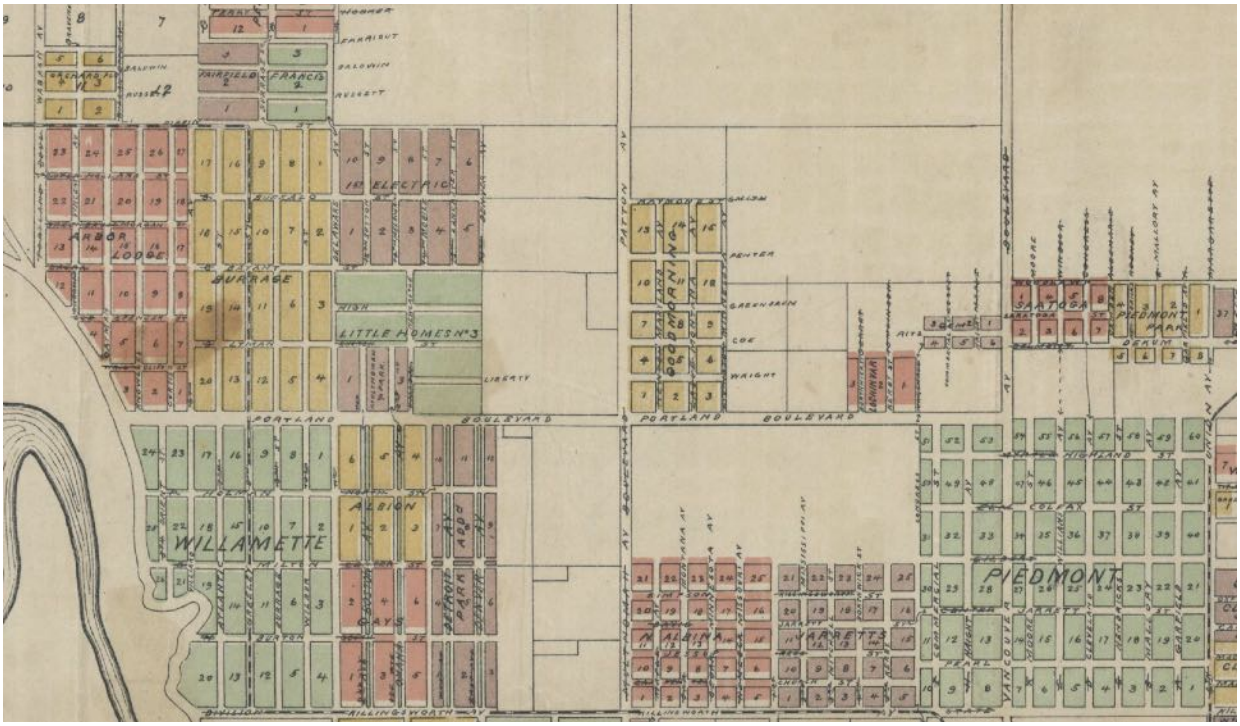
https://drive.google.com/open?id=1ZzZmBCULG7_1bUi2vZur3bxFTVOT_mDA

Ordinance 24742 (January 24, 1912): *An Ordinance declaring the cost of improving Portland Boulevard from the east line of Vancouver Avenue to the easterly line of Willamette Boulevard.*

https://drive.google.com/open?id=1r82OnNftcN2EZh_WCGEMZ-eBtkNwrSTI

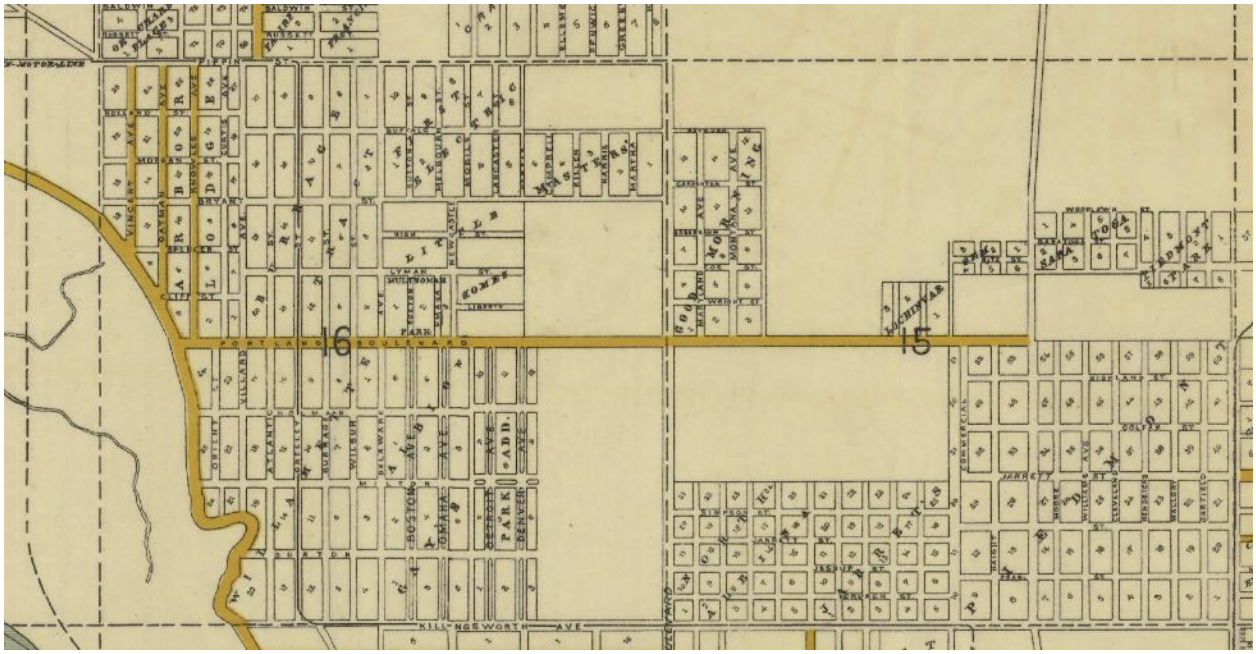
The Maps

I will now look at some old maps to see what they say about the location and extent of Portland Boulevard. I include cut-outs of the maps, and give the URL to the full map below the cut-out. I start in 1891, the year that Arbor Lodge was platted. Before 1891 there was no Portland Boulevard, the Albina city boundary was (what is now) Killingsworth, and what is now Willamette Boulevard was the St John's County Road. After the consolidation of Albina, East Portland, and Portland in 1891 there was the "great renaming" of the street names. This map, from 1892, shows Willamette and Portland Boulevards, both laid out, but not yet graded. It shows the stretch of the original Portland Boulevard on the west side of Arbor Lodge, renamed to Wabash Avenue. And it shows that Vancouver Boulevard (renamed to Vancouver Avenue) was the eastern endpoint of Portland Boulevard. The eastern half of the Piedmont subdivision was still bounded on the north by undeveloped land.



https://drive.google.com/open?id=1zXd6yOBOZ26b7PTigSIxKPvkpj2tvcYT

The next map is an 1894 paving map. It shows that both Willamette Boulevard and Portland Boulevard are graded (to Vancouver Avenue), but not graveled or otherwise paved. The southern part of Wabash Avenue, initially also named Portland Boulevard, from Willamette Boulevard to Pippin Street (now Lombard), does not really exist yet. Union (MLK), Patton (Interstate), Pippin (Lombard), and Killingsworth are not even graded yet.



https://drive.google.com/open?id=1w_-WAAR_ds4FFGzZoThHRnUt1pckPwii

The Names

Consolidation of Albina, East Portland, and Portland into the single City of Portland triggered the Great Street Renaming of January 12, 1892. Also, as my discussion of the early maps and ordinances show, there were some stretches of Portland Boulevard that were part of the original plan for the Boulevard System, but that were never laid out or graded. They lost their Boulevard status.

This table shows what streets were renamed to Portland Boulevard over the years.

Old name	**Subdivision**	**Ordinance**	**Date**
E St	Willamette	7263	01-12-1882
La Sall St	Goodmorning Addition	7263	01-12-1882
Laselle St	Lochinvar Addition	7263	01-12-1882
Stewart St	Oak Park, Holbrook	St Johns 238	06-08-1909
Unnamed St	Park Addition, Arbor Lodge	7263	01-12-1882
Hyde St	Woodlawn, Brush, Lankins	63040	09-08-1932

And this table shows which parts of Portland Boulevard were renamed.

New name	**Subdivision**	**Ordinance**	**Date**
Wahbash Ave	Arbor Lodge	7263	01-12-1882
Willis Blvd	University Park	8944	09-07-1894
Smith Ave	Holbrooks Addition	St Johns 370	02-27-1912
Rosa Parks Way	Entire Length	180549	11-24-2006

Rosa Parks Way



From the Oregonian of February 24, 2006:

> *City Commissioner Dan Saltzman was at church a few weeks ago in Northeast Portland when he heard a voice from on high.*
>
> *It wasn't God. It was the Rev. B.E. Johnson at Cornerstone Community Church of God in Christ on Killingsworth Street, who suggested to the congregation that the city consider renaming all or part of Portland Boulevard after civil rights pioneer Rosa Parks.*

Eight months later all of Portland Boulevard was Rosa Parks Way. The speed with which Saltzman was able to ram through this resolution suggests that may after all have been God who was behind the proposal.

I would have been neither for or against the name change. It is easy to understand the arguments of the Albina Ministerial Alliance, which lobbied in favor of the proposal. Rosa Parks had died less than a year ago. Portland Boulevard intersected Martin Luther King Jr Boulevard, and it also intersected Mississippi Avenue. From the Oregonian of October 19, 2006:

> *"It's the right location," said the Rev. Wilbert G. Hardy, pastor of Highland United Church of Christ on Northeast Glisan Street. "Rosa Parks Way would even cross that most racist of states, Mississippi, and cut through hate."*

The arguments against renaming were much more diverse. Some were procedural, because there was not much opportunity for public input and if there was public input it was largely ignored, in the grand tradition of city government. Saltzman had convinced the City Council to waive the usual elaborate criteria and requirements in the city code for renaming city streets, drastically shortening the time span and the opportunity for discussion. This article from the Portland Mercury of August 2, 2007 gives a good overview.

https://drive.google.com/open?id=1qdYg9Q4J-YVpdWt4HUm7pt-uA0C51bZr

The Piedmont Neighborhood Association board voted in May against the name change, partly because they considered it to be a hassle, partly because they said there were more appropriate and respectful ways to honor Rosa Parks. The Holy Redeemer Catholic Church was also against, mostly for historical reasons, because they had been on Portland Boulevard for more than 100 years. Stormfront was spewing up its usual racist bile, in the same way as it did in the 1989 renaming of Union Avenue.

Suggestions for a better way to honor Rosa Parks include using the longer and busier Lombard, Sandy, or Killingsworth Street, choosing a location downtown, not just renaming a street and adding commemorative art, not losing “the namesake of the city” boulevard. The Piedmont Neighborhood Association suggested to rename the downtown transit center, which seems appropriate given Rosa Parks’ historic bus ride. Saltzman’ argued that he did not want to rename a street already named after a historical figure, which of course Portland did already do many times. In September the Piedmont and Arbor Lodge Neighborhood Associations wrote a letter to the Mayor and Council supporting the name change, contingent on three markers along the boulevard to honor Rosa Parks. On October 18 the City Council passed resolution 36445, appended below. The minutes of the public comment session unfortunately only show the names of those speaking. One week later, one year after Rosa Parks’ death, ordinance 180549, also appended below, was passed unanimously. Among the findings of the Council we see

> *Rosa Parks Way will intersect with Martin Luther King, Jr. Boulevard, a befitting location to honor Mrs. Parks’ contributions to our community and our nation.*

And among the various directives

- *The provisions of Municipal Code chapter 17.93, renaming City Streets, shall be waived, except for section 17.93.060. Implementation.*
- *The Bureau of Maintenance shall install new street signs showing the new street name alongside the existing name signs and shall maintain both sets of signs for a period of three years at the level of maintenance approved for street name signs city-wide.*
- *At the end of three years the Bureau of Maintenance shall remove the Portland Boulevard signs.*

In December 2006 the street signs were changed to the dual signs, in July 2007 ODOT changed the freeway exit signs.

Mayor Potter indicated at the October 18 meeting that more street name changes were considered. The council must really have enjoyed racially-charged battles. The most prominent plan circulated at that time was to change Interstate Avenue to César E. Chávez Boulevard. Now dozens of businesses were strongly opposed and the proposal did not fly. The City briefly considered renaming SE 4th Street. Same story, same result. Eventually, after a three-year battle between neighborhoods and Latino groups, Portland did get a César E. Chávez Boulevard at NE 39th Street, in a more Chávez friendly neighborhood.

In the Oregonian of November 23, 2006 there was an even bolder proposal. I love it.

> *It may be the longest of long shots, but Kashea Kilson-Anderson is forging ahead anyway.*
>
> *Kilson-Anderson wants to rename Killingsworth Street for Malcolm X, the controversial black nationalist who evolved from segregationist to international civil rights pioneer before his assassination in 1965.*

Not surprisingly, that proposal did not go anywhere. In a city of bridges that was a bridge too far.

RESOLUTION No. 36445

Rename Portland Boulevard as Rosa Parks Way (Resolution)

WHEREAS, Rosa Parks's courage and exceptional commitment to Civil Rights struggles have bequeathed for a generation of Portland citizens what the power of one person's conduct and conviction can achieve; and

WHEREAS, Mrs. Parks became a symbol and torch bearer in our Nation's quest for racial equality and clarified for people everywhere the cruelty and humiliation inherent in the laws and customs of segregation; and

WHEREAS, Portland has routinely demonstrated and displayed its concern for justice and equality for all; through its Council actions; and

WHEREAS, Portland has an opportunity to honor a national icon who fought for the cause of freedom, justice, equality and liberty for all; by directing the Bureau of Parks & Recreation and the Regional Art Council to expend appropriate or reasonable amount to install a quality work of Art at the Peninsula Park Bench to celebrate Rosa Parks; and

NOW, THEREFORE, BE IT RESOLVED, that Council declares Portland Boulevard as Rosa Parks Way; and

BE IT FURTHER RESOLVED, that Council, directs Portland Parks & Recreation, in collaboration with the Regional Arts and Culture Council, to use general fund discretionary dollars in the FY 2006 Fall BuMP not to exceed $12,000, to fund an art project in honor of Rosa Parks at the bench at the NW corner of Peninsula Park; and

BE IT FURTHER RESOLVED, that the City of Portland will fund a marker honoring Rosa Parks to be located on the new greenway trail near Willamette Blvd at Rosa Parks Way when the Willamette Greenway trail is near completion; and

BE IT FURTHER RESOLVED, that the City of Portland supports the Albina Ministerial Alliance with its statue project at the intersection of Martin Luther King Jr. Blvd and Rosa Parks Way.

Adopted by the Council: OCT 18 2006

GARY BLACKMER
Auditor of the City of Portland
By Susan Parsons
Deputy

Commissioner Dan Saltzman
Prepared by: Promise King
October 18, 2006

https://drive.google.com/open?id=0B94Urj3OjM7BTnFxQ1hvbTlwb0E

ORDINANCE No. 180549

Authorize the renaming of Portland Boulevard within the City of Portland to Rosa Parks Way (Ordinance)

The City of Portland ordains:

Section 1. The Council Finds:

1. On December 1, 1955 Rosa Parks changed the course of history and the civil rights movement by her courageous act of refusing to relinquish her seat to a white passenger on city bus in Montgomery, Alabama.

2. Because Rosa Parks asserted her rights as a human being and challenged the racial segregation she was arrested, prosecuted and convicted of a crime.

3. Through an act of civil disobedience Mrs. Parks became a reluctant symbol in our nation's quest for racial equality and elucidated the cruelty, inhumanity and humiliation inherent in the laws and customs of segregation.

4. Rosa Parks' refusal to accept an unfair and inhumane system of racial segregation sparked the Montgomery Bus Boycott, one of the largest and most successful movements against racial segregation in history.

5. Leading the boycott was Martin Luther King, Jr. a young preacher who would soon propel the civil rights movement in the United States.

6. The Montgomery Bus Boycott did not end until the United States Supreme Court declared that segregation on public buses was unconstitutional.

7. Rosa Parks single act forever change the course of our nation's history.

8. Mrs. Parks should be remembered for her courage in the face of adversity and her commitment to the cause of freedom, justice, equality and liberty for all.

9. By renaming Portland Boulevard in Rosa Parks honor, future generations will be reminded of the power that one person can achieve.

10. Rosa Parks Way will intersect with Martin Luther King, Jr. Boulevard, a befitting location to honor Mrs. Parks' contributions to our community and our nation.

NOW THEREFORE, the Council directs:

a. North and Northeast Portland Boulevard shall be renamed as the Rosa Parks Way.

b. The provisions of Municipal Code chapter 17.93, renaming City Streets, shall be waived, except for section 17.93.060. Implementation.

c. The Auditor shall notify owners and occupants of all property abutting the street being named, affected public agencies, the general public, US. Post Office, emergency services organizations of the name change through public notice, direct correspondence, and other appropriate means.

d. Portland Parks & Recreation, in collaboration with Regional Arts and Culture Council, shall expand its repair of the bench in the Northwest corner of Peninsula Park at Albina and currently Portland Boulevard to include a public art project honoring Rosa Parks.

e. The Bureau of Maintenance shall install new street signs showing the new street name alongside the existing name signs and shall maintain both sets of signs for a period of three years at the level of maintenance approved for street name signs city-wide

f. At the end of three years the Bureau of Maintenance shall remove the Portland Boulevard signs.

Passed by the Council, October 25, 2006

Commissioner Dan Saltzman
Prepared by Promise King
October 12, 2006

GARY BLACKMER
Auditor of the City of Portland
By /s/Susan Parsons
Deputy

https://drive.google.com/open?id=1TJH0jxeyQHwbX-GxCr4TrwT5Cqgxxgrh

References

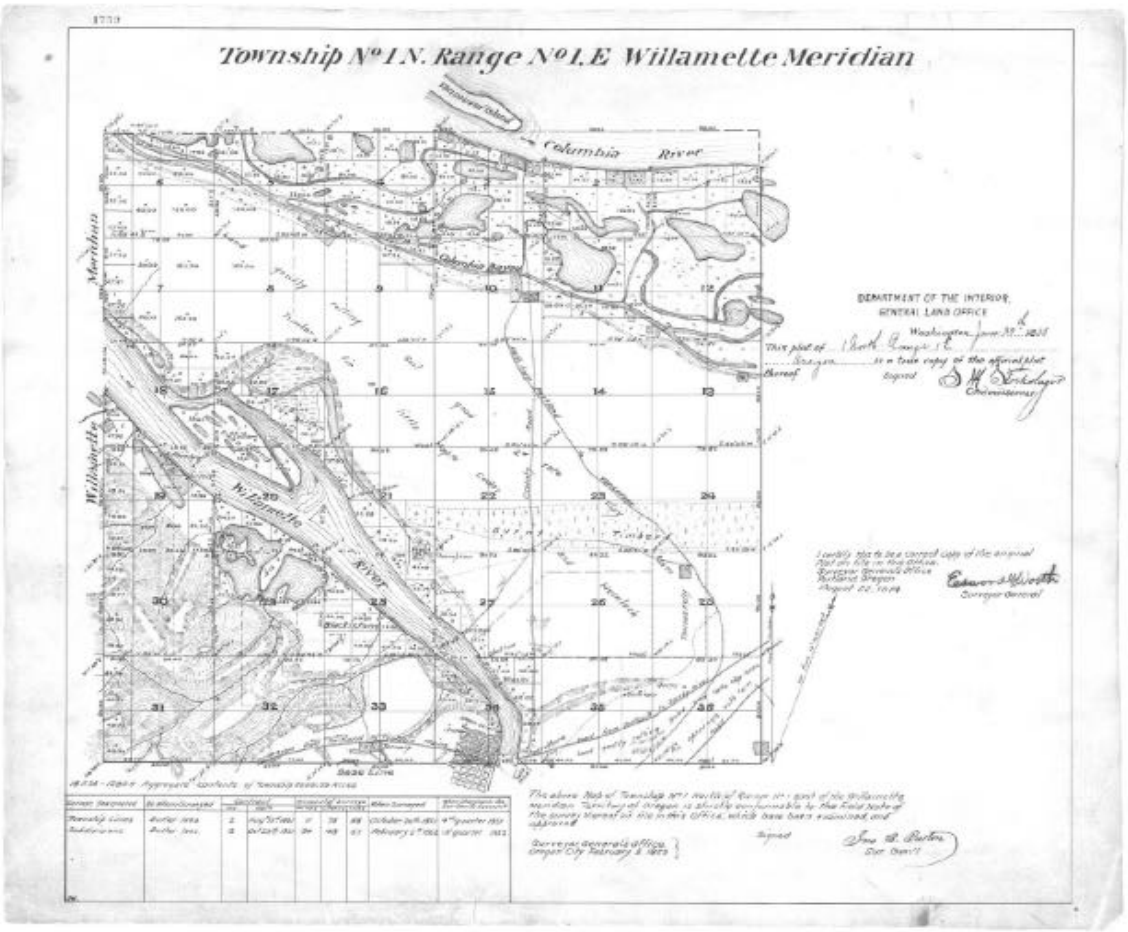
The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Streets: Martin Luther King Jr. Boulevard

Jan de Leeuw

Version 07-03-2018

Before Portland



https://drive.google.com/open?id=1THy0e0ISM14uQfNjW1RYmcnAzvhW05vM

Let's start by looking at the Oregon City surveyor general's map from 1852. Portland just consisted of about 30 city blocks in what is now the South West, at the time in Washington County. On the east side of the Willamette, in what was then Clackamas County, there was basically nothing. No East Portland and no Albina. There were some developed portions of farm land, with some isolated farm houses. On the Columbia Bayou (now Columbia Slough), for example, we see two structures in some agricultural land. One of them is certainly Lewis Love's house, the other may be his mill. I need some more time to figure those out, because there is very little documentation that goes back all the way to 1852.

There are two roads or paths that go north-south. The first one is the historic "*County Road*", that starts at the eastern end point of Stephen's Ferry, which was in operation since 1848.

> *This vessel operated from the foot of Stark Street and was powered by a mule on a treadmill applying power to a paddlewheel. Pebbles thrown by its owner, James Stephens, urged on the mule.*

The County Road goes all the way north to the slough and the Columbia River. As we indicated before, the "county: at that point in time refers to Clackamas County. Multnomah did not exist until 1854, when it was put together from pieces of Clackamas and Washington.

The second north-south road is the historic "*Path from Portland to Vancouve*r", which was smaller and less developed, and takes a more circuitous route going north. It eventually winds up in pretty much the same place, crosses the Slough, and continues to the ferry that John Switzer or Switzler operated since 1846 across the Columbia River.

As for crossing the Columbia Bayou, on the map it almost looks as if the County Road has a bridge by 1852, while the smaller path could be using the ferry that Lewis Love ran between 1851 and 1856 (Query, 2008, p. 54). Again, further research will hopefully make this more clear in later versions of this chapter.

This a good place, however, to provide a link to a wonderful maptool provided by ESRI and Metro. It merges the 1852 map with a current map of Portland. By moving a spyglass over the current map you see the same section of the 1852 map, which makes it easy to match the old and the new.

https://story.maps.arcgis.com/home/item.html?id=7cea8958740b4986905f5debf93e0c77

This show pretty clearly that the County Road is now basically Martin Luther King Boulevard, and the Piedmont part of the Path from Portland to Vancouver is roughly where now Vancouver Boulevard is.

I have some further results on the County Road. To understand the following clipping from the *Laws of the Territory of Oregon*, 7th and 10th sessions, here are some introductory explanations. Clackamas Bridge was a wooden toll bridge over the Clackamas River in Oregon City, somewhat west of where Interstate 205 now crosses the river. It was ready in 1853, but washed away in 1856, to be replaced by steel truss bridge. Territorial roads, crossing county lines, were approved by the territorial legislature.

They had to be platted, outlined, and mapped in detail, and they had to be sixty feet wide. After completion of the Clackamas Bridge it made sense to extend the territorial road north, to the Clackamas end of James Stephen's Ferry opposite Portland. The law to make this extension was H. B. 48, and it was passed by the House of Representatives on January 31, 1855. For our purposes H.B. 111, passed on January 15, 1856, is more interesting. The legislature decided to extend the territorial road north along the Willamette until it merges with the County Road all the way to Switzler's Ferry on the Columbia River. That is basically the trajectory of modern Martin Luther King Boulevard, now also required to be sixty feet wide.

AN ACT to extend the Territorial Road from Clackamas Bridge by way of Milwaukie, to a point opposite the City of Portland, in Multnomah County.

SEC. 1. Said road declared to be extended.
2. Extension to of same width as said territorial road.
3. Owners of land damaged by extension, to have same remedy as in case of location of territorial roads.

SECTION 1. *Be it enacted by the Legislative Assembly of the*

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Territory of Oregon, That the territorial road heretofore located from Clackamas bridge, in the county of Clackamas, by way of Milwaukie, to a point on the east bank of the Willamette river, opposite the city of Portland, in the county of Multnomah, be and the same is hereby declared to be extended from the northern terminus thereof, northerly along the said east bank of said Willamette river, until the same shall intersect the county road, and thence on said county road to Switzler's ferry, opposite Vancouver.

SEC. 2. Said extension of territorial road shall be of the same width as the territorial road hereinafter mentioned, and shall include the present located county road to said ferry; and shall be kept open and in repair in the same manner as county roads are kept open and in repair.

SEC. 3. The owner or owners of the land traversed by the road extension declared by this act, shall have the same remedies for damages suffered by reason of said extension, as is provided in case of this location of other territorial roads.

SEC. 4. This act to take effect and be in force from and after its passage.

Passed Jan. 15, 1856.

A. P. DENNISON,
President of the Council.
DELAZON SMITH,
Speaker of the House of Representatives.

Two things to note. First, the president of the Legislative Council in 1856 was A. P. Dennison, the same Ami Prince Dennison who would in 1870 buy, together with H.F. Bloch, the land that later became the Piedmont subdivision from George and Elizabeth Smith. There is a great deal of information on Dennison in Snyder (1989, p. 49-71), and he may actually get a later chapter in this book as well. Second, the title of the act does not adequately summarize its contents. The northern extension from the Stark Street Ferry to Switzler's ferry is not mentioned in the title. This is probably because it was an amendment to the law, which was added later. Finally, the upgrading of the county road to a territorial road does not immediately imply paving, widening, or other improvements. I have no actual record of work being done around that time, although I'll keep looking. Remember that large administrative changes were going on at the same time. Portland started to grow quickly. Oregon was upgraded from a territory to a state. Multnomah County was formed out of Clackamas and Washington. The area east of the Willamette River was still unincorporated. East Portland did not become a city until 1871, and Albina was only incorporated in 1887. The confusing network of subdivisions and streets could not really be sorted out until Portland, East Portland and Albina were consolidated into the City of Portland in 1891.

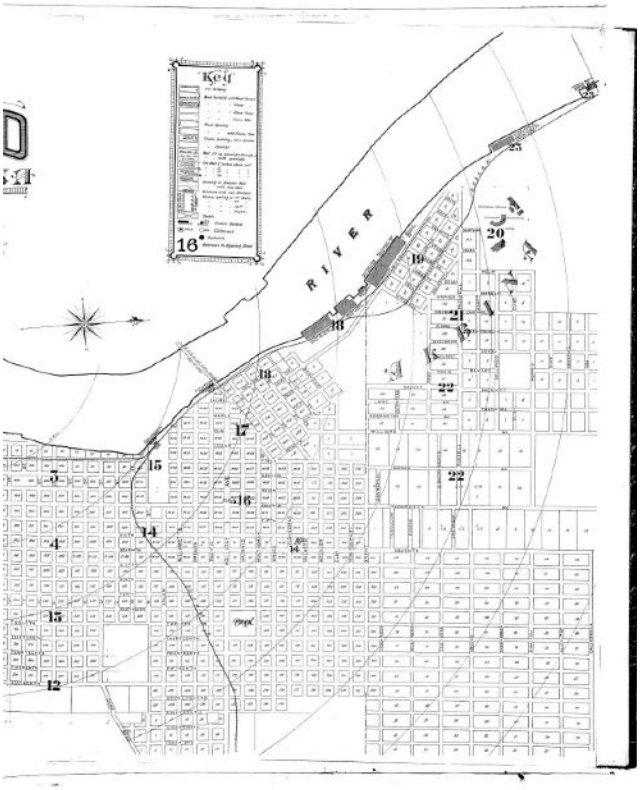
The 1891 Renaming

Albina was platted (as an unincorporated subdivision) in 1873. The map below shows some familiar names. The original owners and developers of Albina were Edwin Russell, George H. Williams, and William W.Page, who all have major streets named after them. The map shows Margaretta (or Magretta) Avenue as the main north-south throughway, named after Margaretta Russell (Roos, 2008, p 3-5). It coincides with the upgraded county road.



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We get a more complete picture from the 1889 Sanborn map and the 1888 Piedmont plat map.



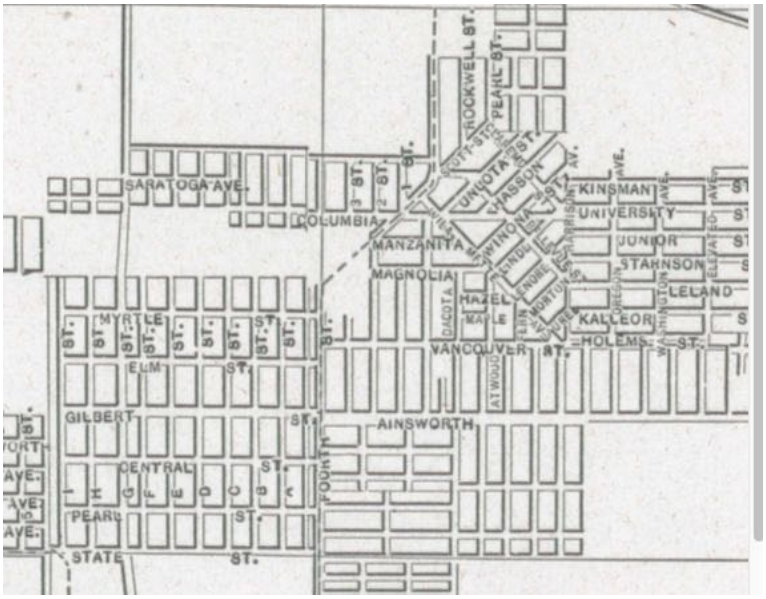
https://drive.google.com/file/d/0B94Urj3OjM7BOERteENrdFJQV0U



https://drive.google.com/file/d/1Cx4bvs-q4OsRCZj1WpYEnEnpFzrXG5AB

Margaretta avenue in Albina extends Fourth Street in East Portland to the north. And north of Albina the same road is called Fourth Street or Fourth Avenue again.

We see that the street ends at the north end of Piedmont, at what is now Rosa Parks Way. The railway along the street continues north, but bends to the east to avoid passing over the Lewis Love DLC. That 45 degree angle through Woodlawn explains the streets diagonal to the grid in that neighborhood. This is even more clear from a section of a 1891 street map, showing Piedmont, Woodlawn, and Saratoga (which has current Bryant Street as its north boundary).



The Sanborn map also shows how necessary it was to a rename streets when Albina and East Portland were annexed into Portland in 1891. Streets like Forth Street suddenly changed names at some rather arbitrary locations. There were numbered streets in all three cities which did not connect to each other and were not related in any rational way. Some streets were called streets, other streets were called avenues, and there was not much system in that distinction either. Thus there was a great renaming after the 1891 annexation. The text of the ordinance is here.

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And here is what it meant for Union Avenue.

4 AVE	UNION AVE	ALBINA HOMESTEAD	NO 7263	12-Jan-1892
4 ST	UNION AVE	AINSWORTH TRACT; ALBINA HOMESTEAD; CLOVERDALE EXTENSION; CLOVERDALE TRACT; EAST PORTLAND; GREEN RIDGE; HEIPLE ADDITION; HOLLADAYS ADDITION; KERNS ADDITION; PIEDMONT; STEPHENS ADDITION; WHEELERS ADDITION; WOODLAWN HEIGHTS	NO 7263	12-Jan-1892
MARGARETTA AVE	UNION AVE	ALBINA; ALBINA SUBDIVISION, BLOCK 2; ALBINA, BLOCK 6; ALBINA, BLOCK 13; ALBINA, BLOCK 14; ALBINA, BLOCK 18; HIGHLAND; KILLINGSWORTH & WARREN TRACT; HOGUE & CATLIN TRACT; LESHS ADDITION; LINCOLN PARK; LINCOLN PARK ANNEX; MAEGLY HIGHLAND; PIEDMONT PARK; ROSELAWN; WAITS CLOVERDALE ANNEX	NO 7263	12-Jan-1892

Lenghtening

First: From Alberta to 30 feet south of Lewis Love DLC.

CITY NOTICES.

PROPOSED IMPROVEMENT OF UNIO AVENUE.

Notice is hereby given that at the meetin of the Council of the City of Portland, Ore gon, held on the 1st day of July, 1903, th following resolution was adopted:

Resolved, That the Council of the City o Portland, Oregon, deems it expedient and pr poses to improve Union avenue from the sout line of Alberta street to 100 feet south of th south line of the Lewis Love Donation Lan Claim, in the following manner, to-wit:

First—By grading the street full width wit full intersections to the proper sub-grade.

Second—By bringing the surface of th street full width with full intersections t proper grade with upland bank gravel.

Third—By constructing gravel sidewalks wit wooden curbs.

Fourth—By constructing wooden crosswalk six feet in width.

Sixth—By constructing box gutters.

Said improvement to be made in accordanc with the charter and ordinances of the City o Portland and the plans, specifications an estimates of the City Engineer filed in the offic of the Auditor of the City of Portland on th 1st day of July, 1903, indorsed: "City Eng neer's plans and specifications for the improv ment of Union avenue from the south line o Alberta street to 100 feet south of the sout line of Lewis Love Donation Land Claim, an the estimates of the work to be done and th probable total cost thereof."

The cost of said improvement to be assesse as provided by the city charter upon th property specially benefited thereby and whic is hereby declared to be all the lots, parts o lots and parcels of land lying between a lin 100 feet south of and parallel with the south line of the Lewis Love Donation Land Claim and a line 100 feet south of and parallel with the south line of Alberta street and between a lin of 100 feet west of and parallel with the west line of Union avenue and a line 100 feet east o and parallel with the east line of Union avenue.

The Engineer's estimate of the probable tota cost of the improvement of said Union avenue is $25,390.00.

The above improvement is to be classed as a gravel improvement and shall be maintained by the city for a period of 4 years, provided that the owners of a majority of the property benefited by said improvement or any portion thereof shall not petition for a new or different improvement before the expiration of such period.

The plans, specifications and estimates of the City Engineer for the improvement of said Union avenue are hereby adopted.

Resolved, That the Auditor of the City of Portland and he is hereby directed to give notice of the proposed improvement of said avenue as provided by the city charter.

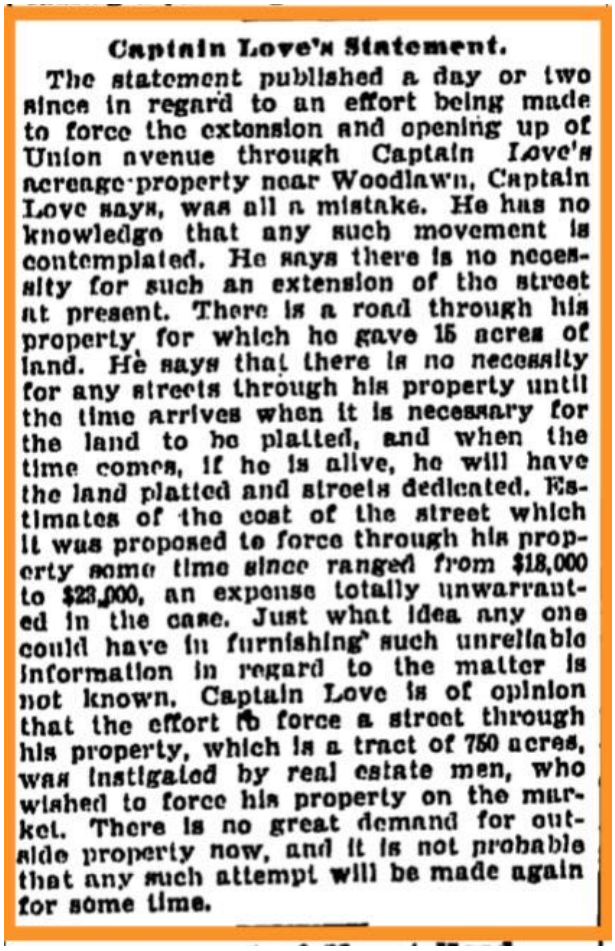
Remonstrance against the above improvement may be filed in writing with the undersigned within 20 days from the date of the first publication of this notice.

By order of the Council.

THOS. C. DEVLIN,
Auditor of the City of Portland.

July 6, 1903.

Second: from 30 feet south of Lewis Love DLC to Columbia Slough Road.



Captain Love's Statement.

The statement published a day or two since in regard to an effort being made to force the extension and opening up of Union avenue through Captain Love's acreage property near Woodlawn, Captain Love says, was all a mistake. He has no knowledge that any such movement is contemplated. He says there is no necessity for such an extension of the street at present. There is a road through his property for which he gave 15 acres of land. He says that there is no necessity for any streets through his property until the time arrives when it is necessary for the land to be platted, and when the time comes, if he is alive, he will have the land platted and streets dedicated. Estimates of the cost of the street which it was proposed to force through his property some time since ranged from $18,000 to $23,000, an expense totally unwarranted in the case. Just what idea any one could have in furnishing such unreliable information in regard to the matter is not known. Captain Love is of opinion that the effort to force a street through his property, which is a tract of 750 acres, was instigated by real estate men, who wished to force his property on the market. There is no great demand for outside property now, and it is not probable that any such attempt will be made again for some time.

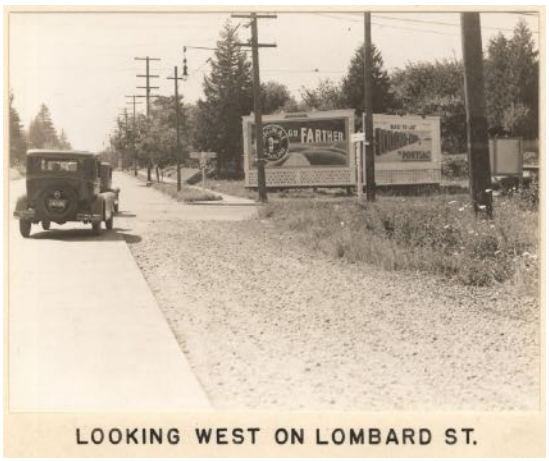
The Viaduct

Intersections

There are four major intersections of MLK in Piedmont: with Columbia Boulevard, with Lombard Street, with Rosa Parks Way, and with Ainsworth Street.



Intersection Union Avenue and Columbia Boulevard 1937
Clockwise: Looking North, West, East, South









Intersection Union Avenue and Lombard Street 1937
Clockwise: Looking West, North, South and East









Intersection Union Avenue and Ainsworth Street 1937
Clockwise: looking South, North, East, and West

Street Cars

Renaming 1989

Trader Joe

Prosper Portland

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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Trains, Trolleys, Streetcars

Jan de Leeuw

Version 12-01-2018

Introduction

The Piedmont neighborhood is primarily a place for homes, but it has some major thoroughfares, these days known in planner-speak as “civic corridors”. Running from east to west there are Columbia, Lombard, Rosa Parks, and Ainsworth. And running from north to south there are Martin Luther King, Vancouver, and Albina. It is logical that public transportation is and was limited to those corridors. In as far as they existed at the time, of course. In 1889, when the Piedmont, Saratoga, and Lochinvar additions were platted there was basically only Vancouver Avenue, a dirt road which was not even graded. Union Avenue (now MLK, then Fourth Street) was not graded and stopped at the northeast corner of Piedmont, and it was only graded until Prescott. Portland Boulevard (Rosa Parks) did not exist. But matters changed rather quickly after 1890.

Especially early on the streetcar situation was complicated. The main distinction, of course, is horse vs steam vs electricity. But there is also single track and double track, and there is narrow gauge, standard gauge, and broad gauge. There have been more than 40 streetcar companies competing for franchises, and sometimes a dozen of them were active at the same time. Not all of the ones that incorporated or got franchises from the city actually laid tracts and went into business. The financial panics of 1893 and 1896 did a great deal of damage, because there was no capital available and many of the corporations went bankrupt or simply out of business. Our chapter starts around 1890, because before that the Peninsula was not really developed and there was no public transportation. Thus the period from 1870 until 1890, in which Portland already had horse-drawn street cars, in not really relevant for us. We start with the steam service on the St. Johns and Vancouver lines, where the power came from “dummies”, locomotives wrapped in a streetcar disguise.

In keeping with the spirit of this project, I will discuss the streetcars than ran both in and close to Piedmont. The idea is that even if the tracts were on the Peninsula, but not exactly in Piedmont, they still were important for the people living in Piedmont.

Much of the material in this chapter is taken directly from the wonderful little Arcadia books by Richard Thompson (2006, 2010, 2012) and the comprehensive work by Labbe (1982). There are also some great web pages mentioned in the reference section. The rest, as usual, comes from the Historic Oregonian, the city archives, and the Oregon Historical Society.



The Car Line Diagram above shows at a glance the streets traversed by any car. Above the line appears the car sign letter, followed by the name, while below the line appears the name of the street on which car runs. This diagram used in conjunction with map will identify readily any car line on map.

KEY TO CAR LINES

Car Sign	Name	Down Town Terminal	Outer Terminal
A-B	Alberta Street	2d and Alder	East 30th and Ainsworth
A-H	Arlington Heights	23d and Washington	Fairview and View Place
B-W	Broadway Street	Broadway and Jefferson	East 29th and Mason
B-L	Brooklyn	3d and Yamhill	East 21st and Bismark
B-M	Beaumont	5th and Washington	East 41st and Alameda
B-T	Bridge Transfer	Broadway and Larrabee	East Lincoln and Grand
C-C	Council Crest	5th and Morrison	Council Crest
E-H	Errol Heights	East 32d and Knapp	Andover and Strowbridge
E-M	East Moreland	Bybee and Milwaukie	East 32d and Rex
F	Fulton	2d and Morrison	Riverview Cemetery
H-A	Hawthorne Avenue	1st and Alder	29th Ave and 74th St. S. E.
I-J	Irvington-Jefferson	Jefferson and Stout	East 15th and Prescott
K	Kenton	Broadway and Washington	Derby and Kilpatrick
K-H	Kings Heights	23d and Washington	Mt. Calvary Cemetery
M-A	Mississippi Avenue	Broadway and Washington	Albina and Ainsworth
N-R	Northrup Street	1st and Washington	23d and Lovejoy
M-S	Mt. Scott	1st and Alder	Lents Junction
M-T	Mt. Tabor	11th and Yamhill	East 88th and East Yamhill
M-V	Montavilla	3d and Yamhill	East 80th and East Stark
Oaks	Oaks	1st and Alder	
Park Rose		East 82d and Sandy Blvd.	
R-C	Rose City	5th and Washington	East 82d and Sandy Blvd.
R-S	Russell-Shaver	Capitol and Shaver	East Lincoln and Grand
N-S	North and South Portland	27th and Thurman	Corbett and Seymour
S-S	Sunnyside	13th and Hall	East 48th and Belmont
S-J	St. Johns	Broadway and Washington	St. Johns
S-W	Sellwood	1st and Alder	East 13th and Ochoco
16th	Sixteenth Street	5th and Sherman	21st and Reed
13th	Thirteenth Street	13th and Washington	16th and Montgomery
23d	Twenty-third Street	1st and Washington	24th and Nicolai
W-A	Williams Avenue	2d and Alder	Union and Killingsworth
V-C	Vancouver	2d and Washington	Ferry
W	Depot-Morrison	6th and Irving	Thurman and Gordon
W-O	Westover	25th and Pettygrove	Cumberland and Shenandoah
W-L	Woodlawn	2d and Alder	East 24th and Dekum
R-M	Richmond	1st and Alder	East 41st and Clinton
W-S	Woodstock	1st and Alder	Woodstock Ave and 57th St. S. E.

The map above, a cut out from the 1918 Pittmon map of Portland in the city archive, shows the streetcar system at a time close to its zenith. For us the most interesting lines are the St. Johns line, the Mississippi line, then Kenton Line, and the Vancouver line. The St. Johns line runs from Williams to Killingsworth, then to Greeley, and then to Lombard. It does not really intersect the Piedmont neighborhood, but it does touch the Piedmont subdivision at Killingsworth. The Mississippi line ends at the corner of Albina and Ainsworth, the southwest corner of Peninsula Park, on the Piedmont neighborhood border. The Kenton line runs through Piedmont over Albina to Lombard, and then to Derby (Denver). And the Vancouver line runs all the way over Union (MLK) until it crosses the Piedmont boundary at the slough.

The St Johns Line

The Vancouver Line



Portland Archives, A2011-007.271

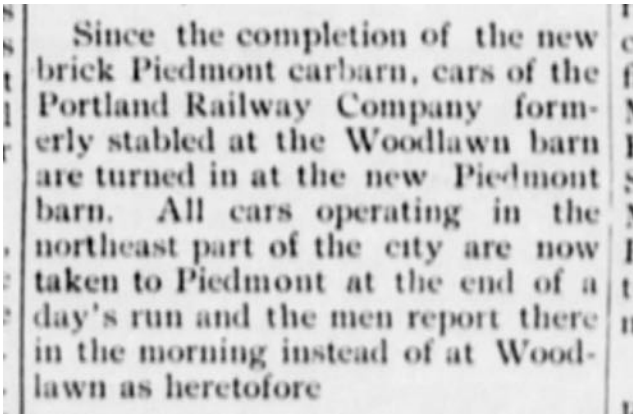
The Williams Line

The Mississippi Line

The Heusner Franchise

The Piedmont Carbarns

The Piedmont Carbarns were built in 1906 for the Portland Railway Company, to replace similar carbarns in Woodlawn. They were used as parking structures for the streetcars that were not in use at the time, for instance overnight. We should emphasize, however, that they were not in the modern Piedmont neighborhood, and not even in the original Piedmont subdivision. They were on the north side of Killingsworth, between Mississippi and Michigan, extending north to Jessup (and later extended to Simpson). From the St. John's Review of November 2, 1906:

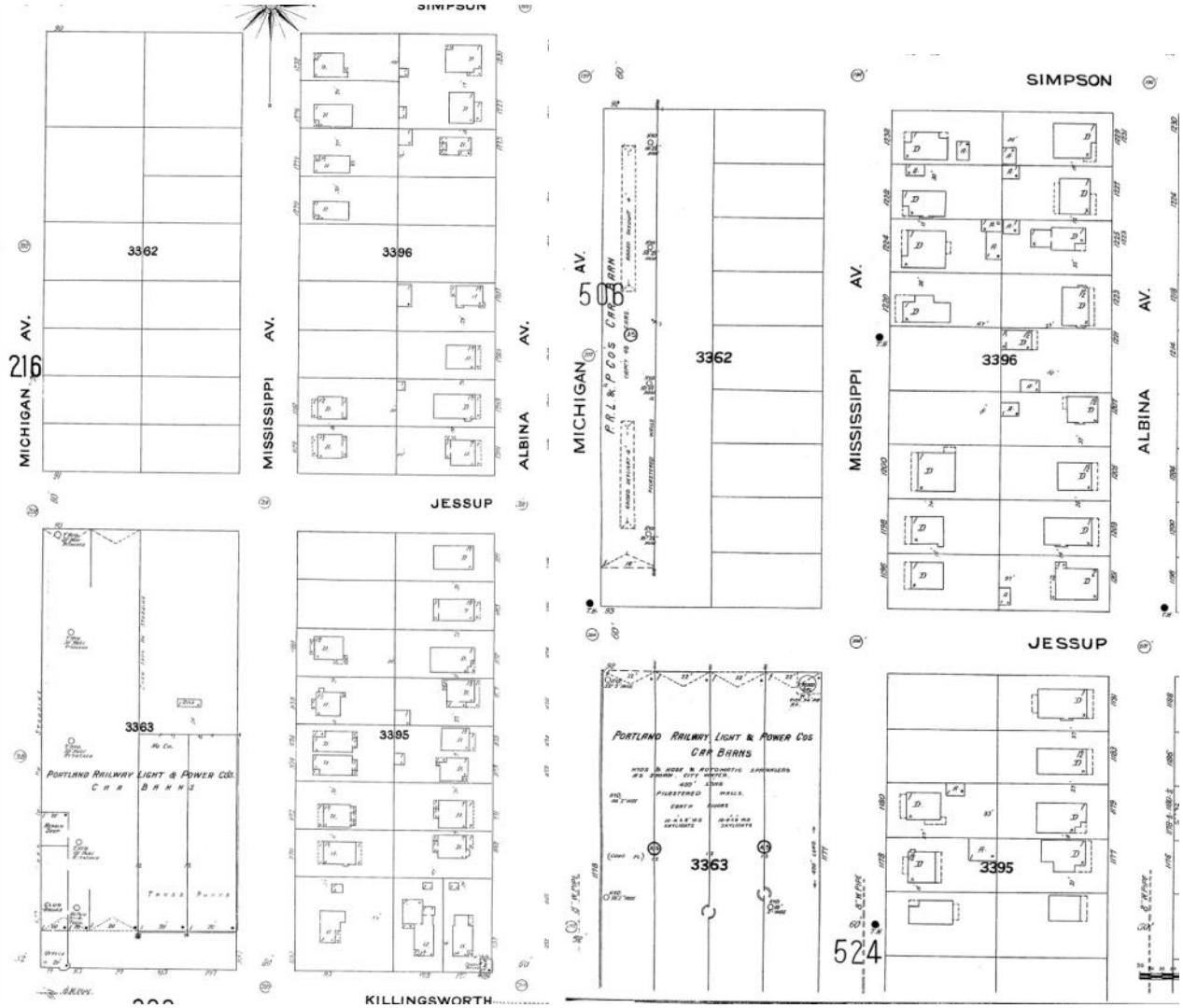


Since the completion of the new brick Piedmont carbarn, cars of the Portland Railway Company formerly stabled at the Woodlawn barn are turned in at the new Piedmont barn. All cars operating in the northeast part of the city are now taken to Piedmont at the end of a day's run and the men report there in the morning instead of at Woodlawn as heretofore

The buildings were quite impressive, as this picture (from maybe around 1925) illustrates. The street name on the post is Mississippi, by the way, which means the photographer is standing on the southeast corner of Killingsworth and Mississippi, looking northwest.



The following picture has, side to side, pieces of the Sanborn maps 1908-217 and 1924-507. The second one, from 1924, shows the extension of the car barns to the north all the way to Simpson Street. On the corner of Mississippi and Jessup we see a 70,000 gallon water tower, 34 feet high, which was not there in 1908. We had already seen that in the photograph of the barns.



The OWRN

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Richard Thompson: *Portland's Interurban Railways.* Arcadia Publishers, 2012.

Richard Thompson: *Portland's Streetcars.* Arcadia Publishers, 2006.

Richard Thompson: *Portland's Streetcar Lines.* Arcadia Publishers, 2010.

Richard Thompson: *Portland Vintage Trolleys.*
Website http://vintagetrolleys.com

PdxHistory.com: *Portland Trolleys & Streetcars*
Webpage http://www.pdxhistory.com/html/streetcars.html

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Liverpool Liz, the Senate Saloon, and Evergreen Park

Jan de Leeuw

Version 05-07-2020



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Liz and Lou

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The Will

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The Usual Story

The research on which this article, and actually this whole book, is based was started because I was interested in the history of Peninsula Park. Here is what the City of Portland tells us about the early history.

> *Originally the site of "Liverpool Liz's Place", it had been a roadhouse and racetrack for quarter-mile horse racing (Bureau of Planning, 1992, p. 58).*
>
> *In 1909, after the passage of a parks bond measure, the city purchased the site from a local businesswoman and created Peninsula Park. (Portland Parks and Recreation, 2016, p. 4).*

For ease of reference I will call this “the usual story”. It is repeated in many official and unofficial documents, and you can find versions of it on many Piedmont real estate sites. I decided to find out more about Liverpool Liz, her roadhouse, and her race track.

The usual story seems to be mostly based on a series of Sunday Oregonian articles by Stewart H. Holbrook, newspaper chronicler of the more colorful aspects of Portland in its early days (Holbrook, 1933, 1934, 1948). His main informant was Spider Johnson, a seventy year old former barkeeper who lived and worked in what was then the North End (and is now NW Portland). Holbrook was writing around 1930, so he was already one generation removed from what actually happened around 1900, and it shows. What Spider told Holbrook was largely hearsay, so that already introduces two possible levels of distortion. Both the newspaper man and his informant had an interest in making the story as *interesting* as possible, which in context meant making it more lurid. But I will retell the usual story here anyway, because over the years it seems to have gained credence by more and more people repeating it. You have to realize from the start there is somewhat of a problem, however.

> *In later days Edward C. “Spider” Johnson, a man who claimed to have been around in the shanghaiing days, would spin these tales in Erickson’s Working Man’s Club and Saloon on Third and Burnside, for the enjoyment of Stewart Holbrook, a logger whose “rough writer” stories had brought him a large audience of readers. … It was through Holbrook that the tales of Spider Johnson entered into the mythology of Portland as indisputable fact, even to be repeated in some history books.* (Blalock, 2012, p.65)

So here is how the expanded usual story goes. Around 1890 Elizabeth Smith arrived from England on a sailing ship. She quickly solicited her way up through the seedy ranks in the Whitechapel District, also known as the North End. She started by working on a whiskey scow on the Willamette River, but in a few years she owned the Senate Saloon, on N Second and Davis. The Senate Saloon served drinks on the first floor and ladies on the second floor. Or, in the words, of Holbrook/Johnson: “The first floor was devoted entirely to Bacchus; the second, to Venus.” The Senate Saloon came to be known as “Liverpool Liz’s Place” and Lizzie Smith became “Liverpool Liz”. Not that Liz was necessarily from

Liverpool. But, as was the case for many of her seafaring clients, her final stop on the way to the US was Liverpool.

The Sunday Oregonian of October 15, 1933 had a drawing of Liz by the artist with initials R.L., based on the rather meager information about her appearance that Holbrook had collected. Our lead-off picture is a color version from the Holbrook archives at the UW Special Collections. Note the nice dress and the large diamond necklace. As the drawing shows, Holbrook and his informants had various positive things to say about Liz's character and honesty. She took care of sailor's wallets in her safe, when the sailors were doing whatever it was they were doing in the Senate Saloon. As the drawing shows, she purportedly also helped out people in need. It is unclear if this was actually the case. It is more likely to be just another example of the "hooker with a heart of gold" archetype (Wikipedia, 2017).

The story continues, but with a somewhat different twist. Around 1900 Portland, like most of the country, was in the grip of a bicycle craze (Chandler 2013a, John 2014). Emancipated women rode bicycles, in much the same way as emancipated women started smoking cigarettes in the nineteen twenties. In both cases they were much helped along their way by commercial interests and the advertising industry.

At around the same time Portland east of the Willamette started to develop, and Piedmont and Woodlawn were laid out. Liz wanted to make some money on the East Side, bought the land that is now Peninsula Park, and started a bicycle racing track with a saloon the middle. Her ladies raced around the track, provocatively dressed, and after that all around the city, seated on their bicycles. Unfortunately, at least in the story, this turned off the more respectable women in Portland from doing the same. As a consequence the bicycle craze died, and with it died Liz's bicycle park and her savings.

Here is the delightful painting "Liverpool Liz" by local artist Anna Magruder (also available as a tote bag on Amazon) of that heroic period. It fits the usual story, but that is about all it fits historically. In fact, after reading this chapter, it will be difficult for you to image Liz, or any of her girls, on a bicycle.



https://drive.google.com/open?id=0B94Urj3OjM7BbjEtTjE3R1NPU0k

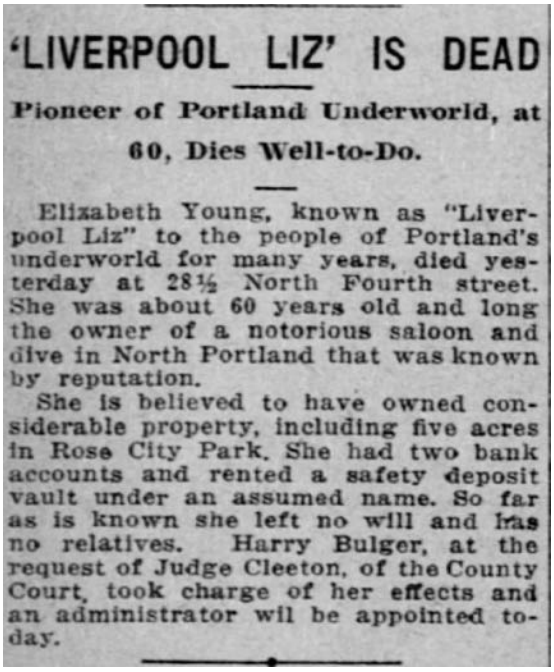
Now the usual story bifurcates. In one version Liz died a pauper because of the bicycle park disaster, in another version she cleverly sold the land for $ 60,000 to the City of Portland for Peninsula Park and died a rich woman.

The “usual story” is nice and romantic, but unfortunately most of it is not true, and much of the rest is unverifiable. Let’s see what can actually be documented. I am relying a great deal on newspaper articles from the period 1890-1920, but I will continue to work on putting the story on a more factual basis using city, county, and state records. To put the actual story in context I will have to discuss the history of other parts of Portland, in particular the waterfront at Couch Addition and the North End.

Elusive Liz

Let's try to discover the real story, instead of just going with the usual story. When I started writing this chapter I did not know when and where Liz was born, I did not know for sure what her maiden name was, if she was married or not, and if so how many times, where she lived over the years, and if and when she came to the US. In trying to find out more it was easiest to work backwards in time, because at least there is reliable information about her death. This chapter is written following my progress in time, describing and documenting more and more discoveries. But even at the end many questions remain. Especially where Liz was, and what she did, in the years before 1890 is somewhat of a mystery. Since this chapter, like the rest of the book, will never be finished, we hope to keep adding information.

So let's start with my initial finds about her death.



'LIVERPOOL LIZ' IS DEAD

Pioneer of Portland Underworld, at 60, Dies Well-to-Do.

Elizabeth Young, known as "Liverpool Liz" to the people of Portland's underworld for many years, died yesterday at 28½ North Fourth street. She was about 60 years old and long the owner of a notorious saloon and dive in North Portland that was known by reputation.

She is believed to have owned considerable property, including five acres in Rose City Park. She had two bank accounts and rented a safety deposit vault under an assumed name. So far as is known she left no will and has no relatives. Harry Bulger, at the request of Judge Cleeton, of the County Court, took charge of her effects and an administrator wil be appointed today.

https://drive.google.com/open?id=0B94Urj3OjM7BRVVDQXZOTWZZcHc

According to the Morning Oregonian of February 18, 1913, she died "about 60 years old" on Monday, February 17, 1913 at 28 ½ N. Fourth Street. There was no known will and there were no known relatives.

There is some more precise information the next day, in the Oregon Daily Journal of February 19. The age at death is given as 54, which means Liz was born in 1859 or 1860. The cause of death is given as

bronchial pneumonia. Interestingly, the article says she was buried on February 18 at 3pm “by the side of her husband” at Lone Fir Cemetery.

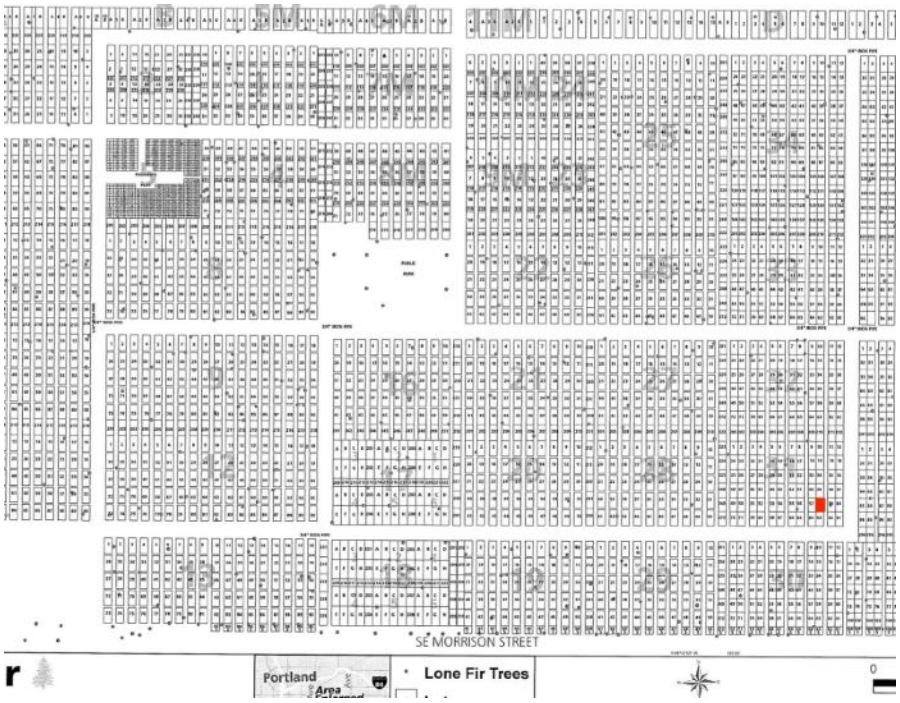
Funeral of "Liverpool Liz."—Mrs. Elizabeth Smith, 54 years old, better known as "Liverpool Liz," a well known woman of Portland's underworld, was buried yesterday afternoon by the side of her husband in Lone Fir cemetery. She died Monday in her rooms, 28½ North Fourth street, after a short illness, from bronchial pneumonia. A short funeral service was held in the Dunning & McEntee chapel. The woman came from England about 20 years ago on a sailing vessel. It is said she left much money and several pieces of real estate. Word has been sent to her former home in England in efforts to find relatives.

https://drive.google.com/open?id=1OoFp0hAQmtbp5X6O3L-M_LEeNMZZbVvB

From the Metro site with cemetery records at

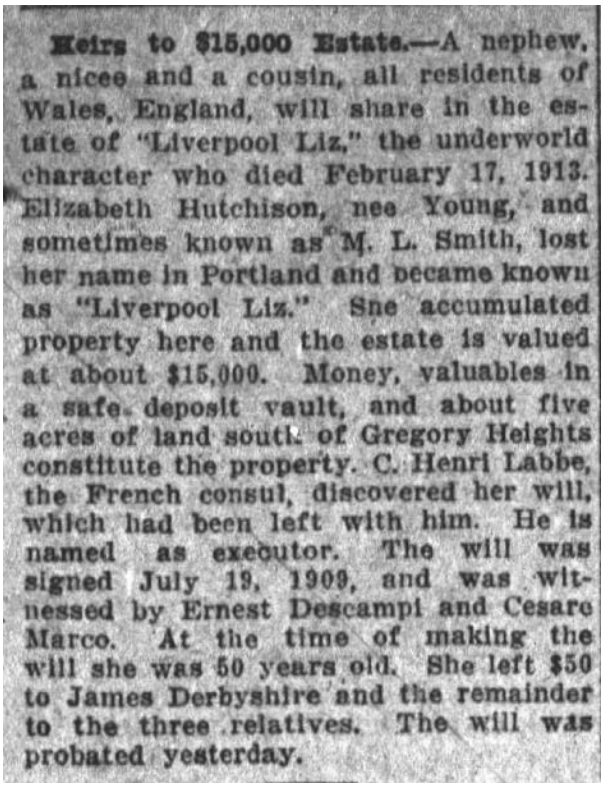
https://www.oregonmetro.gov/cemeteries/search-cemetery-records/18908

we find that she was buried in block 31, lot 58, burial space 3N. On the following map of the cemetery I have marked her gravesite in red.



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The two newspaper articles, one reporting on the death of Elizabeth Young and the other reporting on the funeral of Elizabeth Smith, illustrate one of the problems I have. Liz had multiple names. When the will was discovered a couple of weeks later, the problem got even more serious. This is from the Oregon Daily Journal of February 25, 1913. I will have to say much more about the will further on in this chapter.



Heirs to $15,000 Estate.—A nephew, a niece and a cousin, all residents of Wales, England, will share in the estate of "Liverpool Liz," the underworld character who died February 17, 1913. Elizabeth Hutchison, nee Young, and sometimes known as M. L. Smith, lost her name in Portland and became known as "Liverpool Liz." She accumulated property here and the estate is valued at about $15,000. Money, valuables in a safe deposit vault, and about five acres of land south of Gregory Heights constitute the property. C. Henri Labbe, the French consul, discovered her will, which had been left with him. He is named as executor. The will was signed July 19, 1909, and was witnessed by Ernest Descampi and Cesare Marco. At the time of making the will she was 50 years old. She left $50 to James Derbyshire and the remainder to the three relatives. The will was probated yesterday.

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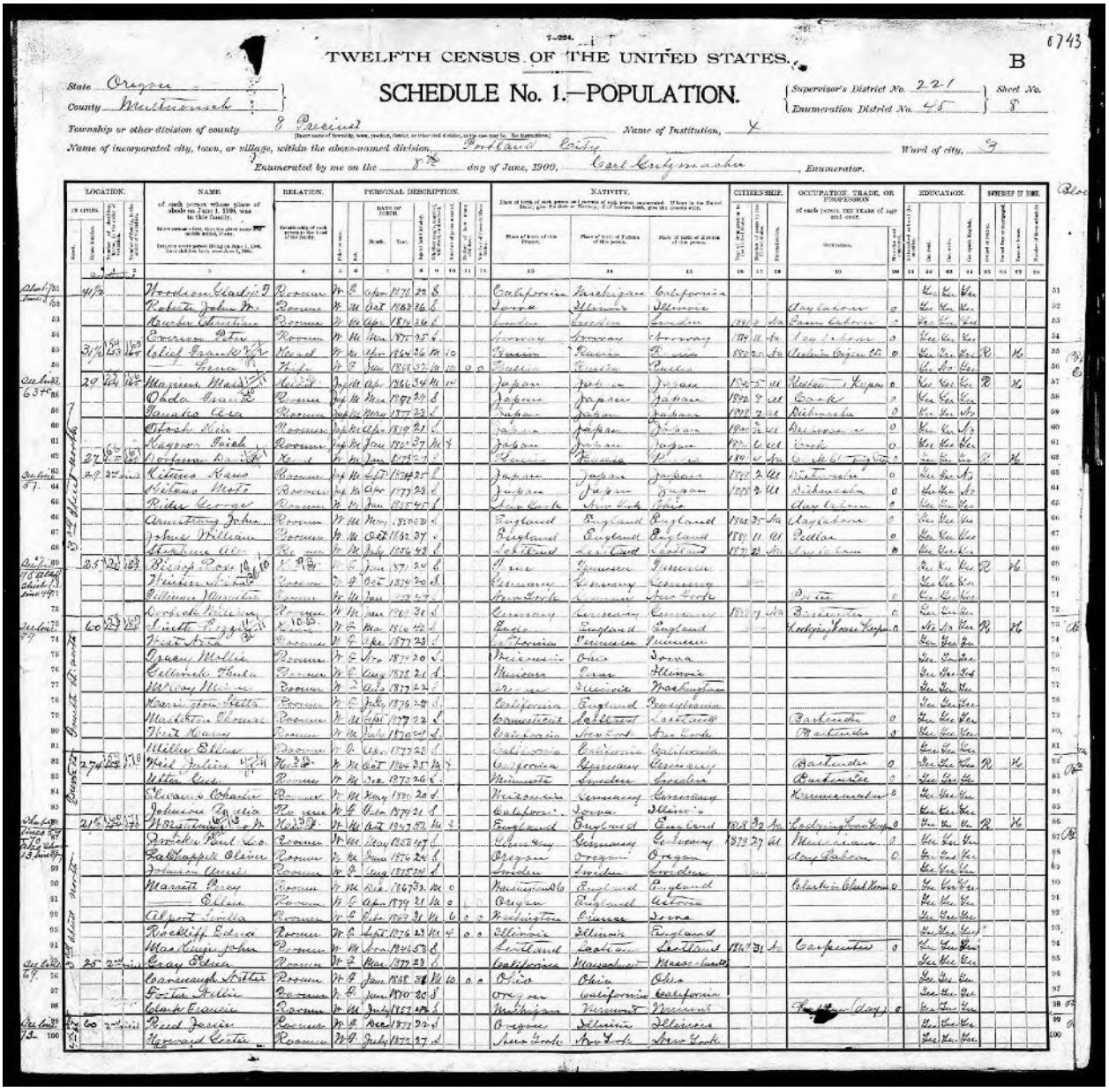
Thus her common name was Elizabeth Smith, her married name was Elizabeth Hutchinson, and her maiden name Elizabeth Young. It became clear, as I discovered more and more facts, that she also at some time used Elizabeth Duncan. And in various newspaper articles over the years she is Lizzie Smith or M. L. Smith. Of course these multiple names make it harder to search for relevant information. More precisely, the person I am constructing in this publication could, at least in principle, be a mixture of various persons, roles, and personalities. I hope and trust that almost everything I found actually refers to the person eventually buried at Lone Fir, but I cannot be completely sure.

I know she was buried as Elizabeth Smith, and that is how she most often appears in newspaper articles. Unfortunately it is not easy to search the archives for the correct Elizabeth Smith either. There are too many Smiths in this world. Looking for Elizabeth Smith in Portland around 1900 in the

Oregonian gives Dr. Elizabeth Smith, active in the Eugenics Movement, Elizabeth Smith, who owned the Occidental Hotel on NW First and Morrison, Elizabeth Smith, who was the president of the Temperance Union, and Elizabeth Smith, who died at the ripe old age of 103. Neither one of them is likely to be Liverpool Liz. So far I have not been able to find out where she got the name Smith, since it is presumably not her maiden name. A marriage ? But when and to whom ? Or did she just use it because it is the most common surname in England, Scotland, and the US ?

I did find a useful primary piece of information early on. The name Lizzie Smith does come up in the 1900 US Census. The census interviewer informs us she was born in England, in March 1860. Unfortunately there is no information about when she came to the US. Her address in July 1900 was 60 N Fourth Street, where she rented. Her occupation was given as lodging house keeper, and she shared the address with six young ladies, ages 20-23, without occupation, and with two young men, whose occupation was given as bartender. And unlike the eight young people in her boarding house, she could neither read or write. That in itself is quite a surprise, if true: the successful business woman from the usual story was illiterate ! Unfortunately Lizzie is nowhere to be found in the 1910 federal census, at least not under any of the names I tried, and equally unfortunately there is no 1890 federal census for almost all of the US, because all its records went up in flames.

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TWELFTH CENSUS OF THE UNITED STATES. B

SCHEDULE No. 1.—POPULATION.

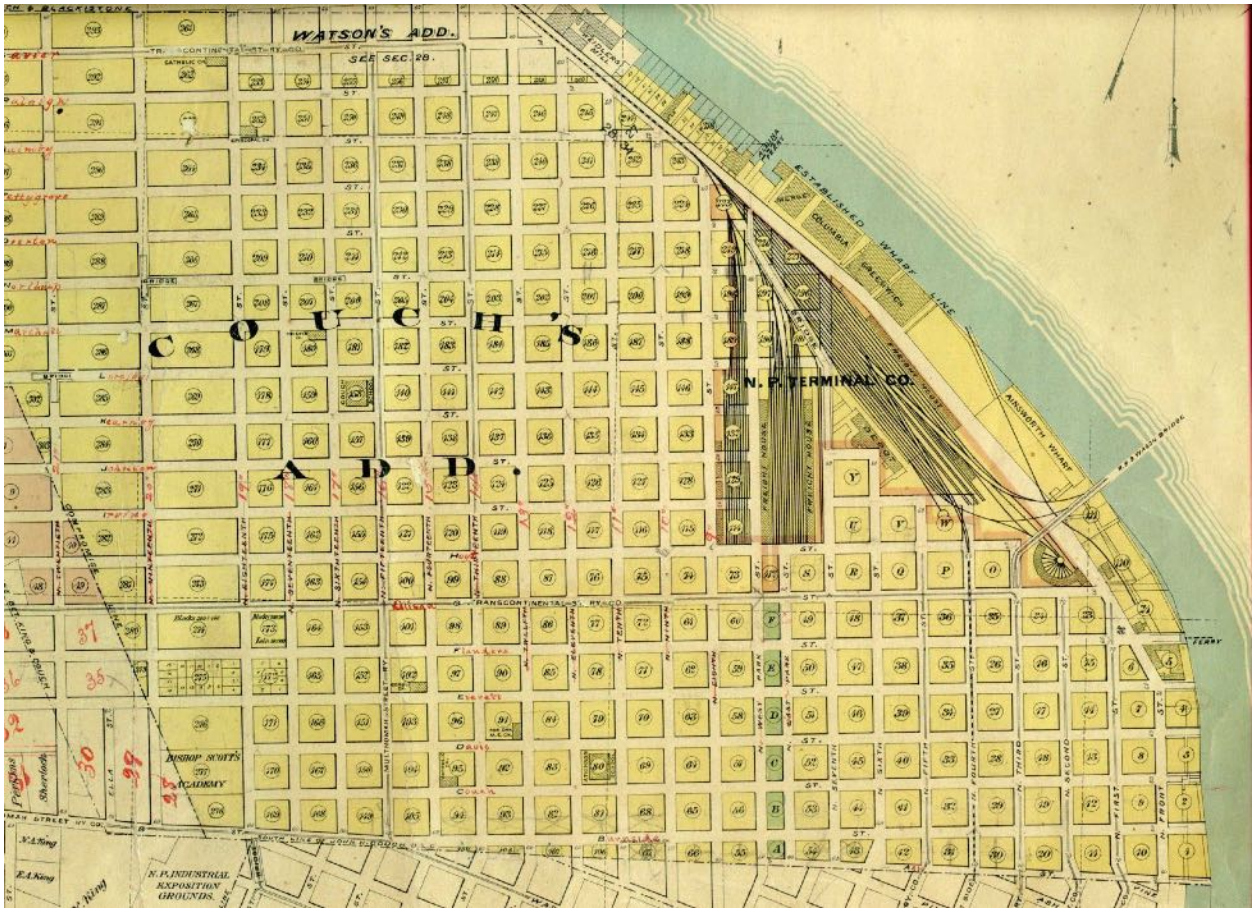
State Oregon
County Multnomah
Township or other division of county 8 Precinct
Name of Institution, X
Name of incorporated city, town, or village, within the above-named division, Portland City
Ward of city, 3
Enumerated by me on the 8th day of June, 1900. Carl Kirkpatrick, Enumerator.

Supervisor's District No. 221
Enumeration District No. 45
Sheet No. 8

6743

Portland's Whitechapel Area

One thing is abundantly clear. Liverpool Liz and the Senate Saloon are inextricably connected. In order to find out more about Liz, I will have to look into the location and the ownership of the Senate Saloon. But before I start talking about the precise location, I need to talk a bit about the general area the Senate Saloon was in. It is part of the Couch Donate Land Claim, which became Couch Addition to the city of Portland. Captain John Couch claimed the 640 acres in 1845 (Snyder, 1989, p 39-42). Here is a map from 1891. As I will generally do with maps, I'll also provide a link below it to a larger and better copy.



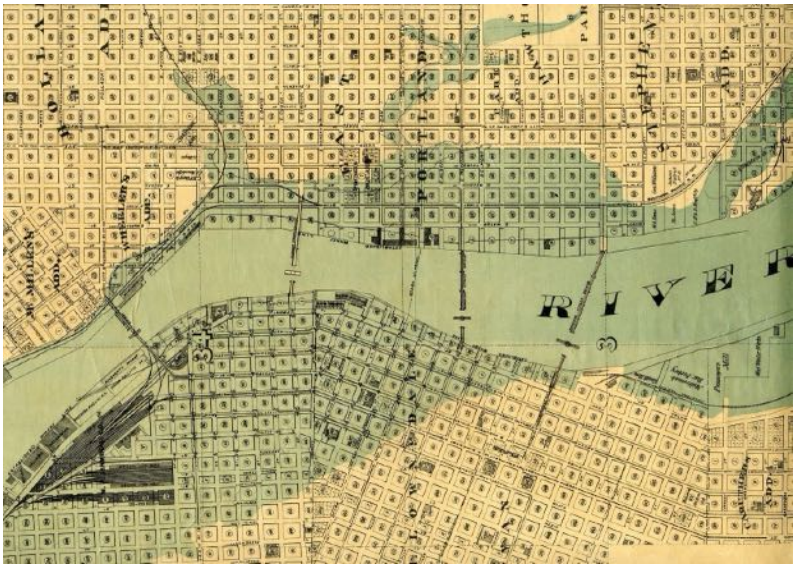
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For contemporary Portlanders, the area is now part of the Old Town/Chinatown neighborhood. It is also part of the ABC district, in which the names of east-west streets are ordered alphabetically, increasing from south to north. Originally there was A Street, B Street, and so on. In 1891 streets were renamed using names of Portland pioneers, Thus A Street became Ankeny Street, B Street became Burnside, C street Couch, D Street Davis, E Street Everett, and so on. This was combined with the numbered north-south streets, increasing from east to west. Each block in the grid was 200 by 200 feet, defining

four 100 by 100 sections generally referred to as SW, SE, NW, and NE. And each of these four sections was divided into two 100 by 50 standard 5,000 square foot lots. One exception to the system was Front Street (now Naito Parkway), which was basically Zero Street, running north-south close to the river.

Within Couch Addition, I am mainly interested in the so-called Whitechapel district, the waterfront corner east of Fourth Street, and north of A Street. “Whitechapel” was a nickname, derived from the infamous London district, where Jack the Ripper did his dastardly deeds. A excellent description of Portland’s waterfront in the area of the tall ships, basically from 1850 to 1900, is Blalock (2012). There are also, of course, the more sensational and lurid accounts in John (2012), and in the several series of Sunday Oregonian articles by Holbrook in the thirties. In the recent canonical, but business-oriented, histories of Portland (MacCall, 1976, 1988, Lansing, 2003) the Whitechapel area from, say, 1880 to 1910 gets a moderate amount of attention, not in the least because of the corruption in the police force and city government, and the corrupting influence of the Portland elite of bankers and real estate tycoons. See, for example, MacCall (1976, p 195-196; 1988, p 290-291) or Lansing (2003, p. 233-237). There is a wealth of information about the North End, Whitechapel, and the nineteenth century saloon culture built on alcohol and prostitution in the excellent Reed College thesis of Christopher J. Head (1980) and the equally fine PSU dissertation of Chris D. Sawyer (1985).

For better understanding it is also necessary to remember some catastrophic events for the area in the period 1890 to 1900. In 1893 and 1896 there were serious economic panics and depressions throughout the country, which resulted in massive job loss, houselessness, and business closings. As usual, this mostly affected the poor, and people living in the Whitechapel area were definitely poor. In 1894 the Willamette and the Columbia rivers both flooded large areas of land. The Willamette reached a high-water mark of 33.5 feet. The water covered 250 city blocks, knocked out utilities, and devastated much of the Whitechapel area. As a consequence of these events, a lot of the housing in the area was in a very bad state, unoccupied, and if it was occupied it rented out for very little. Here is a map of the flooded area.



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As a consequence of the low rents, the abundance of sailors, the corruption, and the general lawlessness the district became an area with cheap boarding houses, saloons, and brothels. Owners often erected small clusters of wooden houses, of questionable quality, which could be leased for boarding and for “cribs”. Those cribs were used, as the Ministerial Association of Portland in their 1893 vice port states, by “young girls of 16 years of age … consorting with the Negroes, Italians and the lowest elements of the city.” (quoted by MacCall, 1976, p 195).

In order to get a general feel for the area I will now discuss a 1897-1898 lawsuit, informally known as the “cribs case”, and formally known as Blagen et al. vs Smith. The suit will also give us some information about the location of the Senate Saloon. There was fairly extensive reporting about this lawsuit in the Morning Oregonian. I will include links to the relevant articles, but I will quote from the summary and opinion of Justice Frank A. Moore when the case reached the Oregon Supreme Court in May 1899.

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Plaintiff N. J. Blagen owned two lots on the SE corner of Couch and First Streets, which he leased to the W. C. Noon Bag Company. That company employed 40 to 60 men and women, making bags, tents, awnings, and sails. Here is a picture of the Blagen building from 1951, with the bag company still operating.



Defendant R. C. Smith leased two lots diagonally across Couch Street from Blagen's building, as well as some lots on the intersection of Davis and First, where he planned to change the existing small wooden buildings into cribs, "for the purpose of renting them to dissolute women, to be used as bawdy houses." The plaintiffs argues that this would negatively impact the value of their property. In addition:

> *The plaintiff the W.C. Noon Bag Company avers that from the windows of the Blagen building the said cribs are in plain view; that its employees, in coming to and returning from their labor, must necessarily pass by or between these buildings, which, if they are permitted to be used for immoral purposes, will bring into the vicinity in which they are situated drunken, disorderly, and disreputable persons and criminals, the effect of which will be to endanger the lives and morals of its employees, and interfere with, disturb, and injure its business, resulting in a private, direct, and special damage to it.*

Plaintiffs brought an impressive array of witnesses to the trial, among them J. C. Ainsworth and H. I. Glisan, various representatives of real estate and utility companies, and sundry local business people. Defendant brought witnesses that argued cribs would actually enhance the neighborhood and raise property values, because it would bring economic activity and real estate value to a depressed area, where there was none before. Fleishner, Mayer, & Co., who owned the property Smith leased on the NW corner of First and Couch, testified

> *The property was very unproductive of late years, and there were many objectionable places surrounding it already. The income from the property in 1890 was $3500; 1891 $4700; 1892 $2815; 1893 $692; 1894 $162.50; 1895 $110; 1896 $26.50.*

Judge Stearns of the municipal court found that the economic damage to the Blagen property and the bag business was not proven and not likely to be substantial, mostly because:

> *That at the time of bringing there were and still are, situated within two blocks of said property of N.J. Blagen fifteen saloons, and over twenty-eight houses of prostitution, called "cribs", and that said cribs or houses of prostitution and saloons have been standing on said property for several years prior to January 1, 1897.*

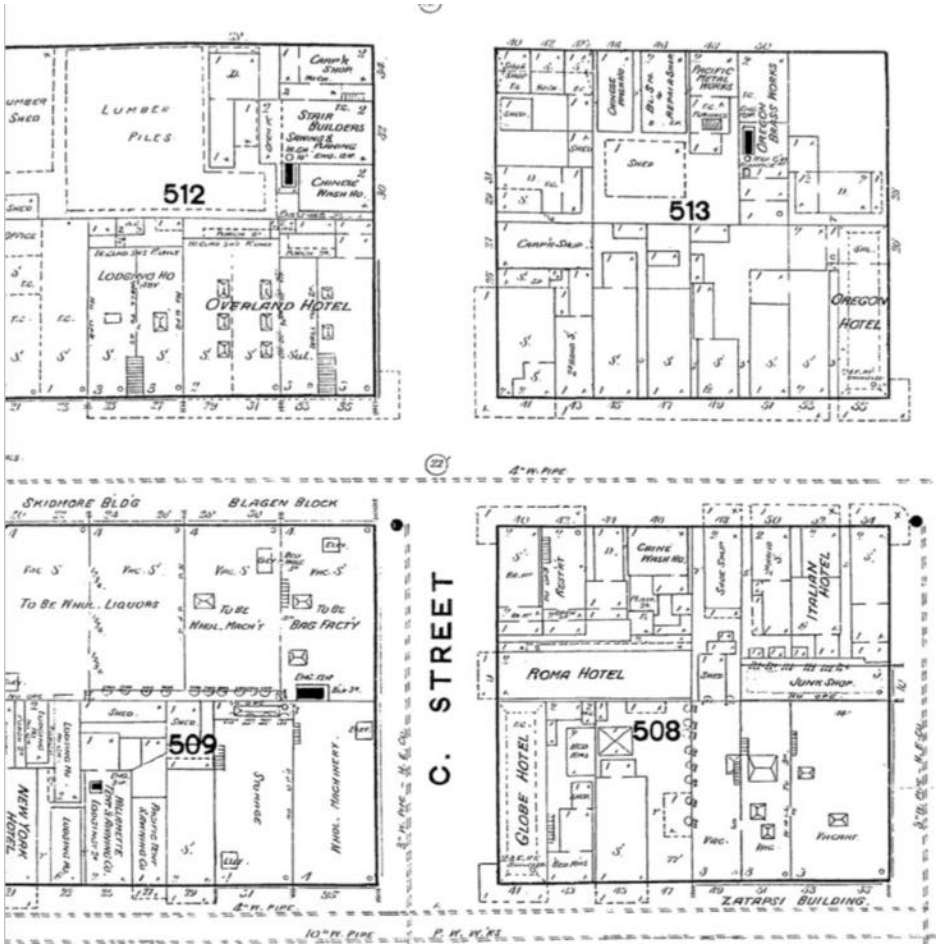
In other words, dear N.J. Blagen, you knew what you were in for, and the additional cribs will not really change the character of the neighborhood. Thus the temporary injunction was lifted.

The Oregon Supreme Court in May 1899 decided differently, however, after hearing additional testimony. In the opinion written for the court by justice Frank A. Moore, it says:

> *One of the witnesses who appeared on the plaintiff's behalf, in speaking of the occupant of a crib in the immediate vicinity of Blagen's property, in answer to the question, "What would the appearance of these women indicate was their occupation ?" says "Why, it is self-evident that they are on the town. For instance, several weeks ago I was walking along there about half past six or seven, and the windows were out, -- fully open --, and one of the Japanese women was standing around in undress uniform, and several Chinamen were standing around, negotiating, apparently, on the outside."*

Judge Stearns was overruled and the temporary injunction was made permanent. You can follow the lawsuit in the articles from the Morning Oregonian linked in the reference section.

It is also useful to consider the following map, which is a subset of one of the 1889 Sanborn maps.



https://drive.google.com/file/d/0B94Urj3OjM7BVW04a2U5SjBrcFE/view

The Blagen block is in the upper-right section of what is marked block 509, and the Smith cribs are in the lower-left section of block 513. I will come back to this map in the next section of this chapter.

For now, here are some photos I made on February 7, 2019, arranged in the same way as the Sanborn map. The Blagen building is still there, in all its 19th century capitalist glory. The Overland Hotel (with my fingers unfortunately photobombing the picture) has reverted to the Norton House, its old name when it was established by Patrick Norton in 1877. It was restored, renamed and repurposed by Bill Naito in 1977. The Smith cribs on the NW corner are now the Fleischner Building. It is mentioned in the Blagen lawsuit that around 1890 that corner was the Bella Union Theater, "*a mixed saloon, where women resorted and sold liquors".* Before that it was the first place of business of the 1853 pioneer grocery firm of Allen & Lewis. There is a nice drawing in the Oregonian of April 16, 1893.



Allen & Lewis' old store at First and Couch.

In 1909 the firm of Fleischner, Mayer, & Co bought a 100 by 200 feet part of block 513 to build a large clothing factory.

The fourth block, which contained the Senate Saloon and the Roma Hotel, is a renovation of the Globe Hotel, built in 1911 for $ 35,000 by M. Seller & Co, wholesale and retail sale of glassware and crockery. It now houses, since 2012, this renovated Globe Hotel and the Old Town campus of the Oregon College of Oriental Medicine.



The Senate Saloon

There is considerable uncertainty about the location and ownership of the Senate Saloon. There was definitely more than one location over the years. Newspaper searches are complicated by the fact that there is a Senate Saloon in Spokane (Washington), Walla Walla (Washington), Helena (Montana), Pendleton (Oregon), Topeka (Kansas), Weiser (Idaho), and they all made the news between 1880 and 1910. Also “LIverpool Liz’s” may not always have been the same thing as the Senate Saloon. At times it may just have been a “female boarding house”, without a saloon. I will use the address information I have, together with the wonderful Sanborn maps for 1898, 1901, and 1908-1909, to be as complete and as precise as possible. Throughout we will have to realize the important point that owning a saloon does not mean owning the land, or even the building, on which and in which the saloon is located. In many, possibly most, cases the land and buildings in the downtown area belonged to capitalists such as W. K. Smith or J.C. Ainsworth, and the saloon owners merely owned the business and were leasing the building.

Let’s start with Spider Johnson. He said Liz owned the Senate Saloon, on Second Street, “*catty corner from where the Overland Hotel still stands”*. There is an obvious problem with Spider’s geography. It is clear from the 1889 Sanborn map we just saw that the Overland Hotel was on the NE corner of the intersection of First and C street, and not on Second street. Thus the Senate Saloon would be on the SW corner of that intersection. This is consistent with information in the Supreme Court ruling on the Blagen case.

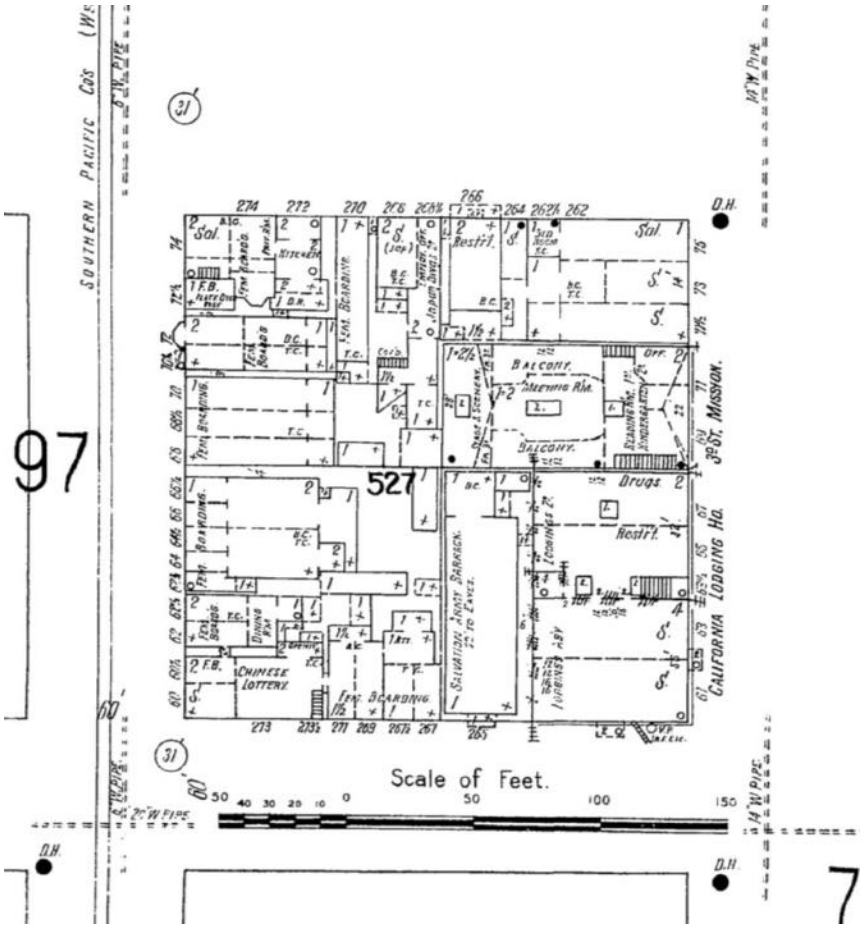
> *That long prior to January 1, 1897, there was situated directly across the street from said property of N.J. Blagen a house of prostitution kept by one “Liverpool Liz”, and on the corner of First and C streets, diagonally across the street, there was what was known as the “Bella Union Theater”, a mixed saloon, where women resorted and sold liquors; that next to the building occupied by Liverpool Liz there stood a sailor boarding house, kept by Jim Turk; that this part of the town is known as part of the Whitechapel district.*

This, in turn, corresponds with the information in Blalock (2012, p 60).

> *In Portland, from 1876 to 1887, Turk maintained a sailor’s boarding house at 9 C (now NW Couch) Street, between First and Front Streets. This was in the area called “Whitechapel”, one block from the Allen & Lewis Wharf. In 1888, this address became a flophouse called the Roma Hotel.*

But there is another address. On December 15, 1899 the Morning Oregonian, under the heading *“A Run for Nothing”*, reports a small fire because *“two electric wires had crossed in the second story of the Senate Saloon, corner of Fourth and Davis, and set fire to a paper ceiling.”* The Morning Oregonian of June 3, 1900 reports a fire in the rear of the Senate Saloon, again placed on the corner of Fourth and Davis. *“The flames originated in the oil room, and were not discovered until they had extended to the*

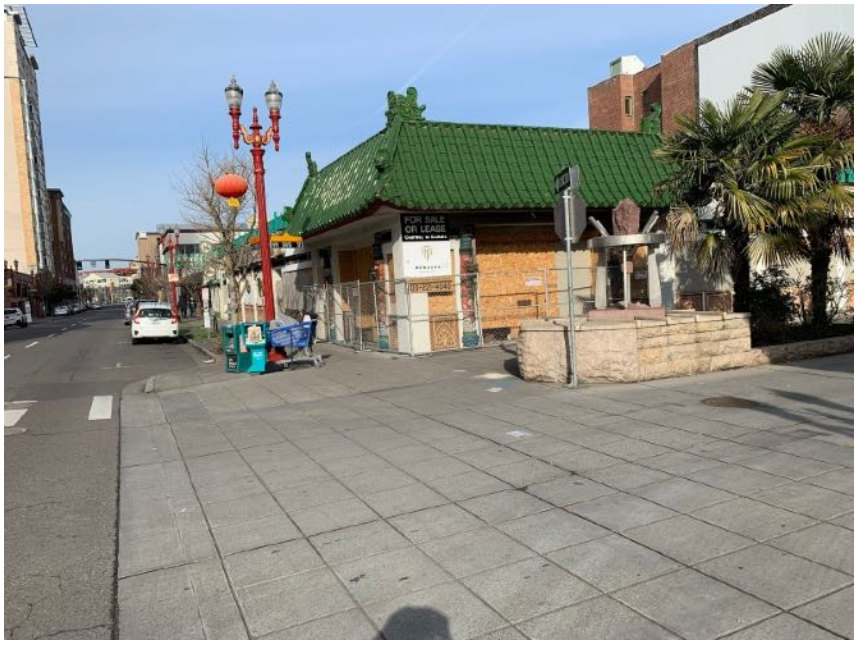
rear of a frame building, 271 Davis Street." The paper reports that the saloon and adjoining building were occupied by M. L. Smith, which we know is another moniker for Lizzie. This is confirmed by the 1900 census, which gives the address of Lizzie Smith as 60 N Fourth Street, right on the corner. This is enough information to look at a cutout of a 1901 Sanborn map.



https://drive.google.com/file/d/0B94Urj3OjM7BVXU5SXg4Q2ZMb1U/view

The map shows the block on the SW corner of Davis and Fourth, where Fourth has the Southern Pacific railroad tracks. The street numbers on Davis show where number 271 is, and the map seems consistent with a saloon on the corner. It mentions F.B., which is Sanborn's abbreviation for "female boarding", on the second floor. There is a lot more female boarding around the corner on Fourth Street, and if this is indeed a version of the Senate Saloon run by Lizzie, that is probably where she lived. Paper ceiling and all.

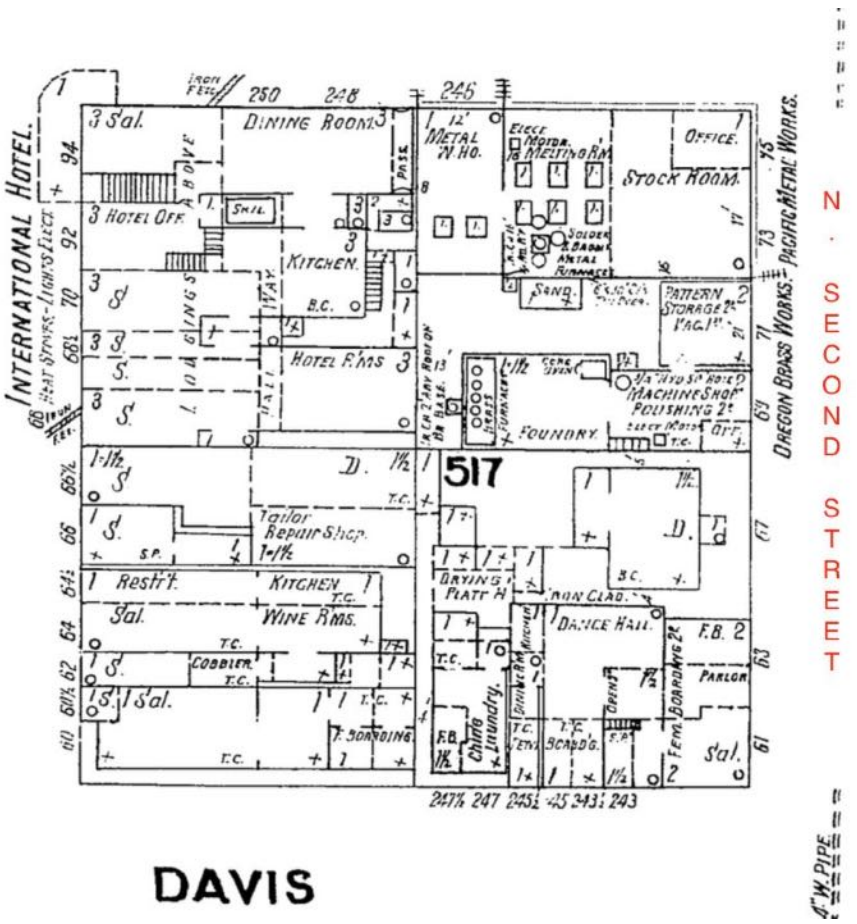
I went back to the corner of Fourth and Davis, and made the following disappointing photo. Portland Maps says it's now 331 NW Davis, built in 1923, and currently for sale.



There is a third Senate Saloon location to consider. I should thank Joseph Gilmore, of Oak Point, Washington, who wrote a letter on August 15, 1903, to the License Committee of the City of Portland. He alleged to have been robbed of $ 25, and perhaps drugged, when visiting the Senate Saloon and Dance Hall on August 13. It should be mentioned that the proprietor of the Senate Saloon at the time, whoever that was, told the paper that *“Gilmore is not responsible and that $25 was an impossible amount for him to have had at one time.”* Gilmore asked that the liquor license be revoked, or at least not renewed, and even that the place be shut down. And in his letter he gives the address as 61 N Second Street, on the corner of Second and Davis. The Oregonian of February 19, 1902, has an article called “Ladies at the Bar”.

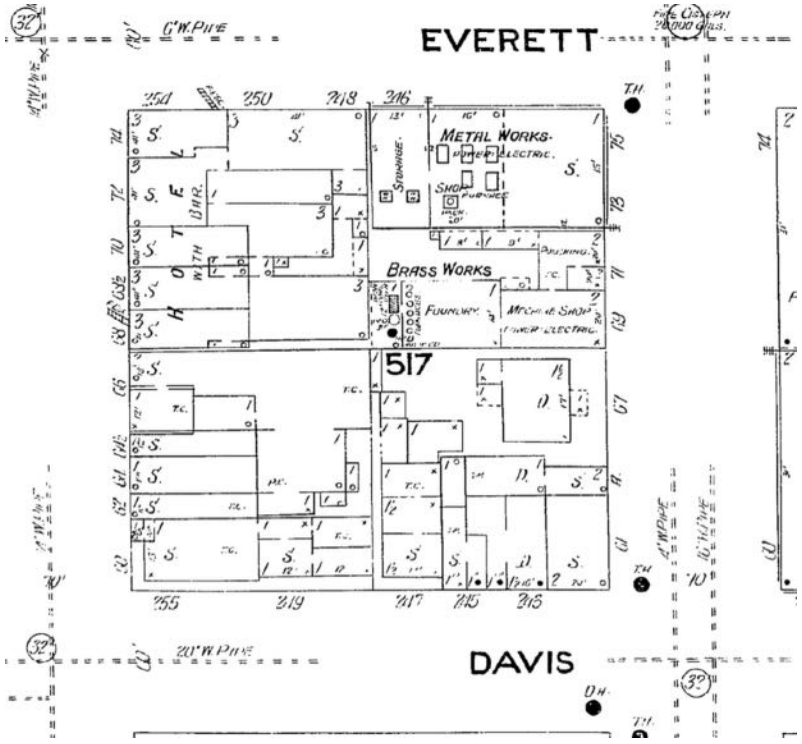
> *On the corner of Second and Davis streets Miss Liverpool Liz was regarding with satisfaction the exterior of her well-appointed dance hall, but, as the functions which are given there do not commence till evening, no strains of music emanated from the interior.*

In other newspaper articles from 1905 the NW corner of the Second and Davis intersection is also mentioned as the address, sometimes of the Senate Saloon and Dance Hall. On February 21, 1906, for example, the Oregon Daily Journal reports that Fred Peterson lost his watch at Liverpool Liz’s on Second and Davis. Exciting local news. There is even a mention of the Senate Saloon at this address in a 1907 article. But after that, silence. We shall see from the city directories that Liz still had a saloon at 61 N Second in 1909, but it was not in the news any more, and it may have lost its liquor and female licenses at that time.



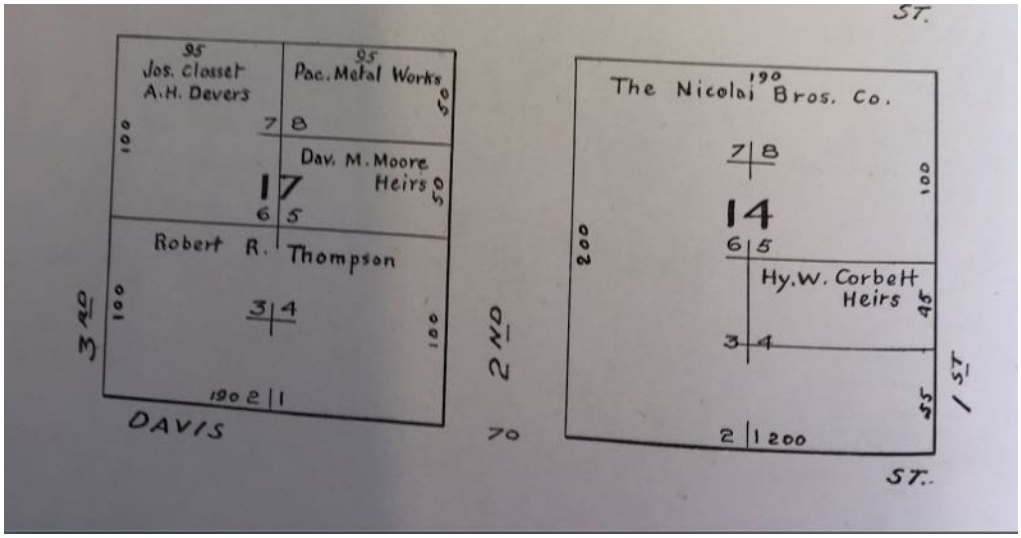
https://drive.google.com/file/d/0B94Urj3OjM7BVXU5SXg4Q2ZMb1U

Mr. Gilmore's information allows us to use the Sanborn maps again to find out where the Senate Saloon was. The map for 1901 shows it in the south-east (lower-right) corner of block 517 of the city, at the NW corner of Davis and Second. As we shall see later on, in 1904 Liz married George C. Duncan, who died at this address on March 13, 1905. Between the saloon and the house at number 67 is the dance hall, and the map indicates again that the second floor is used for "Fem. Boarding" -- Sanborn's euphemism for a bordello. In 1908 the building is still there, but there is a somewhat different partitioning of the quarter section, and the dance hall has disappeared. There does not seem to be a saloon at that location any more. In Sanborn speak D means Dwelling, S means Store).



https://drive.google.com/open?id=11hXS4m64efgZXT1TOuUC-sGqaxCXsfz6

In the 1907 Portland Block Book it shows that the lower half of block 517 was owned in 1906 by Robert R. Thomson, the millionaire steamboat man, who made his fortune on the Upper Columbia, and subsequently moved to San Francisco. He also owned, by the way, half of the Fleischner block on Couch and First.



Here is a picture of the same corner of Second and Davis as it is now.



The text on the building suggests it was built in 1910. Lyndon Musolf was a political science professor at PSU, who was appointed Executive Director of the Housing Authority of Portland in 1973, and an advocate for affordable housing. His obituary in the Oregonian of December 7, 2017 says

> *In 1998, his efforts in housing were recognized by the City of Portland when they re-named a building in the Old Town area the 'Lyndon Musolf Manor,' a building he helped convert to 95 units of affordable housing.*

The building has seen it all: from female boarding to affordable housing.

To get a more precise picture of the saloon ownership over time I downloaded all Portland City Directories from between 1885 and 1913 and looked at the business section, under saloons. The following table gives an overview of what I found, with the owners and addresses for each year. It basically confirms and organizes what I already knew.

1887	Kendel, L P	40 N 1st
1888	Kendel, L P	40 N 1st
1889	Kendel, L P	40 N 1st
1890	Kendel, L P	40 N 1st
1891	Kendel, Lou P	40 N 1st
1892	Kendel, L P **(**)**	40 N 1st
1893	Kendel, L P **(**)**	40 N 1st
1894		
1895		
1896	Kendall, L P	60 4th N
1897	Kendall, L P	60 4th N
1898	Smith, Mrs Lizzie	60 4th N
1899	Smith, Mrs L M	60 4th N
1900	Smith, Mrs M L	60 4th N
1901	Smith, Miss L B	61 2d N
1902	Smith, Miss L B	61 2d N
1903	Smith, Mrs Lizzie	61 2d N
1904	Smith, M L	61 2d N

1905	Duncan, Elizabeth	61 2d N
1906	Smith, M L	61 2d N
1907	Smith, M L	61 2d N
1908	Smith, M L	61 2d N
1909	Smith, M L	61 2d N

The two entries for Kendel in 1892 and 1893 are starred, because the directory lists him, at the same address, as a pawnbroker, and no longer as a saloon owner. There was no saloon owned by either Lou Kendall or Lizzie Smith in 1894 and 1895, which were, of course, the years of the

flood. I have no information about some sort of transaction between Liz and Lou which made Lizzie the owner of record from 1897-1898 on. The table validates what already knew, and completes it.

The three Senate Saloon addresses obviously means the business moved two times. It is clearly the same business over time, although it changed ownership around 1897. It also seems clear that all three locations were called “Liverpool Liz’s”. But more generally, I have very little information about Liz’ early career in the Senate Saloon. If it is true she arrived from England around 1890, then she did rise to the top of the saloon empire surprisingly quickly. I know, from the census, that she (allegedly) could neither read or write. There must have been an early partnership of some sort with Lou Kendall, which had its glory days in the 1890’s and broke up just before the turn of the century.

The Oregonian sometimes mentions other owners, probably erroneously. On June 9, 1903 the paper suggests the Senate Saloon was owned by one William Duncan. As we shall see Liz probably married a William Duncan in October 1904, so maybe Duncan, who was listed in the city directories as a bartender working for Liz, was just pretending to be the proprietor jure uxoris. More about the various Duncans later. In one other place Louis Victor Brayer, alias Victor Gonzalez, alias Le Lapin or The Rabbit, is also mentioned as an owner of some Senate Saloon in Portland. It is not clear when, but certainly before he was guillotined on Devil’s Island in 1930. I don’t think he really was an owner of the same Senate Saloon(s) I have been talking about.

The Senate Saloon remained in the news roughly until 1905, and not in a good way. There were at least two suicides, and one attempted suicide, of the women working there. In 1905 there was a murder case that got a lot of of attention (Chandler, 2013b). On March 25 Blanche Tompkins and Nora Stone, two prostitutes working at the saloon, got into a fight. Nora Stone was hit with an oil lamp, her dress caught fire, and she was seriously burned. She died two weeks later on April 13, in Good Samaritan Hospital. Blanche was charged with first degree murder, but acquitted on May 6, 1905. The jury ruled the death an accident. There was some baffling jurisprudence created here. The jury found that Blanche had thrown the lamp with malicious intent, but at the same time the fact that it actually hit Nora was ruled an accident. And then on October 19, 1906 Nellie Boyle, one of the women who was a regular at Liverpool Liz’s, had her throat slit by Henry Hose.

This, and similar goings on, finally got the attention of the police. Boarding house and crimp bosses such as Larry Sullivan and Jim Turk had lost a great deal of their political cloud, and owners of the saloons consequently lost their protection. Mayor George Williams wanted to beautify the city, and get rid of the cribs, or at least move them out of sight. The Senate Saloon, previously untouchable, was hit hard. On August 30, 1903 the Morning Oregonian has a detailed account of extensive raids on North Side saloons.Twenty five policemen, on the orders of Chief of Police Charles Hunt, raided nine saloons. One of them was the Senate, on Second and Davis, allegedly owned by Liverpool Liz. In the raid “39 women of the red light district were caught in the net”, described as “bepowdered and often profane”.

The protection racket may not have been entirely gone.

> *But the net as it scooped did not touch Fourth Street. Where the red lights burn the brightest the damsels sang, danced, and conducted themselves as they pleased without the fear of a raid.*

Chief Hunt did not care to discuss why Fourth Street was not touched. The whole story is at the following URL.

https://drive.google.com/file/d/0B94Urj3OjM7BWmU4QUN6M0Ywams/view

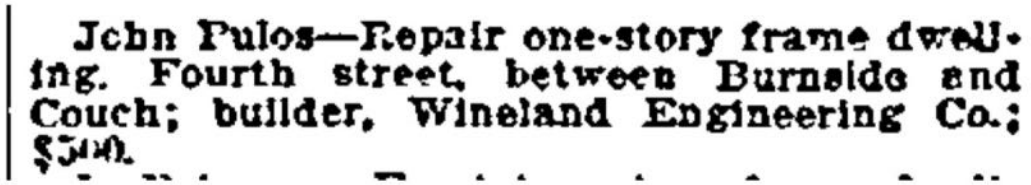
The Oregon Daily Journal of November 8, 1905, reports the recommendation of Chief of Police Gritzmacher, with the full support of Mayor Harry Lane, to revoke the liquor license of Liverpool Liz's, which, according to the police, was "the lowest dive in the city".

> *More robberies, instances in which "knockout drops" have been given, pocket picking, brawls and other breaches of the law have been reported from "Liverpool Liz's" saloon than from any other dive in Portland.*

Earlier that year Chief Hunt had issued an order that banned all women from five saloons, including the Senate Saloon. Now clearly not much is left if you take away the women from the brothel and the liquor from the bar. It seems a safe conjecture that sometime between 1905 and 1910 the Senate Saloon went out of business, ten years before prohibition came to Oregon. Portland was becoming less of a wide open sailor's town, and crime and corruption moved from bars and brothels to corporate boardrooms and government offices.

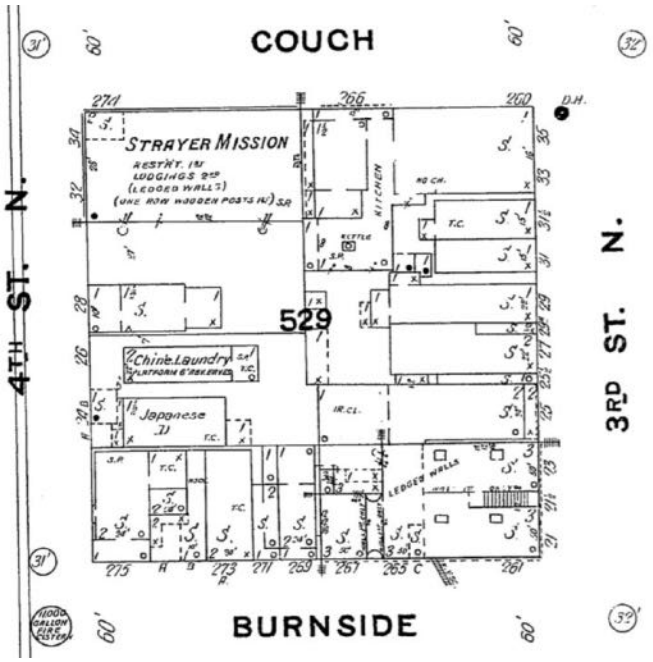
There is one final "Liverpool Liz's" place, the place where she died, 28½ N Fourth Street. She rented that place from John Pulos for $ 200 per month.to run a 30 room flophouse called the Ray Hotel. No Senate Saloon any more, just the Ray Hotel, and a male nurse, Richard Hamill. More about the Ray Hotel, John Pulos, and Richard Hamill (or Hamil) in the section on the will and estate.

John Pulos did some maintenance. There is a building permit notice in the Oregonian of March 26, 1911, when Liz was still living there.


John Pulos—Repair one-story frame dwelling. Fourth street, between Burnside and Couch; builder, Wineland Engineering Co.; $300.

The 1908 Sanford map of the block containing number 28 there is a building that seems to be partitioned into three parts. The middle one is a store of some kind, one and one-half story high (coded as S). That is where Liz spent her final days, still very close to where she allegedly arrived and started her career around 1890. When I walked around in Old Town to take the photos of the four locations of

the Senate Saloon and Ray Hotel it struck m how close they were together. Liz had a small radius, when she tried to move out to the other side of the river it did no go well.

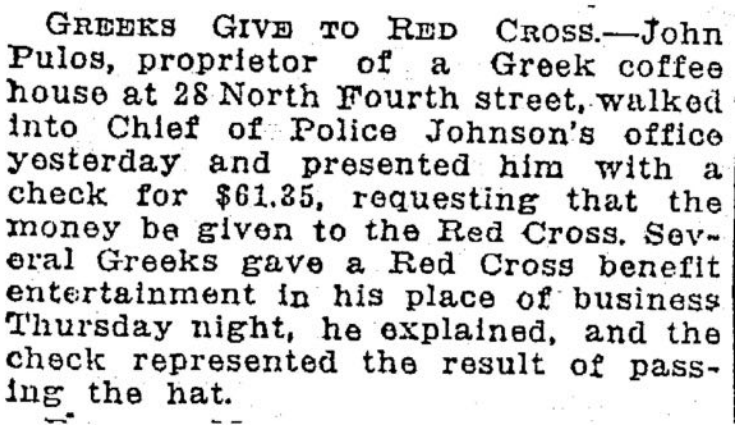


https://drive.google.com/file/d/0B94Urj3OjM7BWTE0TWNNOFNaWWs/view

The house in which Liz died, and where she ran her Ray Hotel, corresponds with the right side of the building in the photo below, the one with the red door. Comparing this with the Sanborn map makes it clear that there have been some huge changes on the lot since 1908.



After Liz died in 1913 John Pulos, who was her landlord, bought the Ray Hotel and its inventory for a measly $ 100 from the estate. The Oregonian of December 15, 1917, shows what he did with the place.



GREEKS GIVE TO RED CROSS.—John Pulos, proprietor of a Greek coffee house at 28 North Fourth street, walked into Chief of Police Johnson's office yesterday and presented him with a check for $61.35, requesting that the money be given to the Red Cross. Several Greeks gave a Red Cross benefit entertainment in his place of business Thursday night, he explained, and the check represented the result of passing the hat.

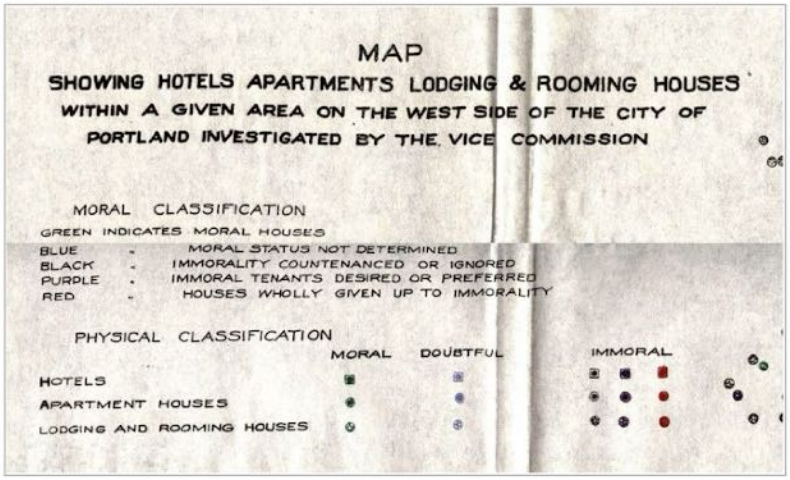
The 1913 report of the Portland Vice Commission comes with a map, showing where the doubtful and immoral hotels, boarding houses, and apartment houses were located. Unfortunately the original map is in a rather bad condition and it makes it hard to find which streets the various establishments were on. The excellent Vintage Portland website overlaid the locations with a Google map of the area. I am not sure how good or reliable the overlay is, but it seems allright. The Vice Commission reports were made between 1911 and 1913, and we no longer see an immoral female boarding house on Second and Davis, where the last Senate Saloon was. We do see a boarding house with “immorality countenanced or ignored” on Fourth Street between Burnside and Couch -- and that may be the Ray Hotel.

Vice Commission Map, 1913

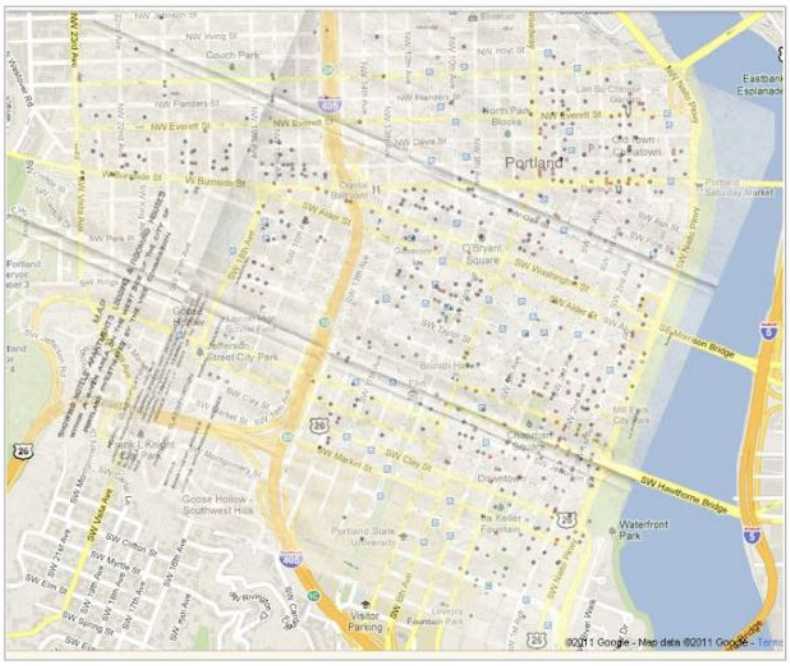
POSTED ON DECEMBER 21, 2011 BY VINTAGE PORTLAND

The City of Portland Vice Commission created a map of known and suspected immoral dwellings and businesses in the downtown area in 1913. The map has apparently faded to nothing but markers on a white page but by turning, scaling and fitting the known elements (Irving Street, 23rd Avenue, etc.) I was able to overlay the vice map on top of a modern Google map of the city. The resultant composite gives a pretty accurate indication of where much of Portland's immoral activity took place. Click here to see a raw version of the original map. As always, click on any image to see a larger, more detailed version.

Legend:



Composite:



(City of Portland Archives/Google Maps)

What about this Spider Johnson idea, illustrated in the color image on the first page of this chapter, that Liz “had a good heart” and helped men in distress. There is no known evidence to support this alleged good heart -- but it is plausible she was abused and taken advantage of by Bush, Duncan, Chase, Hutchinson, Kendall, Hamll, Smith, Pulos, Marco, Descamps, and who knows how many others.

There is a description of a female boarding madam in the 1913 Vice report, pages 23-25.

https://drive.google.com/open?id=1SosjLQB3rGv0TGARxCY2ZgM5M9QR9h7p

This is probably not Liz, because the boarding house reported on there is near City Hall, has 54 rooms, and was brand new at the time. But I can imagine it to be an alternative description of Liz, very different from the one by Johnson/Holbrook, less romantic, and possibly more realistic.

> *The landlady, Mrs. ---, is possibly 45 years old, with experience written on her face. She said to me that she had been in this business for years and had a long and varied career in this as well as in the sporting business. She is a cold, calculating, immoral character, whose sole purpose is to make all the money she can in her present place, and she is certainly doing that. Mrs. --- is a divorced woman. She said her husband is now running some sort of disreputable place in Vancouver. … The landlady herself is a dissipated woman who drinks excessively. She told me, in discussing her profits in the rooming house business, that she owned real estate unencumbered and had money in the bank. She has beautiful diamonds, and her clothing, as well as other personal effects, all indicate prosperity.*

When Liz died in 1913 she was alone and sick in a dilapidated boarding house. Her bank account, her diamonds, her real estate, and her health were pretty much gone.

Liz and Lou

In this section I follow Liz's relation with Louis P. Kendall. Again, the fog of time creates some problems. "Louis" is often "Lou", in many cases there is no "P", and "Kendall" often is written as "Kendel". That results in many different combinations to search for, but nevertheless I am reasonably confident that the persons using these names, between 1888 and 1919, are really the same person. There are too many links between between his various activities and addresses. But I may be wrong, and sometimes "Kendel" may not be "Kendall". And it is also possible Lou changed his name from Kendall to Kendel, because of his unsavory past as a saloon keeper and brothel owner. I am reasonably sure that in 1888 Louis P. Kendall owned one version of the Senate saloon. In the Morning Oregonian of February 18, 1888, there is a lurid account of the murder of Charlie "Crawfish" Olsen by Frank Jachetta. Together with a third man they were making the rounds of the saloons of the North End.

> *By the time the trio reached Louis Kendall's Senate saloon they were in an advanced state of intoxication, so much so that Louis ordered them out and refused to serve them with drinks.*

The Portland City Directories of 1889, 1890, and 1891 all list Lou P. Kendel, with profession saloon keeper, and with business and home address at 40 N First Street. That is the location of "Liverpool Liz's Place", opposite the Blagen block, on the southwest corner of First and Couch. The city directory information changes in 1892 and 1893, now Louis P. Kendel is listed as a pawnbroker, at the same address as before. In 1896 and 1897 Louis P. Kendall is back as a saloon keeper, but now with business and home address at 60 N Fourth Street. That is on the corner of Fourth and Davis, and it is the same as the address of Lizzie Smith in the 1900 federal census.

Spider Johnson in Holbrook (1933) suggests that Lou and Liz got romantically involved and went into business together. In later articles Holbrook even says that Kendall and Liz were married at some point. I don't think so. They did, however, seem to share a fondness for ostentatious diamonds, typical for the vulgarians one finds in both the lower and the upper classes.

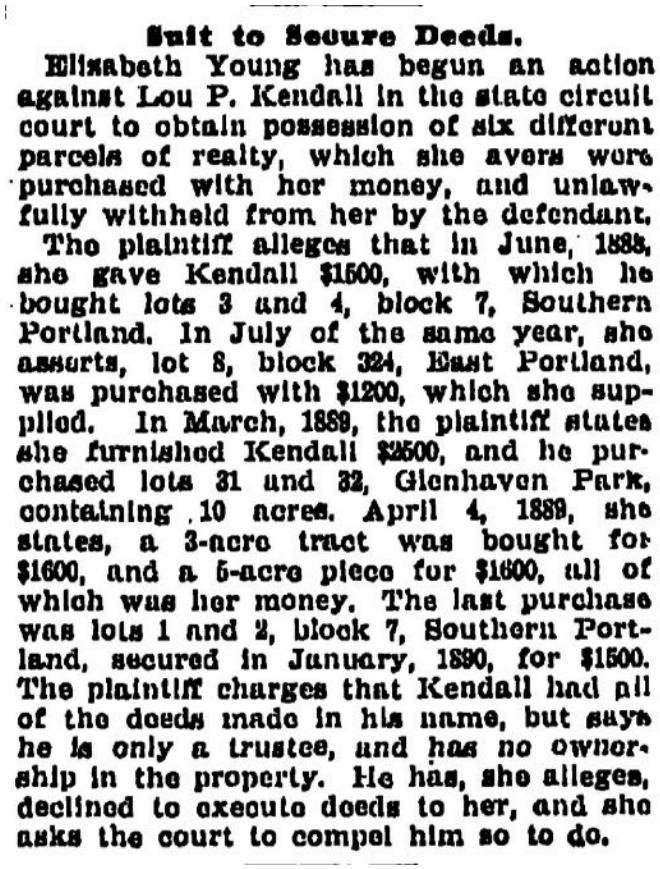
> *I don't think I ever saw her when she wasn't wearing a huge gold necklace, at the end of which was a cluster of diamonds.*
>
> *Lou was a flashy guy. He wore a big watch chain with a diamond as big as a hunk of coal hanging in the middle of it.*
>
> *Liz and Lou Kendall worked together for a long time. Lou also took on a string of race horses, and for a time he did pretty well with them, although they cost him plenty before he got through. I don't remember just when it was, but Liz and Lou got into some sort of rumpus over their various businesses and split up.*

There is some mention of Kendall and horses in the Oregonian, May 21, 1889.

Louis P. Kendall owns Winnipeg by Autocrat, out of Maid of the Mill. Winnipeg has a record of 2:40.

From the scraps of information I have so far, it seems that Liz and Lou were business associates, at least from 1888 until around 1900. They boarded at the same address, in two versions of the Senate saloon. Around 1890 they were doing well, with horses and diamonds and all, but then there seems to have been a falling out, described by Spider as a “rumpus”.

The Oregonian of April 20, 1899 has some more pertinent information about that rumpus. Elizabeth Young sued Lou P. Kendall in state circuit court because he had obtained possession of several pieces of real estate bought with her money.



Suit to Secure Deeds.

Elizabeth Young has begun an action against Lou P. Kendall in the state circuit court to obtain possession of six different parcels of realty, which she avers were purchased with her money, and unlawfully withheld from her by the defendant. The plaintiff alleges that in June, 1888, she gave Kendall $1500, with which he bought lots 3 and 4, block 7, Southern Portland. In July of the same year, she asserts, lot 8, block 324, East Portland, was purchased with $1200, which she supplied. In March, 1889, the plaintiff states she furnished Kendall $2500, and he purchased lots 31 and 32, Glenhaven Park, containing 10 acres. April 4, 1889, she states, a 3-acre tract was bought for $1600, and a 5-acre piece for $1600, all of which was her money. The last purchase was lots 1 and 2, block 7, Southern Portland, secured in January, 1890, for $1500. The plaintiff charges that Kendall had all of the deeds made in his name, but says he is only a trustee, and has no ownership in the property. He has, she alleges, declined to execute deeds to her, and she asks the court to compel him so to do.

Maybe Liz asked Kendall to put the deeds in his name because she could neither read nor write. The truth of her claims is difficult to verify, however, because I do not know what the informal arrangements between the parties were, but some of them fit the primary sources. The six transactions that the article refers to did indeed take place. Here are links to the six deeds, some to Kendel, some to Kendall.

James et al to Kendall, 06/29/1888, lots 2 and 4, block 7, Southern Portland, $ 1,500
https://drive.google.com/open?id=1YSkDyj7YFWCwEt5N_SmCKyrhn0h0l39-

Conant to Kendall, 07/11/1888, lot 8 in block 324, East Portland, $ 1,200
https://drive.google.com/open?id=1uw8Ll3_vu2S-dc-jJqOkqldM4pdZIuyT

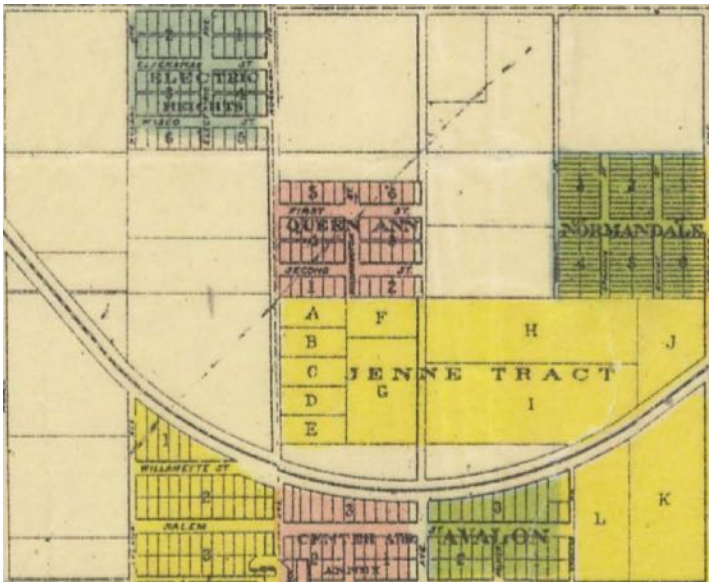
Bowman to Kendall, 03/05/1889, lots 31 and 32, Glenhaven Park, $ 2,500
https://drive.google.com/open?id=14iGYzTt8Kw2DLkJZXyNfu5VYIY8hvzpf

Daniels to Kendall, 04/04/1889, 3 acres, Sec 31 T 1 N R 2 E, $ 1,600
https://drive.google.com/open?id=1e1GiwGgj6sBu2S0m5mIT4KRVEJpOxHbX

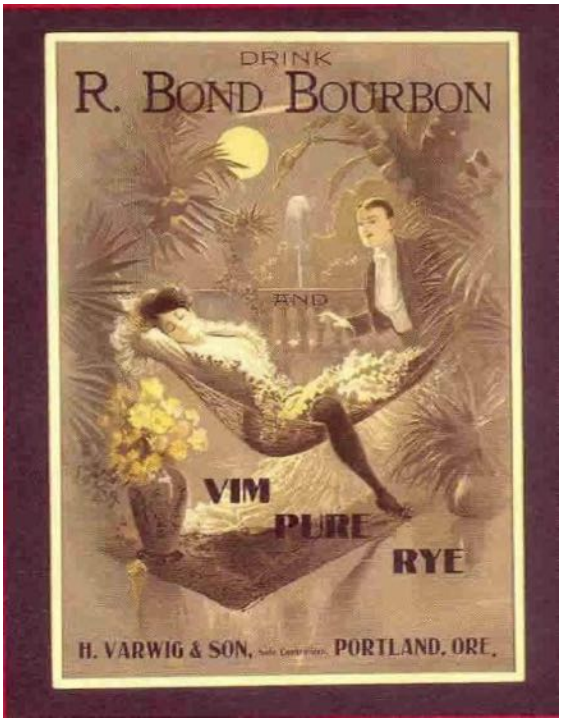
Mayer to Kendall, 04/04/1889, 5 acres, Sec 31 T 1 N R 2 E, $ 1,600
https://drive.google.com/open?id=1TiFUGhXyWD2YxoB6VBE--x9Nic31xaUo

Lowen to Kendall, 01/02/1890, lots 1 and 3, block 7, Southern Portland, $ 1,500
https://drive.google.com/open?id=1YsG4434LQoF6N1D-igg2Dtcz6m0g4Ksx

For curiosity's sake I found out from the deeds where the three and five acre lots were, after some conversion from chains and links, and some measuring on the 1906 plat map. Here is section 31 of T1 N R 2 E, outside the city boundaries at the time. The 5 + 3 = 8 acres were platted in 1899 by H. F. Varwig Jr. as the 48 lots of the Queen Ann subdivision, which is next to what is now Normandale Park.



Mr. Varwig was one of the scions of the family firm that made and marketed cigars, VIM Rye Whiskey, and R. Bond Bourbon. Here is a delicious, but clearly politically incorrect, advertisement for that last product, taken from the wonderful blog Those Pre-Pro Whiskey Men.



But enough of this distraction.

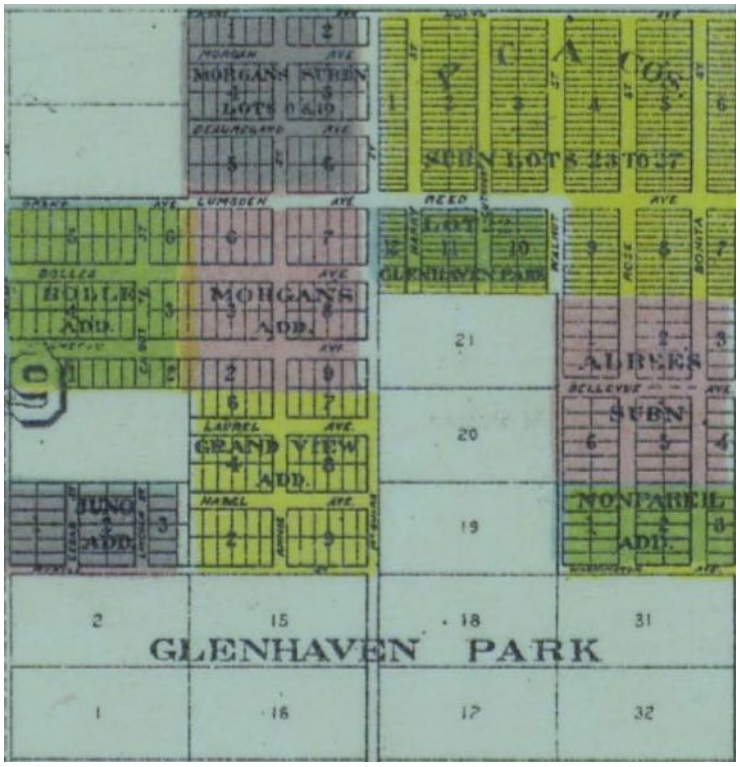
There is another parcel of land, which is relevant to Lou and Liz, but is not mentioned in the lawsuit. It is also in Glenhaven Park, in the five-acre lots 9 and 10, which Lou Kendall acquired from J. V. Beach and Agnes O. Beach on February 25, 1890 for $ 3,000.

https://drive.google.com/open?id=18-Y5yQ1gDd0jnzx9rmjBIzfrn4m-NS1b

On March 12, 1890 Kendall filed the plat for Morgan's Subdivision, dividing the 10 acres into 30 lots. Here is the recorded plat.

https://drive.google.com/file/d/18chDoEg9D5tJJU_Hr0ilQLAa-PTuACtg

On this part of a 1906 map we see the two five-acre lots 31 and 32 in Glenhaven Park at the bottom, and Morgan's Subdivision at the top.



After 1900 Liz and Lou went their separate ways. In the city directories of Butte and Bozeman in Montana there is a bookkeeper named Louis P. Kendall in 1900 Butte and a bookkeeper named Lou P. Kendell in 1901-1902 Bozeman. I guess Lou had moved, and maybe he was on the run. On December 4, 1906, however, Lou P. Kendel of Portland, 52 years old, was back. He married Mary Alice McLoughton of San Francisco in Vancouver, Washington. Mr. Kendel was listed on the marriage documents as a lodging house keeper, who had never been married before. The new Mrs. Kendel was in her second marriage, and she worked as a book binder. In the Portland City Directory of 1907, 1908, and 1909 the Kendels lived at 631 ½ Washington, and in one place his profession during that time is described as “Fur”. Whatever that is. Then, starting in 1914, they moved to 1834 E. Glison, where Lou P. Kendel died on March 5, 1919. But the Kendels were active in real estate as well, and some of the properties were previously associated with the ones mentioned in Elizabeth Young’s lawsuit.

On June 25, 1906 Lou P. Kendal (unmarried) sells lots 31 and 32 in Glenhaven park for $ 2,500 to Amanda and Maud Dietz.

https://drive.google.com/open?id=1wSqdx0wnHyMzZJyqI32z2v0sV8ZGSNSy

In April 1, 1908, Lou P. Kendel and wife sold lot 8, block 324, in East Portland for $ 3,000 to Charles O. and Sophia A. Sigglin.

https://drive.google.com/open?id=1Vt1COiPosiRv2zmAcIS4uONP4j7F3czS

And, surprisingly, on April 22, 1899 Lou P. Kendell of Butte City, Montana, sells lots 1, 2, 3, and 4 in block 7 in South Portland to Elizabeth Young for $ 4,500 !

https://drive.google.com/file/d/1_IIjgjJLyOEldlDfeuwvYGxwl3MsKsFn

And a day before that, on April 21, 1899, the same Lou P. Kendell of Butte City sells all of block 2, 3, and 6 of Morgan's Subdivision in lots 9 and 10 in Glenhaven Park to Elizabeth Young for $ 150.

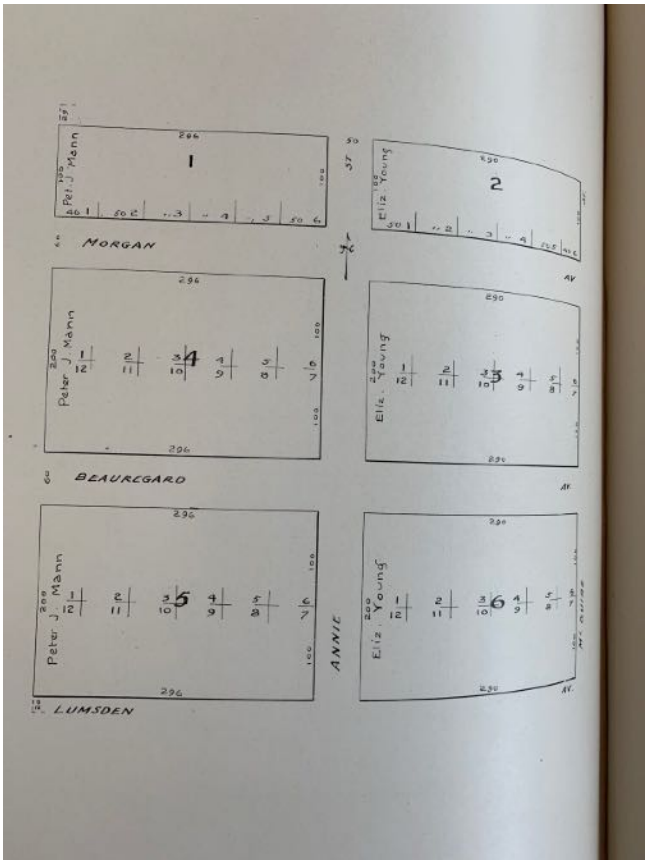
https://drive.google.com/file/d/1r8xYkNJMoojfj9A8Ynqb_knY0XPzwp0P

If Liz is truthful, and for some reason I believe she is, then Kendall bought the lots in South Portland with her money for $ 3,000 and then sold them back to her ten years later for $ 4,500. Finally Kendall bought the lot in East Portland allegedly with Liz's money for $ 1,200 and then sold it to Siglin for $ 3,000. Nice work if you can get it.

On June 22, 1906 Elizabeth Young sold lots 1-4 of block 7 in South Portland for $ 2,000 to John Bonadurer and Fred Neubauer.

https://drive.google.com/open?id=1G4kBjpx0B6_Kv0HIGK5ovWVbW7-pSL0W

No matter how you write it, Liz took a serious loss on the South Portland lots. Selling them for so much less than what she bought them for indicates she rather desperately needed the money in 1906.
On the following page from the 1907 Portland Block Book we see Morgan's Subdivision, with the 30 lots that Liz owned on the right.



In the Oregonian of February 27, 1918, I found on the delinquent tax list that the heirs of Mrs. Elizabeth Young owed back taxes of about $ 75 on lots 1-6, block 2, lots 1-12, block 3, and lots 1-12, block 6 in Morgan's Subdivision. That is five years after Liz was dead and buried, giving new meaning to the phrase that the only unavoidable things in life are death and taxes.

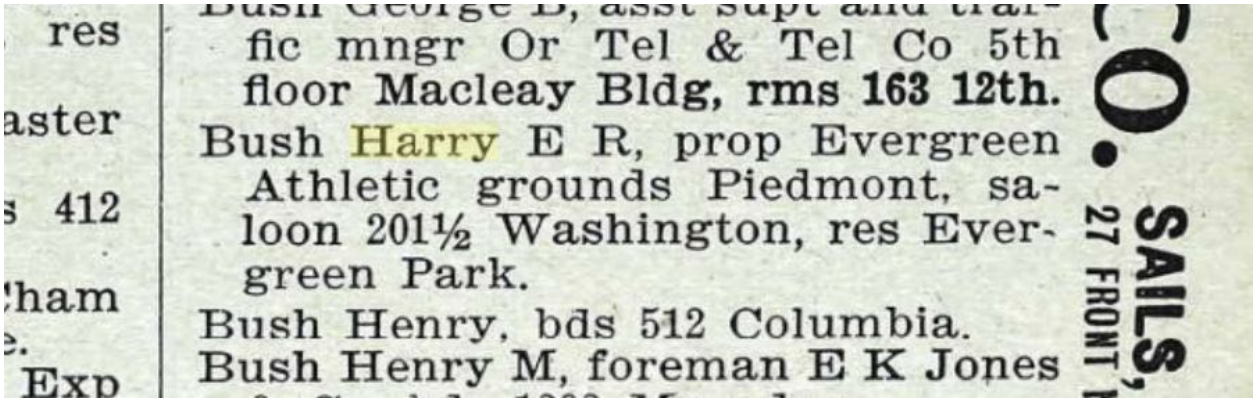
Someone was paying the back taxes, however. In the Oregonian of July 21, 1918 we see:

AT bargain, 30 lots in Morgan's subdivision, Glenhaven Park, to close estate and make distribution to non-resident heirs. Excellent sites for small homes. Hamilton Johnstone, attorney, Fenton bldg. Bdwy. 678.

I have no record yet of the final sale, and it is unclear if the non-resident heirs ever got their money. As we shall see in the section on the will, Hamilton Johnstone was a lawyer working for the estate, who had contacted Liz's distant relatives after her death.

The Evergreen Park Fiasco

Around 1899, at the height of the bicycle craze, some people associated with the North End, and the Senate Saloon in particular, wanted to get in on the action. Bicycle parks were starting up all over the state, and they decided to create one on the Portland East Side. The names associated with this business enterprise were Elizabeth Smith, Harry Bush (or Busch), Henry Chase, and John Darrow. Liz's business partners Henry Chase and Harry Bush were two men later convicted for beating her up. I don't know much about John Darrow, except that he was arrested for being drunk and disorderly in 1902. A fine bunch. It seems that Chase was the contractor, Bush was the manager, and Liz was the financier. In the 1900 Polk City Directory Harry E.R. Bush is proudly listed as the proprietor of the Evergreen Athletic Grounds.


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fic mngr Or Tel & Tel Co 5th floor Macleay Bldg, rms 163 12th.

Bush Harry E R, prop Evergreen Athletic grounds Piedmont, saloon 201½ Washington, res Evergreen Park.

Bush Henry, bds 512 Columbia.

Bush Henry M, foreman E K Jones

SAILS, 27 FRONT

Between Ainsworth Street and Portland Boulevard (now Rosa Parks Way) to the North, and between the west boundary of the Piedmont subdivision at Commercial and Kerby Avenues and Patton Boulevard (now Interstate Avenue) to the West were 80 undeveloped acres of land, owned by banker and investor William Kanan Smith, one of our early local millionaires. By the way, Smith also owned considerable property in the Whitechapel area and on the waterfront. Our budding developers leased 40 acres of that land to start what they called Evergreen Park, the race track with a saloon in the middle. It is not entirely clear which part of the Smith tract they actually leased. Court proceedings later on indicated Piedmont was a quarter of a mile to three quarters of a mile away. In the same proceedings it says the resort is to be located on Willamette Boulevard, which is now another stretch of current Interstate Avenue. The conditions on the lease are also unknown, but clearly nobody actually "bought" the land from W.K. Smith. In 1900 the City would buy the southwest corner of the W.K. Smith tract for Ockley Green School, in 1909 it would buy the eastern 20 acres for Peninsula Park, and in 1920 it would lease 25 acres for the Municipal Automobile Park.

It is not clear what was actually build or realized of Evergreen Park. Here is an ad in the Oregonian of May 20, 1899.


WILL RECEIVE BIDS FOR THE NEXT two days for grading a racetrack at Piedmont, Or.; cubic yards, 1659. I reserve the right to reject any or all bids. Contractor must give bond to finish in specified time and correctly. Telephone (Pink) 80. Harry M. R. Bush, Piedmont, Or., Evergreen Park.

Maybe a racetrack was indeed graded. It seems the area had a board fence, some type of buildings went up, and maybe even some actual bicycle racing went on. Spider Johnson told Stewart Holbrook:

> *Mrs. Esther Smith-O'Neel, who lives here in Portland, told me that she remembers of being at Liz' bicycle park when she was about 5 years old. She remembers especially the dust that went up from the track when the "scorchers", as they called them then, went by* (Holbrook, 1933).

Maybe. But it could have been some other track, Mrs. Smith-O'Neel.

In the history page of the Piedmont Neighborhood Association's website it says

> *Originally the site of "Liverpool Liz's Place", it had been a roadhouse and racetrack for quarter-mile horse racing.*

Local lore also says that some of the buildings were actually stables for the horses. I have seen very little evidence of any horses racing in the area. And, as we shall see, Evergreen Park only operated in the single summer of 1899, maybe only for a month, and it seems unlikely that anything substantial was going on during that period. The Grand Opening was on June 4, with music and dance and a balloon ascension, but no racing of any kind.



GRAND OPENING TODAY

SUNDAY, JUNE 4

EVERGREEN PARK, PIEDMONT

Balloon Ascension
By Prof. Richard Earlston, world-renowned aeronaut, at 3:30 P. M.

Large Grove
With swings and hammocks in abundance.

Dancing Platform
Music afternoon and evening by the Evergreen Park Band, one of the

Best Concert Bands
on the Pacific Coast—20 pieces—Prof. R. A. Hohmann, bandmaster.

Take Upper and Lower Albina cars, transfer to St. Johns motor direct, or Vancouver car reaches within 3 blocks—5 cents fare.

MAIN OFFICE—201½ Washington Street
PHONE—Oregon North 591. Park, Pink 30

HARRY E. R. BUSH, Prop. J. G. RAYMOND, Adv. Agt. A. H. McCASLIN, Gen. Mgr.

And still no liquor license. Harry Bush almost from the start ran into all kinds of trouble. Remember that Piedmont was platted by Edward Quackenbush, and that it was one of the first areas that had something like CC&R's. Only houses could be built, no businesses, houses had to be of a certain price, and no alcohol could ever be sold in the neighborhood. The good citizens of Piedmont send delegations to the Committee of Licenses to prevent the unsavory Bush from getting a liquor license. And those "Piedmont Men" had some heavy hitters, like Quackenbush, Charles E. Ladd, and William Killingsworth. They testified before the liquor license committee. According to the Oregonian of June 10, 1899:

> *The general purport of their remarks was that they did not want a saloon in their neighborhood. They had gone out there to be away from such places, and for the sake of a proper neighborhood in which to rear their children had submitted to expense and some privations, and they asserted that they were there first, and that their wishes and rights in the matter ought to be considered before those of a saloon-keeper.*
>
> *It was said that Bush is a man of disreputable antecedents and character, and it is alleged that the money he has expended comes from a disreputable source, and the people of Piedmont have no faith in his promise to keep an orderly place. They stated that there was a very noisy and disorderly crowd at Bush's place last Sunday; that there was a sound of deviltry by night there, and that the noise was kept up till 10 or 11 o'clock, and could be heard nearly a mile.*

Clearly one of the early examples of NIMBYism. Note that the license committee met on June 9, and “last Sunday” was the June 4 opening of the park. The “Piedmont Men” must not have appreciated the music of the “best concert band on the pacific coast”. Also note that the “disreputable source” of the money was, of course, Liverpool Liz. The committee decided to advise the council not to grant the liquor license.

Bush tried to counter at the next meeting of the committee by having one George Moore, ex-policeman, special policeman, and constable, apply for the license. The people of Piedmont were not fooled. The Oregonian of June 20, 1899, says:

> *Notwithstanding that his record would seem to entitle him to be fully qualified to run a saloon, the Piedmont people appeared to regard him as a blind, or figurehead, representing Bush, and they have an idea that Evergreen Park, as a roadside resort, is bound to be a rendezvous for a class of people who cannot “carry on” as they would like to at the resorts they patronize in the city.*

Bush did not get his license. He sued the City, filing a petition for a writ of mandamus to compel the mayor and council to issue the license, arguing arbitrariness and improper procedure. Also, from the Oregonian of June 30, 1899:

> *Bush alleges that he has invested a large sum of money in the place, and, to make it profitable, it is necessary for him to sell wines, liquors, and beer, and that the park has at all times been carried on in a peaceful, quiet manner.*
>
> *The petitioner further asserts that the saloon is not obnoxious to the residents of the vicinity, the majority of them being willing that the saloon be located there, and the only reason given by the council for withholding the license is that some people in Piedmont, a distance of from one-quarter to three-quarters of a mile, object to it.*

If this distance estimate is not just a legal excuse by a desperate person, then the 40 acres of Evergreen Park were the western half of the W.K. Smith tract, bordered on the west by current Interstate Boulevard, and largely in the current Arbor Lodge neighborhood. Some additional pinpointing will be necessary.

Bush’s lawyers did have a valid point, however. The mandamus was based on the fact that the council did not deny the license by resolution, but merely acknowledged the report of the license commission. On August 20, 1899, we find in the Oregonian

> *A suit follows, wherein the redoubtable Bush mandamused the auditor and license committee to compel them to issue a license, and the question was thought favorable to Bush, but yet he has not been granted a license.*

By August 20, however, the license problem was moot. As I mentioned, the money Bush used for the park came from Liz. The single time she visited the park Bush beat her up. In addition he threatened to kill a certain Martin Gearhart, and went around shooting his pistols near the park.

> *What part of his thrilling programme of two nights ago he commenced with is uncertain. A woman of the North End, well known as "Liverpool Liz", was badly pummeled, and doubtless the bold, bad man regarded this as a curtain-raiser, and immediately after reached the climax. Martin Gearhart and his wife, living near the park, awoke to find bullets whizzing through the air.*
>
> *People living near the park say he has been using his pistol too freely on more than one occasion.*

Bush was fined $ 50 for "*warlike demonstrations*", and locked up for assault with a deadly weapon, awaiting a grand jury arraignment. In October 1899 his assaults landed him in jail for a year, and that killed his mandamus court case against the city. Less than a year after it started Evergreen Park was already belly-up and whatever was built was being torn down. In the Oregonian of May 20, 1900:



IN THE SEVERAL COURTS.

Injunction Against Removing Improvements at Evergreen Park.

W. K. Smith yesterday filed suit in the State Circuit Court against Lizzie Smith, alias Liverpool Liz, Harry Busch, H. Chase and John Darrow, to prevent the removal of the buildings, fence and other structures from Evergreen Park, situated near Piedmont. Mr. Smith is the owner of the ground, and it appears that during the past few days the defendant, Lizzie Smith, has had men at work tearing down structures and taking the material away. On motion of Ed Mendenhall, attorney for the plaintiff, and the filing of an indemnity bond, Judge Cleland directed the defendants to appear Monday, May 28, to show cause why an injunction should not be granted, and a receiver appointed, and in the meantime ordered the defendants to desist from damaging, removing, disposing of or incumbering any of the materials, lumber, fence, structures, posts, doors, windows, etc., or from selling or disposing of the same.

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The next article, from the Morning Oregonian of May 12, 1900, illustrates the pathetic role Liz had in the Evergreen Park enterprise. She was out $ 6,000, about $ 160,000 in 2017 dollars. She had supported both Bush and Chase for months, and all she got out of it were some serious beatings. As with the Municipal Auto Park, W. K. Smith got to keep all the improvements and became even richer than he already was.



ECHO OF A FAILURE.

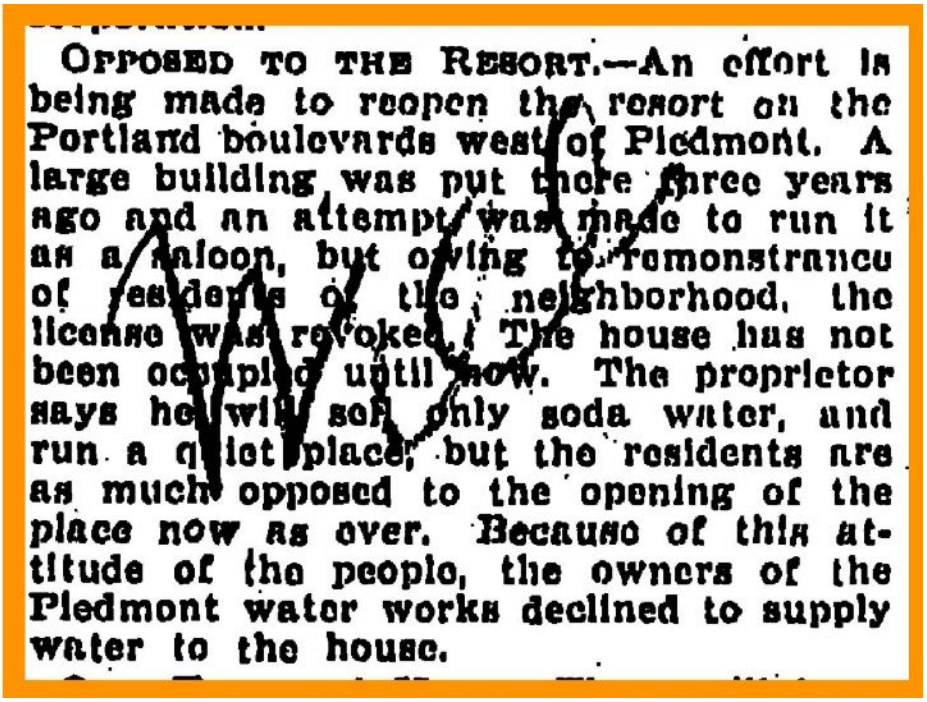
Suit That Recalls the Disreputable Evergreen Park.

A civil suit, growing out of the Evergreen Park beer-garden enterprise, at Piedmont, is occupying Justice Kraemer's attention. H. A. Holman, a musician, has sued one Lizzie Smith, otherwise known as "Liverpool Liz," for $90, balance alleged to be due for services. Plaintiff was employed at the place in question last Summer when Harry Bush was manager, but Bush is now serving a year in the penitentiary for assaulting "Liverpool Liz" with a dangerous weapon. The woman avers that she is not responsible for Bush's debt, although she has paid out the sum of $[illegible] on bills he had contracted; that she never visited the resort but once, and on that occasion was assaulted and shot at by the proprietor, Bush.

Evergreen Park obtained considerable notoriety last Summer on account of the protest made by the property-owners of Piedmont against the establishment of the resort. Although "Liverpool Liz" backed Bush in the enterprise and spent $[illegible], she avers the business was a failure and Evergreen Park has been closed. Justice Kraemer will decide Monday as to whether the woman or Bush owes Holman $90.

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As for the improvements, it seems that W. K. Smith actually tried to use the buildings he prevented from being torn down. The Oregonian of June 1, 1901 has a suggestive little article that indicates somebody, presumably the owner, wanted to run some sort of resort in the large building that was left. To appease the Piedmont residents the proposal was to sell “only soda water”, but to no avail. The residents undoubtedly were suspicious about this soda water promise, and their renewed opposition made Piedmont Water Works refuse to sell even the regular kind of water to the house.



OPPOSED TO THE RESORT.—An effort is being made to reopen the resort on the Portland boulevards west of Piedmont. A large building was put there three years ago and an attempt was made to run it as a saloon, but owing to remonstrance of residents of the neighborhood, the license was revoked. The house has not been occupied until now. The proprietor says he will sell only soda water, and run a quiet place, but the residents are as much opposed to the opening of the place now as ever. Because of this attitude of the people, the owners of the Piedmont water works declined to supply water to the house.

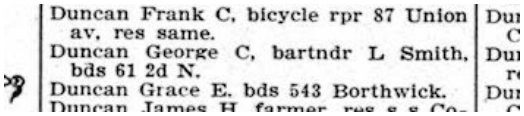
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I am not sure (yet) what happened to the building. There is a mention somewhere of the W.K. Smith building being used for some event in the neighborhood (I can't find the reference right now), and either roughly or precisely at the place where the building stood there was a grocery store in the 1920s that served the Municipal Autopark.

The Marriages

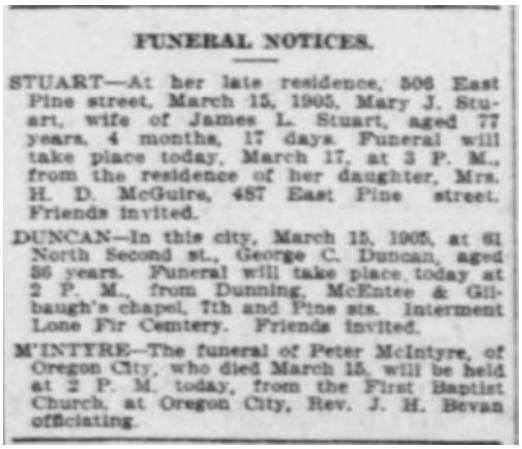
So, perhaps more importantly, what about this husband that Liz was allegedly buried next to at Lone Fir ? There is a George C. Duncan, who died March 15, 1905, age 36 years, of alcoholism, and was buried two days later at Lone Fir in block 31, lot 58, burial space 1N. In the same lot as Liz, in a lot bought by a certain Mrs. Duncan from Mrs. Arvyla Snyder. Who was this George C. Duncan ?

The Portland City Directories of 1903 and 1904 give additional information.



Duncan Frank C, bicycle rpr 87 Union av, res same.
Duncan George C, bartndr L Smith, bds 61 2d N.
Duncan Grace E. bds 543 Borthwick.

Thus George was a bartender in the Senate Saloon, located at 61 N Second Street, where he also boarded. He married the boss. And he died at the same address.



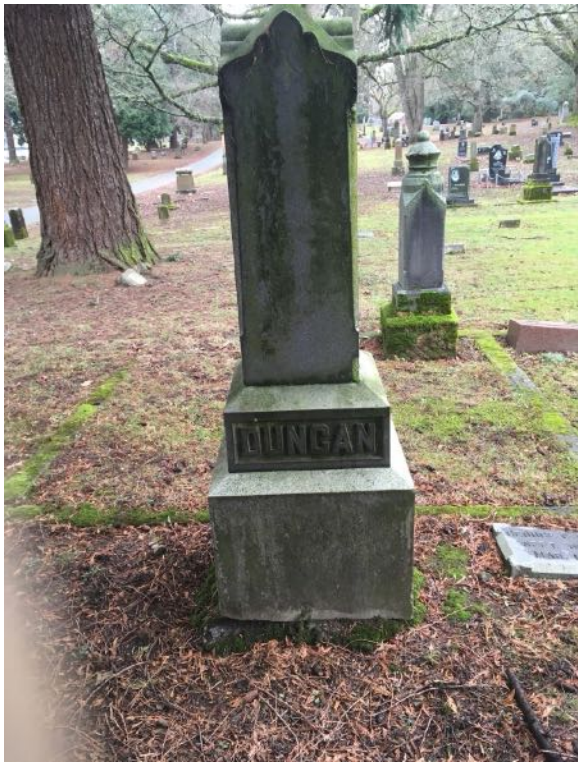
FUNERAL NOTICES.

STUART—At her late residence, 506 East Pine street, March 15, 1905, Mary J. Stuart, wife of James L. Stuart, aged 77 years, 4 months, 17 days. Funeral will take place today, March 17, at 3 P. M., from the residence of her daughter, Mrs. H. D. McGuire, 487 East Pine street. Friends invited.

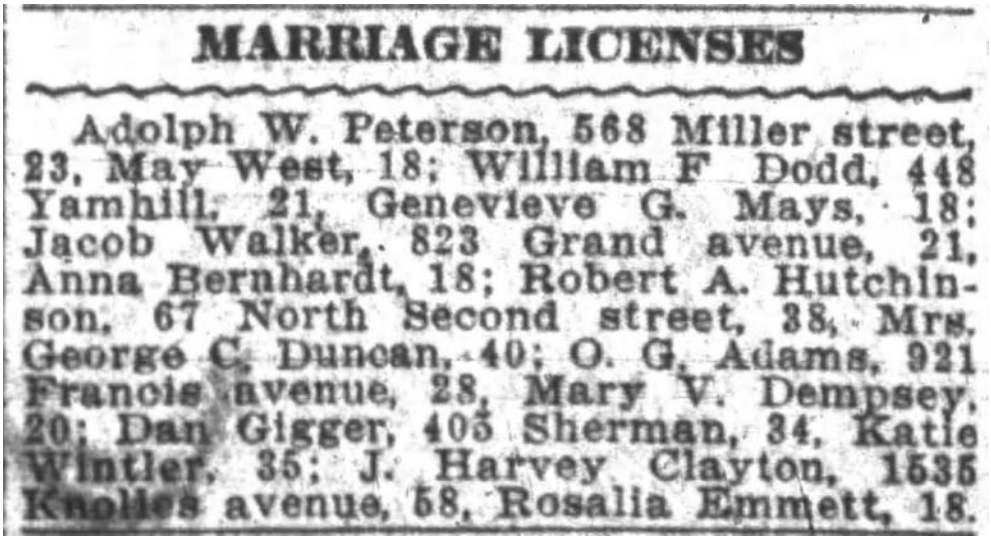
DUNCAN—In this city, March 15, 1905, at 61 North Second st., George C. Duncan, aged 36 years. Funeral will take place today at 2 P. M., from Dunning, McEntee & Gilbaugh's chapel, 7th and Pine sts. Interment Lone Fir Cemtery. Friends invited.

M'INTYRE—The funeral of Peter McIntyre, of Oregon City, who died March 15, will be held at 2 P. M. today, from the First Baptist Church, at Oregon City, Rev. J. H. Bevan officiating.

Here is a picture I made recently of the north half of lot 58. George Duncan is to the right of the vaulted obelisk with the Duncan name on it, Liz is on the left, in an unmarked grave. The Lone Fir records at the Oregon Historical Society indicate the northern half of lot 58 was bought by a Mrs. Duncan from a Mrs. Arvilla Snyder, but it is not clear (so far) which Mrs. Duncan this was, and when the sale was made.



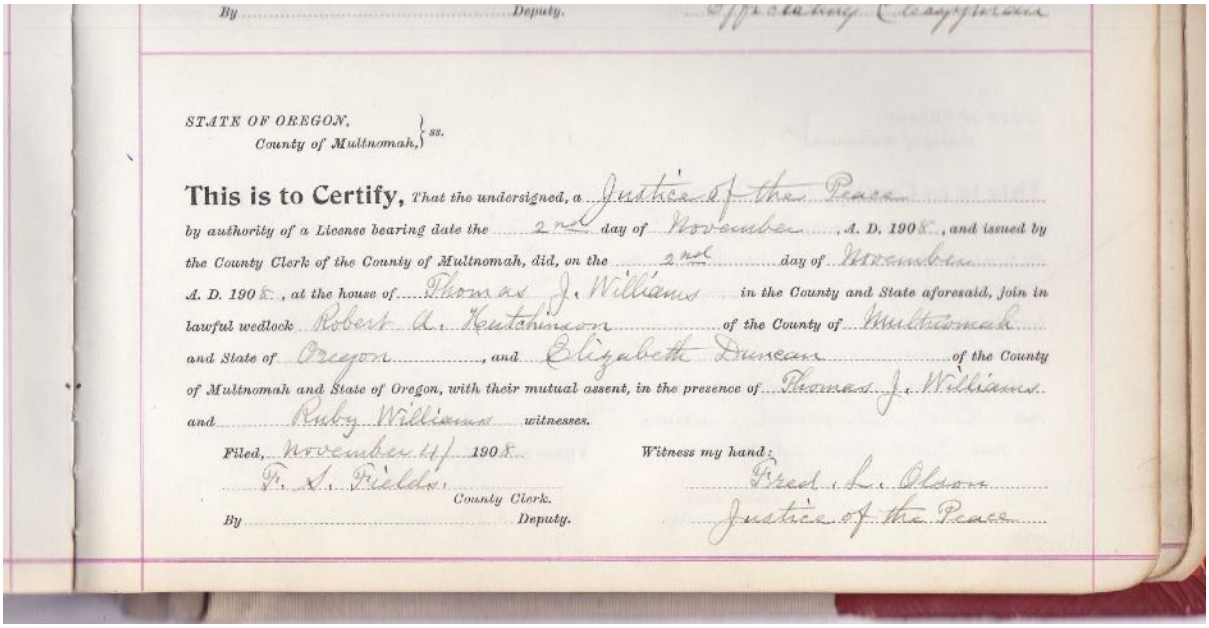
Now how did I come up with Mr. Duncan and tie him into the story of Liz ? A marriage announcement in the Morning Oregonian of November 2, 1908 says that Robert A. Hutchinson, age 38, married Mrs. George C. Duncan, age 40.



MARRIAGE LICENSES

Adolph W. Peterson, 568 Miller street, 23, May West, 18; William F Dodd, 448 Yamhill, 21, Genevieve G. Mays, 18; Jacob Walker, 823 Grand avenue, 21, Anna Bernhardt, 18; Robert A. Hutchinson, 67 North Second street, 38, Mrs. George C. Duncan, 40; O. G. Adams, 921 Francis avenue, 28, Mary V. Dempsey, 20; Dan Gigger, 405 Sherman, 34, Katie Wintler, 35; J. Harvey Clayton, 1535 Knolles avenue, 58, Rosalia Emmett, 18.

And here is the marriage certificate.



By ..... Deputy.

STATE OF OREGON,
County of Multnomah, } ss.

This is to Certify, That the undersigned, a Justice of the Peace by authority of a License bearing date the 2nd day of November, A. D. 1908, and issued by the County Clerk of the County of Multnomah, did, on the 2nd day of November, A. D. 1908, at the house of Thomas J. Williams in the County and State aforesaid, join in lawful wedlock Robert A. Hutchinson of the County of Multnomah and State of Oregon, and Elizabeth Duncan of the County of Multnomah and State of Oregon, with their mutual assent, in the presence of Thomas J. Williams and Ruby Williams witnesses.

Filed, November 4th 1908.
F. S. Fields,
County Clerk.
By ..... Deputy.

Witness my hand:
Fred. L. Olson
Justice of the Peace

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In other words, the widow Elizabeth Duncan remarried. She may have told the fib that she was only 40, or it is a typo and the license really said 49. Note that the information in the paper gives the address of Mr. Hutchinson as 67 N Second Street. The witness Thomas J. Williams ran a saloon at that address. The Oregonian of November 4, 1907, indicates he was arrested for “dispensing of liquor on Sunday” during the (brief) campaign against vice of 1907. The patrolling police were alerted to Williams because they heard “laughter and the clink of glasses”, and discovered that at the premises a certain Alice Davenport was “entertaining a bunch of seven sailors”. As we shall see later on, 67 N Second Street is right next to the Senate Saloon at 61 N Second Street, where Liz had her business.

The Hutchinson marriage was a stormy one. After one year and five days Elizabeth Hutchinson filed for divorce, because “*he cursed her, struck her, and told her he wished she was dead*”. He also “*called her bad names*” and “*failed to provide for her*”. In the Oregon Daily Journal, November 7, 1909 it says she alleged that “*her husband avoided seeing her when she was critically ill last June except when he was intoxicated and his visits were unwelcome … When under the influence of liquor, she says, he sought the sick room, but this gave her no joy*”. Most importantly, for our purposes, *“she owned lots in Glenhaven Park before her marriage and asks that they be decreed to her”*. Earlier, she had made a will on July 19, 1909, leaving her estate to family in Wales, and not to Robert A. Hutchinson. Judge Bronaugh granted the divorce on November 20, 1909. In the Portland City Directories of 1911, 1912, and 1913 Robert A. Hutchinson is still listed as a bartender, working at various saloons.

Note that the will of Elizabeth Smith was executed in July 1909, when she was Elizabeth Hutchinson, and she was critically ill, The Morning Oregonian of November 20, 1909 informs us she was in the hospital for ten weeks after an operation. This may also explain why, starting in July 1910, she needed the expert nursing care of Mr. Richard Hamill.

Spider Johnson told Holbrook there were anywhere between zero and six husbands. If my detective work is correct the bartenders George C. Duncan and Robert A. Hutchinson were two of them. Spider also said the last husband was still living in 1933, in Marshfield City, Oregon. And indeed, in the 1930 census there is Robert A. Hutchinson, 58 years old, proprietor of a card room in Marshfield. So, pretty conclusively, I can conclude that Elizabeth Young is Elizabeth Smith is Elizabeth Hutchinson is Elizabeth Duncan.

Not surprisingly, because of the nature of her business, there were other men in Liz's life, and as a rule they treated her badly. Many of them hung around around the Senate Saloon, not exactly the place to meet the ideal husband. Spider Johnson suggests involvement with Lou Kendall and Douglas Gaston, both rather shady characters. He also tells the story that she was almost beaten to death once by one of the barkeepers in the Senate Saloon, but without giving a name or a date.

In 1890 Lou Kendall allegedly cheated her out of about $ 10,000 worth of real estate. We'll talk about this later.

In 1899 Harry Bush, a "North End rounder", went to prison for a year because he pistol-whipped Elizabeth Smith and seriously injured her. He also took a shot at her. This is after she financed Bush' Evergreen Park project to the tune of $ 6,000.

In 1901 Henry Chase beat and seriously injured his "consort", Elizabeth Smith, after she had purportedly supplied financial assistance to the Chase family for months (Morning Oregonian, 06-12-1901). I am not sure what the legal status of "consort" is, but for now let's just interpret it as some sort of fiance.

In the Oregonian of May 31, 1904 it says William Duncan, "a North End vulture", at least once mentioned in the paper as the owner of the Senate Saloon, was arrested for stealing a diamond ring from Elizabeth Smith. It is indeed a sorry situation when your employee is stealing your jewelry.

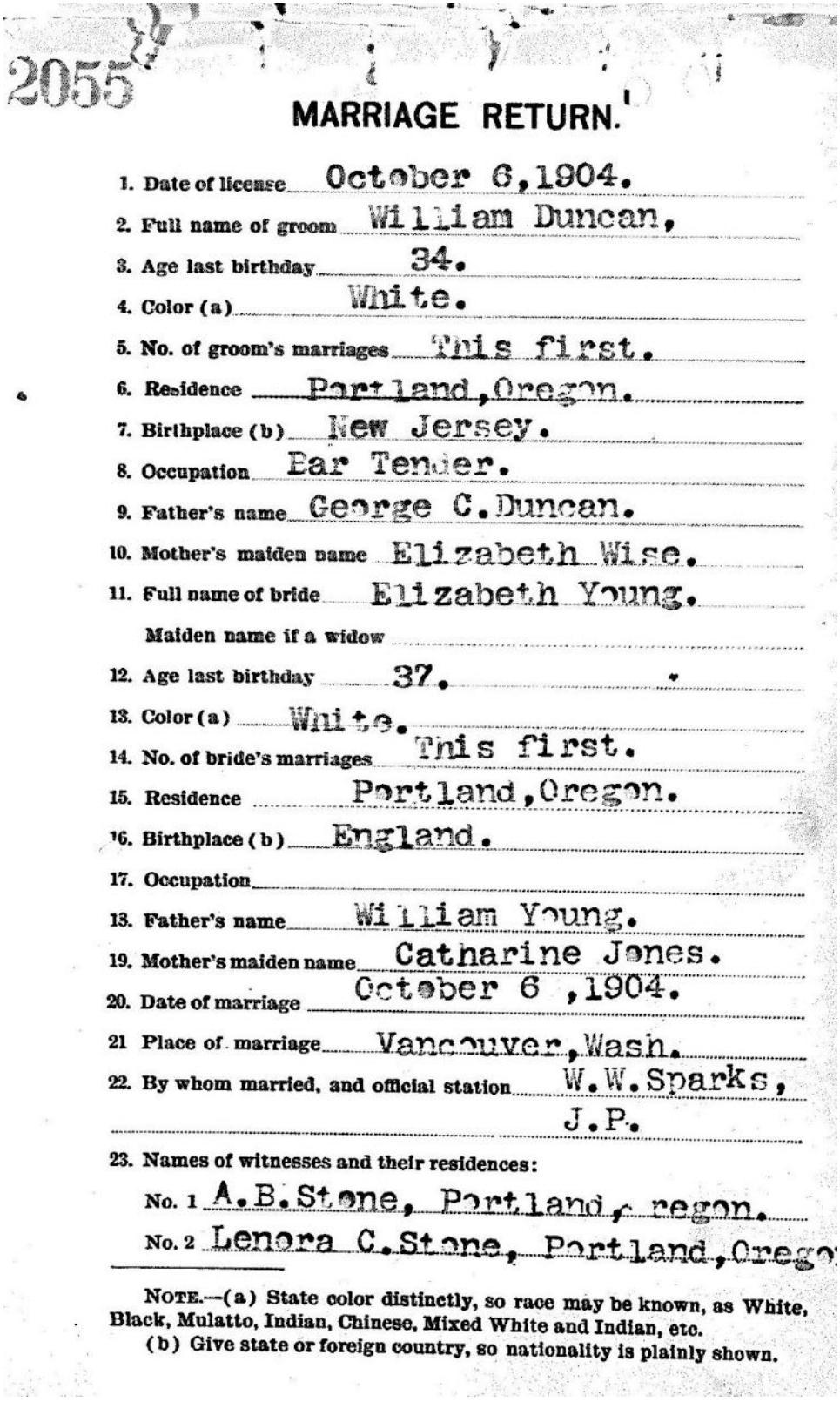
We have already seen that Robert A. Hutchinson, also connected in a way to the Senate Saloon, abused her and gave her no joy.

The court reporter in the Hutchinson divorce case said that Elizabeth Hutchinson "*drew a blank in the lottery of love*". This seems to be a fair characterization of all of Liz's relationships.

Let me summarize what I have found out so far. Lou Kendall and Liz worked together from about 1889 (and maybe before that, but I have no data to support that) until about 1899 (when they definitely had a falling out). There is no indication they were ever married. In the 1900 census Lizzie Smith was . unmarried. Then in 1908 Mrs. George C. Duncan married Robert A. Hutchinson, and divorced him the next year. He was a bartender in the saloon of Thomas Williams, next to the Senate Saloon on Second and Davis. The evidence, especially from the probate file, is overwhelming that Elizabeth Hutchinson is Liverpool Liz, even though the 1908 marriage certificate says she was 40 years old (she must have

been 48). This means that some time between 1900 and 1908 she must have married George C. Duncan. We know from the Portland City Directory that a George C. Duncan worked as a bartender in the Senate Saloon in 1903 and 1904. We know from Lone Fir Cemetery that she was buried in 1913 next to a George C. Duncan, who was born in 1870 and died in 1905. But I have not been able to find any records of that marriage, at least not in Multnomah County. George C. Duncan does not appear in the federal census of 1880 or 1900. Thus our model so far is that Elizabeth Young became Elizabeth Duncan between 1900 and 1905, and then became Elizabeth Hutchinson in 1908. The idea is that she just adopted the names Elizabeth Smith or Lizzie Smith or M. L. Smith without marrying any Smith.

But then today (06/13/2018) I looked for Elizabeth Young marriages in Washington. And I found the documents below. There is a marriage in 1904 between William Duncan and Elizabeth Young, both residing in Portland, Oregon. William Duncan is a 34 year old bartender, Elizabeth Young gives her age as 37 (although Liverpool Liz was 44 in 1904). And, curiously, William Duncan gives his father's name as George C. Duncan. This cannot be the George C. Duncan buried in Lone Fir, because that George C. Duncan was born in 1870, the same year as William Duncan. If this Elizabeth Young is Liverpool Liz, then this marriage would indeed change her name to Elizabeth Duncan, but not to Mrs. George C. Duncan.



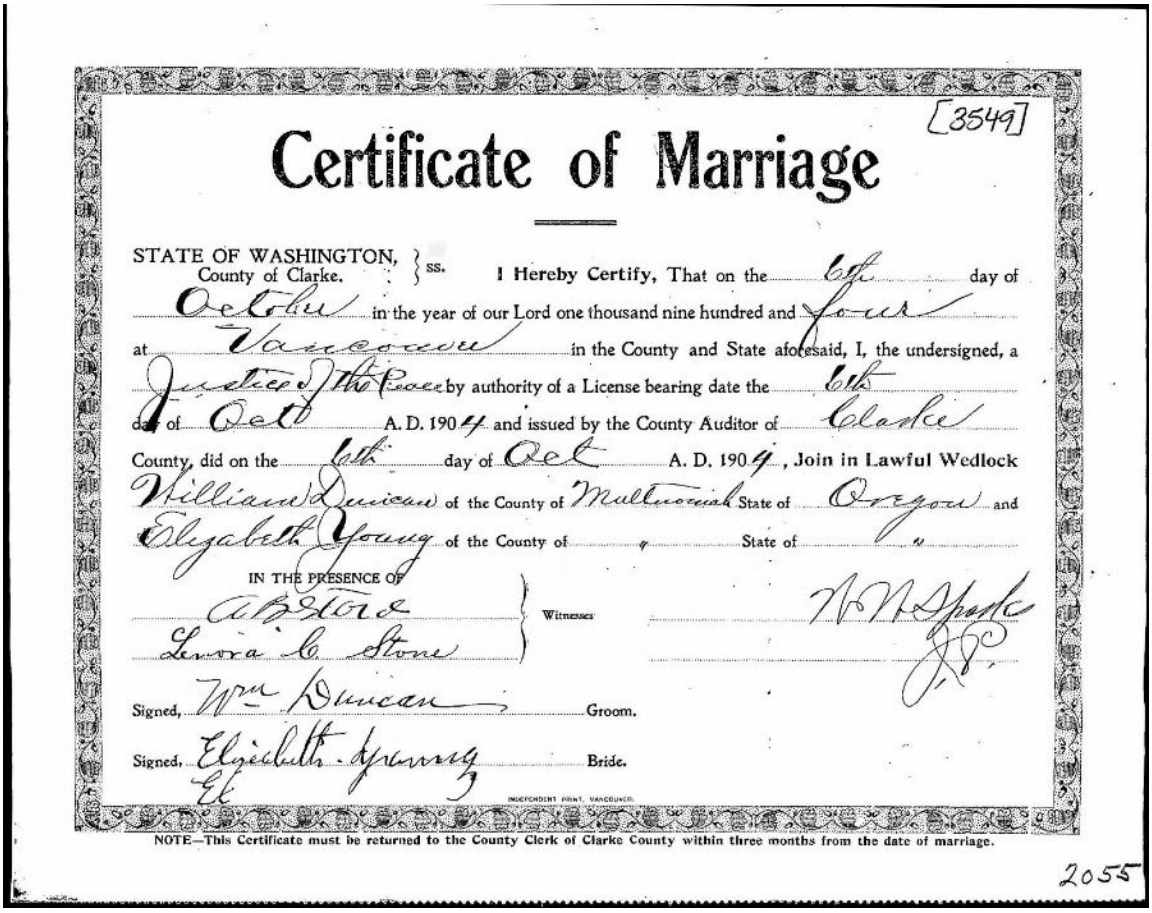
2055

MARRIAGE RETURN.

1. Date of license October 6,1904.
2. Full name of groom William Duncan,
3. Age last birthday 34.
4. Color (a) White.
5. No. of groom's marriages This first.
6. Residence Portland,Oregon.
7. Birthplace (b) New Jersey.
8. Occupation Bar Tender.
9. Father's name George C.Duncan.
10. Mother's maiden name Elizabeth Wise.
11. Full name of bride Elizabeth Young.
    Maiden name if a widow
12. Age last birthday 37.
13. Color (a) White.
14. No. of bride's marriages This first.
15. Residence Portland,Oregon.
16. Birthplace (b) England.
17. Occupation
18. Father's name William Young.
19. Mother's maiden name Catharine Jones.
20. Date of marriage October 6 ,1904.
21. Place of marriage Vancouver,Wash.
22. By whom married, and official station W.W.Sparks, J.P.
23. Names of witnesses and their residences:
    No. 1 A.B.Stone, Portland, Oregon.
    No. 2 Lenora C.Stone, Portland,Orego

NOTE.—(a) State color distinctly, so race may be known, as White, Black, Mulatto, Indian, Chinese, Mixed White and Indian, etc.
(b) Give state or foreign country, so nationality is plainly shown.

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[3549]

Certificate of Marriage

STATE OF WASHINGTON, County of Clarke. } ss.

I Hereby Certify, That on the 6th day of October in the year of our Lord one thousand nine hundred and four at Vancouver in the County and State aforesaid, I, the undersigned, a Justice of the Peace by authority of a License bearing date the 6th day of Oct A. D. 1904 and issued by the County Auditor of Clarke County, did on the 6th day of Oct A. D. 1904, Join in Lawful Wedlock William Duncan of the County of Multnomah State of Oregon and Elizabeth Young of the County of " State of "

IN THE PRESENCE OF A B Stone, Lenora C. Stone } Witnesses

N N Sparks J.P.

Signed, Wm Duncan Groom.

Signed, Elizabeth Young Bride.

INDEPENDENT PRINT, VANCOUVER.

NOTE—This Certificate must be returned to the County Clerk of Clarke County within three months from the date of marriage.

2055

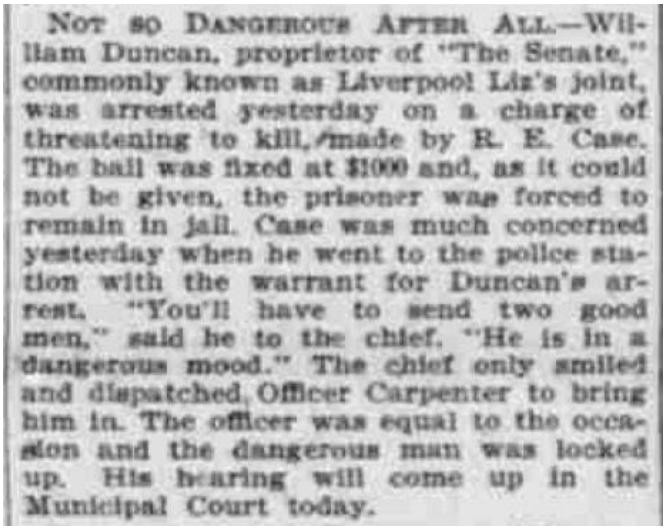
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The Portland City Directories of 1901, 1902, and 1904 list a William Duncan as a bartender working for Lizzie Smith or M. L. Smith at the same time as George C. Duncan, who is listed on the same page in 1904.



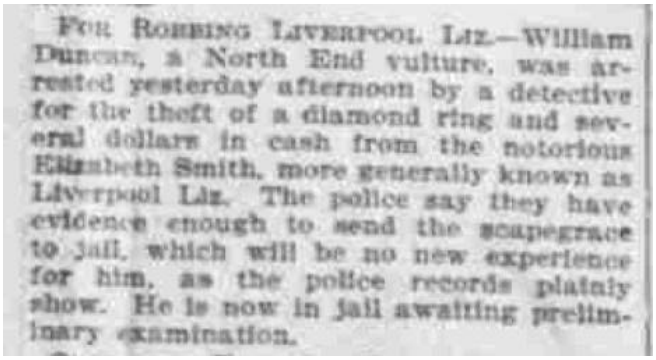
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We have encountered William Duncan (I should say “some William Duncan”) before. This is from the Oregonian of June 9, 1903.



NOT SO DANGEROUS AFTER ALL.—William Duncan, proprietor of "The Senate," commonly known as Liverpool Liz's joint, was arrested yesterday on a charge of threatening to kill, made by R. E. Case. The bail was fixed at $1000 and, as it could not be given, the prisoner was forced to remain in jail. Case was much concerned yesterday when he went to the police station with the warrant for Duncan's arrest. "You'll have to send two good men," said he to the chief. "He is in a dangerous mood." The chief only smiled and dispatched Officer Carpenter to bring him in. The officer was equal to the occasion and the dangerous man was locked up. His hearing will come up in the Municipal Court today.

As I mentioned before, I don’t know about this “proprietor” claim. Looks incorrect to me. Unless Duncan was leveraging his amorous connection to Liz. And there is this from the Oregonian of March 31, 1904.

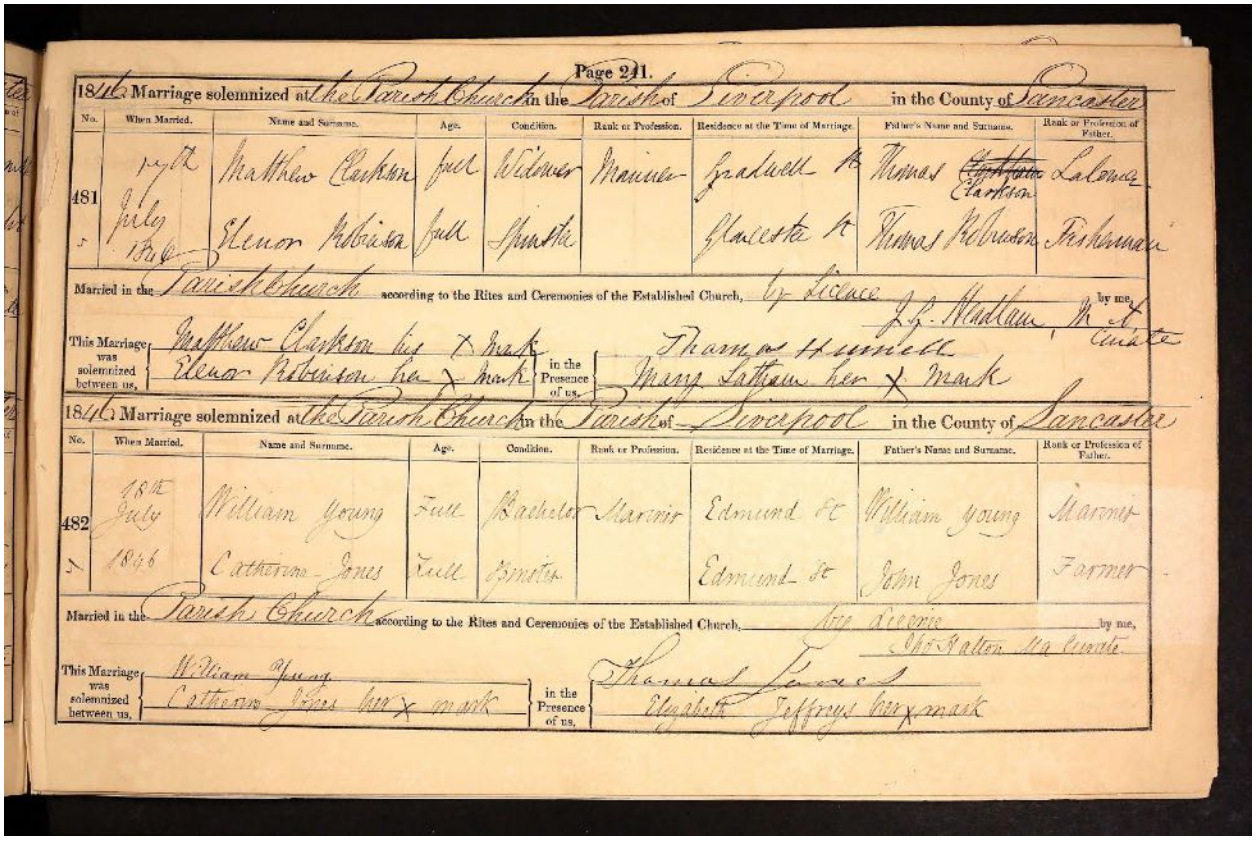


For Robbing Liverpool Liz.—William Duncan, a North End vulture, was arrested yesterday afternoon by a detective for the theft of a diamond ring and several dollars in cash from the notorious Elizabeth Smith, more generally known as Liverpool Liz. The police say they have evidence enough to send the scapegrace to jail, which will be no new experience for him, as the police records plainly show. He is now in jail awaiting preliminary examination.

Clearly the 1904 marriage does not completely fit into the current version. It raises several questions. Why would you marry someone who stole your precious diamond ring just a few months earlier ? How were the two barkeepers related ? Brothers ? Or were they a single person using two names ? Who was this George C. Duncan, William's father ? What happened to William Duncan after 1905 ? Did Liz marry two Duncan's within a period of five years ? How could she marry William when George C. was still alive ? Was the license in error, because it should have said instead that she married George C. Duncan, whose father's name was William Duncan ? I have no answers (yet), but I like this last hypothesis because it explains why I cannot find the George C. Duncan marriage, and why Liz became Mrs. George C. Duncan. Let's assume, for the moment, that George and Liz married in October 1904, and George drank himself to death in March 1905.

The other problem is Liz's age on the marriage certificates. Mostly from the census and the newspaper articles about her death I have assumed so far that she was born in March 1860, and was 53 or 54 when she died in February 1913. But when marrying Robert A. Hutchinson in November 1908 she gave her age as 40, and the probate is rock-solid in establishing that marriage. When marrying William Duncan in October 1904 she said she was 37. Both marriage certificates are consistent with a birth year of around 1867, and an age at death of 45 or 46. Maybe she thought she was seven years younger than she actually was, maybe she lied. I'll stick with 1860 for now, but with a somewhat uneasy feeling. Note that the William Duncan license also reveals that her father's name was William Young and her mother's name Catherine Jones, which I did not know before.

Now I'll go out on a limb once more, and show a marriage solemnification from England. A William Young and a Catherine Jones married on the 18th of July 1846 in the Parish Church of the Parish of Liverpool, Lancaster, England. William Young was a bachelor, and Catherine Jones is described as a spinster, which could mean she was not that young any more. Young's profession was mariner. The names match the ones on the 1905 Washington marriage certificate, but of course the names are common, and there are a lot of people getting married in England, even in 1846. The year again is a bit off. Even if Liz was born in 1860, that would be in the fourteenth year of her parents marriage, which seems a bit late (although she could easily be the sixth or seventh child).



Page 241.

1846 Marriage solemnized at the Parish Church in the Parish of Liverpool in the County of Lancaster

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
481	19th July 1846	Matthew Clarkson	full	Widower	Mariner	Gradwell St	Thomas Clarkson	Labourer
		Elenor Robinson	full	Spinster		Gloucester St	Thomas Robinson	Fisherman

Married in the Parish Church according to the Rites and Ceremonies of the Established Church, by Licence by me, J. J. Maddan, M.A. Curate

This Marriage was solemnized between us, Matthew Clarkson his X mark, Elenor Robinson her X mark, in the Presence of us, Thomas Hunnell, Mary Latham her X mark

1846 Marriage solemnized at the Parish Church in the Parish of Liverpool in the County of Lancaster

No.	When Married.	Name and Surname.	Age.	Condition.	Rank or Profession.	Residence at the Time of Marriage.	Father's Name and Surname.	Rank or Profession of Father.
482	18th July 1846	William Young	Full	Bachelor	Mariner	Edmund St	William Young	Mariner
		Catherine Jones	Full	Spinster		Edmund St	John Jones	Farmer

Married in the Parish Church according to the Rites and Ceremonies of the Established Church, by Licence by me, John Dalton Ma Curate

This Marriage was solemnized between us, William Young, Catherine Jones her X mark, in the Presence of us, Thomas Jones, Elizabeth Jeffreys her X mark

https://drive.google.com/open?id=13msR3EewXkK5blxMByfRodVdYd2uvLsx

There is another piece of information which puts the parentage in doubt, and by implication the William Duncan marriage as well. The Death Records in the Oregon State Archives show Elizabeth Smith dying on February 14, 1913 at 28 ½ Fourth Street. Her age is given as 54, and, more importantly, her father's name is Thomas Young, born in Wales.

https://drive.google.com/open?id=1AjeJpGEf5i79Gh-Cgiu__R5V1WJiDX_s

There is no mother's name provided. Elizabeth's profession is "housewife", which is incorrect because we know it is "lodging house keeper", and the cause of death is "bronchopneumonia". The certifying doctor is E. Smith. This is solid information, and it suggests the Liverpool couple mentioned above are not the parents. It also seems to suggest that the William Duncan bride is not our Liz, although any Elizabeth Young marrying a Portland bartender in 1904 is quite a coincidence, especially since we know that there was a William Duncan bartending in the Senate Saloon at that time. Hopefully more information will trickle in to resolve these age, origin, and marriage discrepancies.

The Will

Initially all I knew about the will and the estate was from the small articles in the 1913 papers when Liz died. But while going through the Multnomah index of probate records at site of the Genealogical Forum of Oregon I came across the name Elizabeth Hutchinson again. Here is a clipping of the page where I found her. There is no year, which indicates it is a relatively old case, there is an “E” for estate, and there is the case number 10610.

Hutchinson	William	21 Apr 1920	E	19565
Hutchison	Elizabeth		E	10610
Hutchison	Harry E	27 Jul 1927	E	28210

Again, I did not know if this was Liverpool Liz, although my research suggested she made her will in the brief and unhappy period she was married to Robert Hutchinson. So on May 19, 2018 I wrote a letter to the records room of the Multnomah Circuit Court, asking if they could help me find the probate records for case number 10610. They arrived in the mail on June 11, 2018, and I excitedly opened the large envelope to see if this was indeed the estate case of Liverpool Liz. And it was, all 60 pages of it. With the actors I already knew about from newspaper articles. Richard Hamill, the male nurse, the mysterious James Derbyshire, whom nobody could find, C. Henri Labbe, the executor of the estate, Ernest Descamps and Cesare Marco, witnesses at the signing of the will, and Mary Roberts, Tom Williams, and Mary Ann Thomas, the beneficiaries. But this estate file was a primary source, and it had much, much more information. I scanned the 60 pages. You can download them, if you are so inclined.

https://drive.google.com/open?id=18teiTIwrCYaPL67gHcmmpYpZZ3CraNbf

This section of the chapter is dedicated to Charles Henri Labbe (1875-1935), the dean of the Portland consular corps, consul for France since 1899, vice-consul for Belgium since 1909, recipient of the Légion d’Honneur, president of the Multnomah Amateur Athletic Club, president of the Riverview Cemetery Association, and member of a multitude of other clubs, organizations, and committees. He was also an estate lawyer, and as such this thoroughly respectable man handled the estate of the thoroughly unrespectable Liz.

On February 24, 1913 C. Henri Labbe petitions the court to admit the Will to probate and that Letters Testamentary be issued to him (i.e. make him executor and give him control of the estate). On April 2 he is appointed. Judge Cleeton decides the last Will and Testament has been appropriately filed and witnessed and admits it to probate. C. Henri Labbe is “a fit and proper person to be executor” and is consequently appointed as such. He takes the oath.

I will faithfully honestly and to the best of my ability perform the duties of Executor of the last Will and Testament of Elizabeth Hutchinson, deceased.

The picture is from the Oregonian of February 22, 1910.

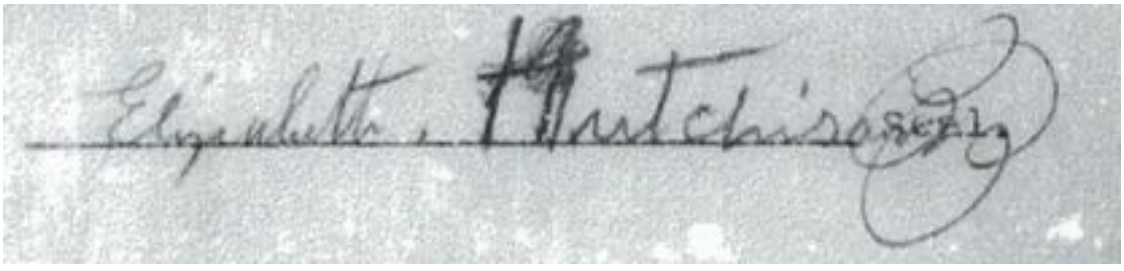

C. Henri Labbe, French Consul.

Now I generally do not trust upstanding citizens to handle other people's money in a fair and generous way, especially not when these other people are dead with no friends or relatives around, when the other people can allegedly neither read nor write, have routinely been cheated and pushed around, have allegedly made a will while seriously ill in a hospital, and have led a life which upstanding people consider to be morally objectionable. But I shall give C. Henri Labbe the benefit of the doubt. In the back of my mind I will continue to entertain the possibility that the will was forcefully obtained or is a

fake, the witnesses perjured themselves, and C. Henri Labbe was not as upstanding as advertised. If only to make what follows more exciting.

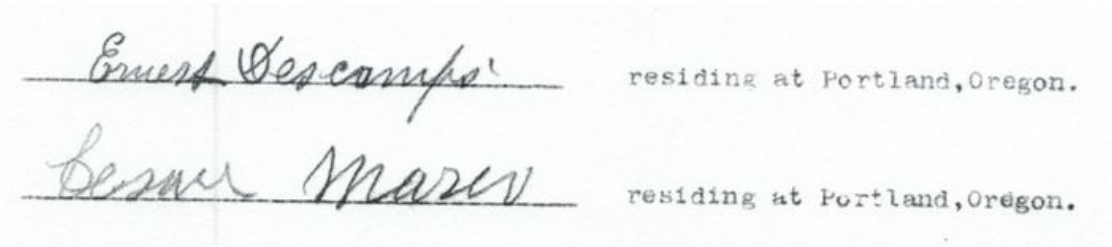
Let’s start with the actual text of the will.

> *I, Elizabeth Hutchinson, nee Elizabeth Young, sometimes known as M. L. Smith of the City of Portland, State of Oregon, being of sound and disposing mind and memory do make publish and declare this my last Will and testament in manner and form following that is to say:-*
>
> *First: I order and direct that all my just debts and funeral expenses be paid as soon as they conveniently may be paid after my decease.*
>
> *Second: I give and bequeath to my friend James Derbyshire the sum of One Hundred and Fifty Dollars.*
>
> *Third: All the rest residue and remainder of my property whether real personal or mixed and wheresoever situated I give devise and bequeath to my niece Mrs. Mary Roberts of Glascoed Cottage, Pender Street, Newborough, Anglesea, North Wales, England, to my cousin Mrs. Mary Ann Thomas of Lodge Maes Both, Duryran, Anglesea, North Wales, England and my nephew Tom Williams of Rhondda Valley, South Wales, England, share and share alike being one third to each.*
>
> *Fourth: I hereby nominate and appoint C. Henri Labbe of Portland, Oregon the Executor of this my last Will and Testament and I order and direct that no bonds be required of him conditioned on the faithful performance of his duties as such Executor.*
>
> *Fifth: I hereby revoke all other wills and codicils by me heretofore made and declare this and no other to be my true last Will and Testament.*
>
> *In witness whereof I do hereunto set my hand and seal at Portland, Oregon this the 19th day of July, 1909.*



Liz has a pretty nice signature for someone who could neither read nor write (according to the 1900 census). Added to the will was testimony by the two witnesses.

> *The above instrument was on the date thereof signed sealed published and declared by the said Elizabeth Hutchinson as and for her last Will and Testament in the presence of us who at her request and in her presence and in the presence of each other have subscribed our names as witnesses thereto.*


Ernest Descamps residing at Portland, Oregon.
Cesare Marco residing at Portland, Oregon.

Several remarks about this will are in order. That it only surfaced after her death may not be uncommon. The witnesses owned a saloon nearby, and were somewhat shady characters. I know from the Hutchinson divorce case that Liz had been in the hospital in June 1909 for 10 weeks after a life-threatening disease of some kind and an operation. Not surprising she made her will at the time. I think it makes sense to suggest that the friendly neighbors Descamps and Marco, who served as witnesses in the making of the will, suggested C. Henri Labbe as executor.

The witnesses filed letters to the court.

> *This certifies that before this court on this 1st day of April 1913 came Ernest Descamps of lawful age and a competent witness and being by me first duly sworn to tell the truth the whole truth and nothing but the truth in the matter at hearing testified as follows:*
>
> *I reside in the County of Multnomah, State of Oregon. I knew Elizabeth Hutchinson in her lifetime and at the time of witnessing her will, hereinafter mentioned: she was a resident of the City of Portland, County of Multnomah and State of Oregon at the time of her death and she died in said County and State on or about the 17th day of February, 1913 and left estate in said county.*
>
> *The instrument now shown me, marked as filed in this court on the 24th day of February, 1913 purporting to be the last Will and Testament of said deceased was signed by the said Elizabeth Hutchinson in the City of Portland, Oregon on the 19th day of July, 1909 the date it bears date in the presence of myself and Cesare Marco the other subscribing witness with whom I was acquainted at the time of witnessing said will the said Elizabeth Hutchinson thereupon published the said instrument as and declared the same to be her last Will and Testament and requested us in attestation thereof to sign the same as witnesses. The said Cesare Marco and I then and there in the presence of said Elizabeth Hutchinson and in the presence of each other subscribed our names as witnesses to said instrument.*

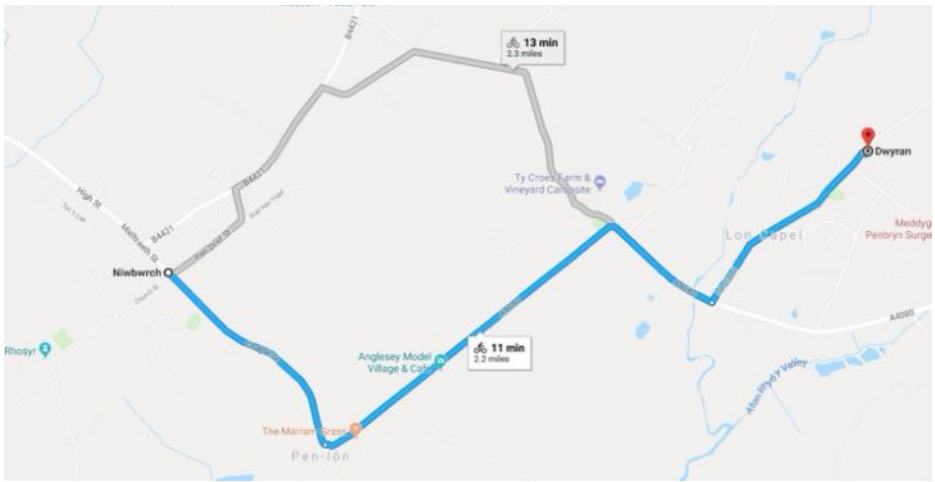
At the time of executing the said instrument the said Elizabeth Hutchinson was overt to age of twenty-one years to wit about 50 years and was of sound and disposing mind and memory and was not under restraint undue influence of fraudulent misrepresentations.

(signed) Ernest Descamps

There is a similar letter from Cesare Marco. As I said, some dispersion can be cast on the reliability of the witnesses. Descamps & Marco was an ill-reputed saloon and liquor store at Second and Davis, on the same intersection as the Senate Saloon. Cesare Marco around 1895 owned the Roma Hotel flophouse, previously owned by Jim Turk, next to the Senate Saloon at First and Couch streets. The newspapers record various other shady dealings by Marco, mainly within the Italian community. Descamps, on the other hand, was a pillar of the French underworld in Portland. In the Oregonian of March 17, 1929 there is a lurid piece with the headline *Why was Ernest Descamps "Fed to the Dogs" ? Picturesque King of Local Underworld Drops from Sight and Only Pieces of a Human Body, Never Fully Identified, Are Clues to Apache Crime Which Has Gone Down as Unsolved Mystery of Portland's Past.* Although it will take us pretty far away from the history of Piedmont I may eventually may write up something on Descamps & Marco, and their upstanding lawyer C. Henri Labbe. Too good of a story to pass up. For the time being this link will have to do.

https://drive.google.com/file/d/1Fgbglb1wLAOp1avljq_tos07NWRRwa-l

The addresses of the family members given in the will have a somewhat debatable spelling. It's Dwyran, not Duwyran. It's Anglesey, not Anglesea. It's Pen-dref Street, not Pender Street. It is probably Maes Bach (i.e. small place) and not Maes Both. If we look on the map Dwyran and Newborough are on the island of Anglesey and pretty close to each other, a ten minute bike ride. Maybe Liz was from that area as well, although there is no guarantee she is even from Wales. If I have guessed her parents correctly, she may have actually been from Liverpool.



If the will is genuine, she must not have seen her family in 25 years or so, but she may have kept in touch. As I concluded before, there do not seem to be any siblings or children, and no family in the US is mentioned in the probate documents. The Morning Oregonian of February 21, 1913 reports that at a hearing to appoint an administrator for the estate Penumbra Kelly told the judge that Liz had a sister on the East Side, with two surviving children, and that he is confident he can locate them. Interesting information, but the sister is never mentioned anywhere else, before or after Liz's death. Nevertheless, Penumbra Kelly is a somewhat serious source. He was the son of Oregon pioneer Reverend Clinton Kelly, after whom Clinton Street, Clinton Park, and Kelly Butte are named, and he had quite a career himself, serving three terms in the Multnomah county house of representatives, in addition to being elected county commissioner in 1876 and sheriff in 1888. For now, however, the sister is one of the many unresolved threads. As far as I can see, she never existed.

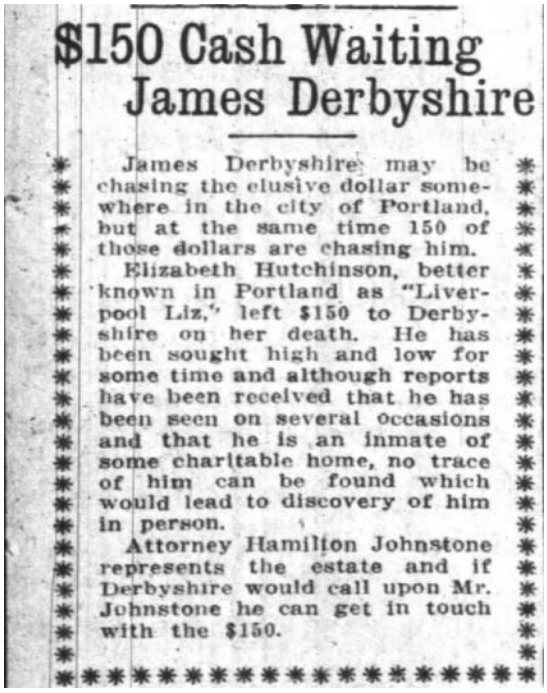
When Liz died the papers said her estate was estimated to be worth $ 15,000, or about $ 360,000 in 2016 dollars. Fake news. The estate files have an actual inventory and appraisement of the estate, dated April 28, 1913. Appraisers were Paul Labbe (an uncle of C. Henri Labbe), C. M. Sonesky, and L. E. Sauvie.

-- Money in Canadian Bank of Commerce (Savings Dept.)	$ 1322.18
-- One gold watch and chain	$ 50.00
-- One pair diamond earrings	$ 500.00
-- One diamond ring	$ 40.00
-- Lots 1 to 6 Block 2, Morgan's Subdivision to Glenhaven Park	$ 900.00
-- Lots 1 to 12 Block 3, Morgan's Subdivision to Glenhaven Park	$ 1800.00
-- Lots 1 to 12 Block 6, Morgan's Subdivision to Glenhaven Park	$ 1800.00
-- Personal effects -- No Value	$ 0.00
-- The lodging house known as the "Ray House" at 28 ½ Fourth Street, Portland, Oregon, consisting of thirty furnished rooms with a lease running for about one year at $ 200.00 per month, to guarantee the payment of which the landlord holds a deposit of $ 600.00	$ 200.00
	$ 6612.18

A couple of things are noteworthy. After Liz' death the Daily Oregonian said she owned 5 acres of land south of Gregory Heights. In The Morning Oregonian it said she owned five acres at Rose City Park. Those two locations do not really contradict each other, and they correspond nicely with the eastern half of Morgan's Subdivision. The valuable lots in South Portland that Liz bought back from Lou in 1899 for $ 4,500 have disappeared. The delinquent tax pages in the Oregonian of January 12, 1903 shows Liz still owned these lots in 1903, with $ 17.07 in unpaid property tax. Maybe she sold them between 1903 and 1913, and maybe the sheriff sold them for her. To be resolved. The Ray House is the house where she died. She rented, and only owned the $ 600 deposit on the lease. Thus there is the actual building, owned by the landlord, and rented by Liz, who owned the 30-room lodging house business.

Also note there are some diamonds in the estate, with some nice earrings, but nothing as spectacular any more as what was described by Spider Johnson.

It was not easy to find the beneficiaries. Who, for example, was the fortunate James Derbyshire ? There is a candidate that is much more likely to be Liz's good friend James Derbyshire. The Portland city directories of 1905 have a logger of that name boarding at 32 ½ Front Street. Of course in 1905 George Duncan had died, and maybe James Derbyshire had the privilege of comforting Liz. He disappeared from the Portland City Directories. It is entirely possible after that he was logging somewhere far away, as loggers are wont to do, which explains why he was hard to find in 1913. But around 1910 there also was a local boxer with the last name Derbyshire in the 135 pound class (and in 1912 in the 158 pound class). I am not the only one having trouble finding James Derbyshire. The Oregon Daily Journal of March 15, 1915, two years after the death of Elizabeth Smith, could not find him either.



$150 Cash Waiting James Derbyshire

James Derbyshire may be chasing the elusive dollar somewhere in the city of Portland, but at the same time 150 of those dollars are chasing him.

Elizabeth Hutchinson, better known in Portland as "Liverpool Liz," left $150 to Derbyshire on her death. He has been sought high and low for some time and although reports have been received that he has been seen on several occasions and that he is an inmate of some charitable home, no trace of him can be found which would lead to discovery of him in person.

Attorney Hamilton Johnstone represents the estate and if Derbyshire would call upon Mr. Johnstone he can get in touch with the $150.

One would suspect finding the relatives in Wales would also be quite difficult. The estate hired lawyer Hamilton Johnstone to do a search. And a successful one, as the following declaration shows.

> *KNOW ALL MEN BY THESE PRESENTS: That we, MARY ROBERTS, of Glascoed Cottage, Newborough, Anglesey, North Wales, England: TOM WILLIAMS of Rhondda Valley, South Wales, England, and MARY ANNA THOMAS, of Crescent Lake P. O., Saltcoats, Sask., Canada, formerly of Lodge Maes Bath, Duryran, Anglesey, North Wales, England, residuary legatees each for one third under the last Will and Testament of Elizabeth Hutchinson, deceased, at Portland, Oregon, on or about February 17th, 1913, hereby certify that C. Henri*

Labbe, Executor of the last Will and Testament of said Elizabeth Hutchinson, deceased, has turned over to us the real property of said estate free from all and every claim of administration.

We further certify and declare that we have also received from said C. Henri Labbee, Executor as aforesaid, the following personal property, the same being all the rest, residue and remainder of the personal property of said estate remaining in the hands of said Executor as per his final report and account duly filed herein and his report and account supplemental thereto, to wit:

One trunk of personal effects.
One gold watch and chain.
One diamond earring.
One diamond ring and
The sum of $ 68.03

We hereby acknowledge full satisfaction of all claims and demands against said Executor and against the estate of Elizabeth Hutchinson, deceased, growing out of the provision of said will in our favor and we hereby consent that said Executor be discharged and that said estate be closed.

IN WITNESS WHEREOF, we have hereunto set our hands and seals at Portland, Oregon, this the 5th day of October, 1915.

(signed) MARY ROBERTS, TOM WILLIAMS, MARY ANNA THOMAS (actual signature in all three cases is Hamilton Johnstone, the Attorney in fact).

I just want to remark that Hamilton Johnstone did a remarkably good job locating the beneficiaries in the Wales countryside, and in discovering that one of them had actually emigrated to Saltcoats, Saskatchewan, which is located precisely in the middle of nowhere. How he did it, I don't know. There was no transatlantic telephone service until 1927, although the telegraph had been around a long time already.

One of the duties as administrator of an estate is to settle all claims against the estate, and the estate files usually have copies of various unpaid bills. One of them is particularly interesting.

That Petitioner, Executor as aforesaid, received of Dr. Karl Smith a claim of $ 77.50 for professional services rendered to said deceased during her last illness, and Dunning & McEntee, Undertakers, have presented their claim of $ 150.00 for funeral expenses. That petitioner considering the claim of Dr. Smith excessive, compromised the same with Dr. Smith for $ 60.00.

As is not unusual with substantial estates, a claim was filed against the estate. On September 9, 1913 one Richard Hamill maintained to have cared for and attended Liz from July 1910 until her death.

Hamill thought that $100 per month was a reasonable fee for his services as a nurse, and consequently he asked for $ 3,000, although he also said that Liz had even promised to leave all her property to him. The claim was contested by executor Labbe and by Hamilton Johnstone, who was the attorney for the beneficiaries, who had (allegedly) already been found at the time. Hamill brought witnesses to testify that Liz "had small use for women" and had described him as "the Scotchman who could do the most for her". Circuit Judge Cleeton was not impressed and threw out the claim the next day. Again, I cannot find any traces of Hamill in the census and other records. Most of the people Liz associated with were small time crooks and operators, and they did not get much attention in the paper. But the Hamill episode, if true, does suggest that Liz may not have been healthy in her final years. It is quite extensively documented in the probate documents.

Before I saw the probate documents I had no idea there was something like the Ray House, and that Liz was actually running a boarding house until the day of her death. Labbe filed two executor's reports, the first one dated July 17, 1914 and the second and final one on January 28, 1915. The reports are included in the documents you can download, but I'll retype the final report here, because it gives precise information about the Ray House, the Hamill case, and the various claims against the estate. It's quite a bit of typing, but here I go. Incorrect spellings in the report are copied, but noted.

In the County Court of the State of Oregon
for the County of Multnomah

In the matter of the Estate of
Elizabeth Hutchinson, deceased.

Comes now C. Henri Labbe, Executor of the last Will and Testament of Elizabeth Hutchinson, deceased, and presents his final report and account as follows: -

Immediately after his appointment, the said executor qualified by filing his oath and received his Letters Testamentary. Immediately thereafter he gave due and legal notice of his appointment and to the creditors to present their claims by causing the proper notice to be published in the Sunday Welcome, a newspaper of general circulation published in this County and State for the statutory time. Proof of which publication was duly filed herein as by law required on the 7th day of October 1913.

In due course of administration said executor caused an Inventory and Appraisement of the assets of said estate to be made and the same was filed April 29th, 1913. Said Inventory and Appraisement showed the following property, towit: -

(Note: Appraisal we have already seen follows here)

Said Elizabeth Hutchinson died in this County and State on the 17th day of February 1913, and sais executor files his petition for appointment on the 24th day of February 1913, but was not appointed until April 2nd, 1913. In the meanwhile, the assets of the estate were in the

possession of Mr. Harry Bulger, an officer of the court who, however, was ignorant of the fact that the said lodging-house was a part of the estate and said executor only became aware of the fact when a claim was made on him for the rent of the same. After the death of said Elizabeth Hutchinson, Richard Hamil who had been living with said deceased for sometime prior to her death, took possession of said lodging-house claiming an interest therein. Along in April, the rent for April not having been paid, John Pulos, landlord of said lodging-house, petitioned and was appointed administrator of the estate of Elizabeth Smith, and name which said deceased had assumed and by which she was known. When said administrator became aware of the appointment of said executor, he resigned and presented his claim for rent to said executor. As a part of his answer in the suit hereinafter described, the executor had set up a counterclaim against said Richard Hamil for the sum of $1000.00 alleged to have received by him during said term from February 17th, 1913, to on or about April 29th, 1914. Said counterclaim was interposed to offset the claim of said Richard Hamill. It would have been very difficult to establish said counterclaim and even if the executor had been fortunate enough to establish it, it would have been of no value as against Hamil as executor understands he has nothing with which to respond to a judgment. Said claim was therefor waived in the dismissal of the suit as set out herein. The matter of the Hamil suit is set out in detail hereinafter.

Said Elizabeth Hutchinson in her lifetime had been a well known character in the "North End" of Portland where she was commonly known under the name of "Liverpool Liz" and whatever profits were made by said lodging-house, were due to her individuality and the patronage which a wide acquaintanceship brought to said lodging-house. Immediately after her death, this patronage feel away and instead of being an asset, said lodging-house on account of the high rent of $200.00 per month and the expenses connected with the same, became a burden to the estate and soon would have eaten up the live assets of said estate. The landlord, on account of the fact that the lease was secured by a deposit for $600.00 and that the estate was solvent, was independant and exacting and insistent that the rent be promptly met each month and would make no concession. The rent was high and at that time with summer coming on, there was no demand for lodging-houses in the neighborhood. Said executor inquired among some acquaintances in the "North End" as to the lodging-house situation and was informed that there was absolutely nothing doing and several cases were cited of tenants forfeiting their deposits and giving up their houses for lack of business. However, said executor on the order of the Court succeeded in selling said lodging-house to John Pulos for the sum of One Hundred dollars and by forfeiting the deposit, said estate was released from any further obligation under the lease. However, interest on said deposit for one year amounting to $36.00 was collected by the executor. This sale was confirmed by the Court. As a part of the bargain, said executor was obliged to and did pay the back rent and the expenses since the death of said deceased to date of sale as is shown by the claim of said John Pulos hereto attached. While said sale of One Hundred Dollars may appear cheap and while it is a fact that said landlord took advantage of his position to drive a hard bargain, the said executor feels that under the circumstances, the sale while not a good one, was the best that could be made, everything considered.

In the course of administration, the said Richard Hamil above mentioned, presented a claim to the executor for services rendered to the deceased amounting to $ 3000.00. Knowing the character and reputation of the deceased and her manner of life and being suspicious of the good faith of the claimant, the executor on May 12th 1913, rejected said claim. The said claimant then presented this claim to this Court and aftera full hearing , the same was disallowed by the Court of September 10h, 1913. Claimant then brought suit in the Circuit Court against the executor on the same claim. The executor interposed a demurrer that the Court was without jurisdiction six months not having elapsed since the issuance of the Letters Testamentary. The demurrer being sustained by Judge Davis of the Circuit Court, plaintiff took a voluntary non suit and files another suit against the executor on the same facts six months having by that time elapsed since the issuance of the Letters Testamentary. The executor then filed his answer setting up as one of his defenses the hearing before Judge Cleeton who was at that time supposed to be acting as a Circuit Judge in probate; the executor claiming that the matter having once been passed upon was now resadjudicata (sic). To this defense plaintiff demurred but on the showing of the executor the demurrer was overruled by Judge Kavanaugh who, however, permitted plaintiff to go to trail on the facts. The matter was then transferred to Judge McGinn's department and the question of the jurisdiction of Judge Cleeton as Judge of the Circuit Court having been raised in another case and the matter of the Probate Court being in a tangle Judge McGinn refused to hear the matter, since which time it has been pending. However, a stipulation has been entered into by Mr. Carl Wangerien, representing the plaintiff and Mr. Hamilton Johnstone representing the beneficiaries under the will of said Elizabeth Hutchinson, deceased, dismissing the said suit, and no further claim being now made against the estate by said Richard Hamil nor against the executor the estate may now be closed without any further hinderence (sic). In the contest of said claim, said executor has paid out $5.00 for sheriff's and witness's fees; $10.00 reporter's fees for the hearing before Judge Cleeton and $11.00 filing fees in the suit in the Circuit Court. These disbursements are carried in the account hereinafter set out and the proper vouchers are attached to said account and filed herewith.

October 31st, 1913, on the petition of said executor, the Court entered an order authorizing and directing said executor to pay the funeral expenses amounting to $150.00 and expenses of last illness amounting to $60.00. These two claims have been paid nd vouchers taken. The claim of Dr. Earl Smith for professional services rendered said deceased in her last illness as presented was for $77.50. Considering the same excessive, the executor succeeded in having the same cut to $60.00 which amount was paid. These two items appear in the account hereinafter set out and the vouchers showing payment are hereto annexed and filed herewith.

The beneficiaries under the said will reside in Wales and in Canada and could not personally take over the real estate, and while the Hamil claim was pending, the personal property of the estate not being sufficient to liquidate the same in case said claimant succeeded in establishing his said claim, the executor cared for said real property and was compelled to and did pay taxes for the year 1912 amounting to $79.86 and also the taxes for 1913 amounting to $91.83. The proper receipts showing these payments are hereto attached and filed herewith.

Taxes on the personal property for 1913 amounting to $26.40 have also been paid and a receipt taken therefor which receipt is filed herewith.

At the time of the death of said Elizabeth Hutchinson, Mr. Harry Bulger, an officer of Judge Cleeton's office, took possession of the personal property of the deceased and turned a trunk containing deceased's effects over to the Portland Van & Storage Co. He informed the executor of this trunk but as no bill was ever presented the executor was of opinion that no storage was being charged for the same. A short time ago the executor was informed by Mr. Bulger that a statement for storage had come to his office. The executor withdrew said trunk from storage and has the same in his possession, ready to turn over to the beneficiaries. From a hasty examination, the executor is convinced that contents of said trunk are of no value. The bill for storage has been paid and is hereto attached and filed herewith.

Since the filing of the prior report and account, the executor has paid the claim of Dr. Buck amounting to $100.00; the expense of publishing first notice $3.00 and the appraisers fees of Six dollars. Mr. L. E. Sauvie, one of the appraisers, being employed by the County in the Clark's department as Deputy Clerk, very consciensiously (sic) refused to receive any fees for his services.

Since the inception of the proceeding of this estate, the executor has acted as his own attorney and in the litigation on the Hamil claim has appeared in propria persona. In the litigation on the Hamil claim he also acted as a witness at the hearing before Judge Cleeton. In the litigation on the Hamil claim said executor was assisted by Mr. Hamilton Johnstone who appeared on behalf of the beneficiaries under the will. In this litigation the services of Mr. Johnstone have been of value to the estate and the executor. Mr. Johnstone has made a claim on the executor for a bill for his services. The executor believes that Mr. Johnstone is entitles to a fee from the estate for his services, and would ask that the same be fixed by the Court along with the extra allowance to the executor.

The Hamil claim has been the cause for a long delay in closing the estate and the contest of said claim has entailed a large amount of extra work on the executor. The successful outcome of said litigation and the saving to the estate of a substantial sum executor believes is due in a measure to his firm stand against said claim to his aid in the litigation and the aid and support of his collegue (sic) Mr. Hamilton Johnstone. For his services so rendered the executor believes he is not only entitles to his commission on the property of the estate as inventoried but also to an extra allowance.

Said estate is now fully administered and nothing further remains to be done. There are no outstanding claims and all claims which have been presented have been paid and settled. The Hamil claim is not out of the way as hereinbefore set out and there is nothing now to prevent the closing of the estate.

The estate was not of sufficient size to be subjected to an inheritance tax, so none has been paid.

The executor has on hand all the property of said estate mentioned inthe inventory and appraisement except the lodging-house which was sold as hereinabove set out. The finds on hand at the time of the death of said Elizabeth Hutchinson have been sufficient to administer said estate without recourse to the sale of any of the personal or real property mentioned in said inventory.

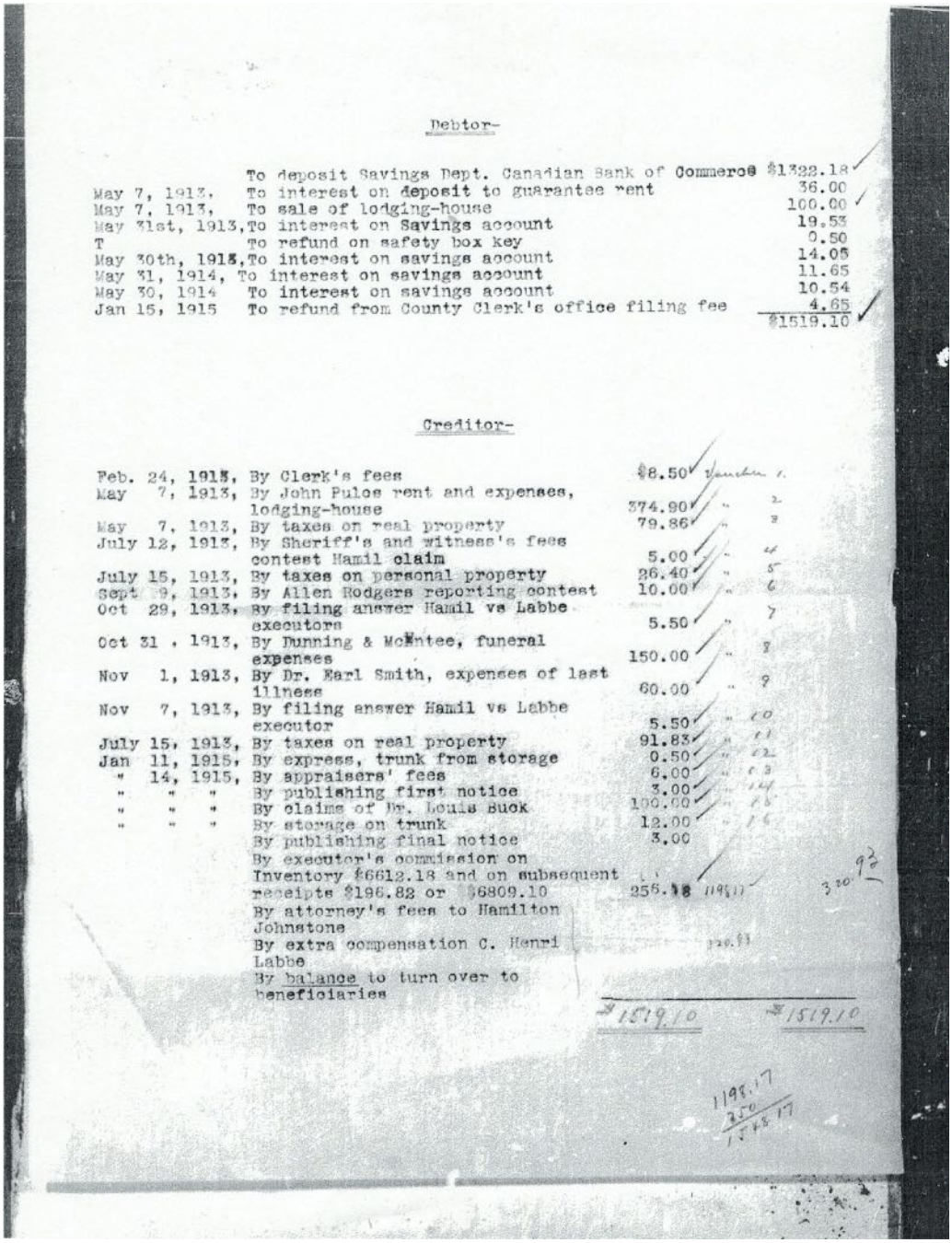
The executor having thus accounted for all the property would account for the funds of said estate as follows:-

(Note: Accounting on a page copied below)

There being nothing further to be done, said estate being now fully administered, said executor would pray for an order fixing the time and place for the hearing of objections to said final report and account and for the settlement of the same and on said settlement a further order to turn said estate over to the beneficiaries under the last Will and Testament of said Elizabeth Hutchinson, deceased.

(signed) C. Henry Labbe, Executor

Here is the executors list of the assets and the expenses..



Debtor-

	To deposit Savings Dept. Canadian Bank of Commerce	$1322.18
May 7, 1913.	To interest on deposit to guarantee rent	36.00
May 7, 1913.	To sale of lodging-house	100.00
May 31st, 1913,	To interest on Savings account	19.53
T	To refund on safety box key	0.50
May 30th, 1914,	To interest on savings account	14.05
May 31, 1914,	To interest on savings account	11.65
May 30, 1914	To interest on savings account	10.54
Jan 15, 1915	To refund from County Clerk's office filing fee	4.65
		$1519.10

Creditor-

Feb. 24, 1913,	By Clerk's fees	$8.50	Voucher 1.
May 7, 1913,	By John Pulos rent and expenses, lodging-house	374.90	" 2
May 7, 1913,	By taxes on real property	79.86	" 3
July 12, 1913,	By Sheriff's and witness's fees contest Hamil claim	5.00	" 4
July 15, 1913,	By taxes on personal property	26.40	" 5
Sept 9, 1913,	By Allen Rodgers reporting contest	10.00	" 6
Oct 29, 1913,	By filing answer Hamil vs Labbe executors	5.50	" 7
Oct 31 , 1913,	By Dunning & McEntee, funeral expenses	150.00	" 8
Nov 1, 1913,	By Dr. Earl Smith, expenses of last illness	60.00	" 9
Nov 7, 1913,	By filing answer Hamil vs Labbe executor	5.50	" 10
July 15, 1913,	By taxes on real property	91.83	" 11
Jan 11, 1915,	By express, trunk from storage	0.50	" 12
" 14, 1915,	By appraisers' fees	6.00	" 13
" " "	By publishing first notice	3.00	" 14
" " "	By claims of Dr. Louis Buck	100.00	" 15
" " "	By storage on trunk	12.00	" 16
	By publishing final notice	3.00	
	By executor's commission on Inventory $6612.18 and on subsequent receipts $196.82 or $6809.10	256.18	1198.17 320 93
	By attorney's fees to Hamilton Johnstone		
	By extra compensation C. Henri Labbe		320.93
	By balance to turn over to beneficiaries		
		$1519.10	$1519.10

1198.17
320
1518.17

On October 5, 1915 Judge Cleeton orders and decrees that

- The executor's final report is approved, confirmed and settled.
- The executor's request for extra compensation, mostly for efforts in connection with the Richard Hamill lawsuit, is allowed at set at $ 175.
- Hamilton Johnstone, lawyer for the beneficiaries, is also allowed $ 175 for extra services.
- The sale of one of the diamond earrings by the executor to Jaeger Bros for $ 250 to cover costs is approved.

- Since James Derbyshire cannot be found the $ 150 will be put in a special account in his name controlled by the Treasurer of Multnomah County.
- The rest, residue, and remainder of the estate, both the real property and the personal property, will be turned over to the three beneficiaries Mary Roberts, Mary Anna Thomas, and Tom Williams.
- As soon as the proper receipts are filed the executor is hereby discharged.

It is of some interest that in his first report Labbe is somewhat less circumspect. There it says

> *Said Elizabeth Hutchinson in her lifetime had been a prostitute and under the name of "Liverpool Liz" was a very well known character in the "North End" of Portland.*

Clearly Labbe is proud to have fought off Richard Hamil, to have negotiated effectively with John Pulos, and to have haggled $17.50 of the "excessive" bill of Dr. Earl Smith. What type of services were rendered by Dr. Buck is not specified in the probate files.

Remaining Questions

Although I have collected quite a lot of information on Liz and the Senate Saloon, there remain many open questions. Most of the people featuring in the story, including Liz herself, move on the margins of society. The newspapers and biographers do not pay attention to them, which makes the writing of their history extra complicated. In this section I will list some of these unanswered questions, mainly for my own reference, so I know what to keep working on.

First, everything that happened before 1890 in Liz' life is vague and badly documented. I do not know if she was born in Wales or England, when she came to the US, and if she came alone. I found a possible pair of parents, but it is basically a pretty wild guess. Also, I do not know when she was born. Most information suggests 1860, but some of the marriage information uses dates around 1867.

I also do not know how she started her career in the business of running saloons and (female) boarding houses. Did she already have money, or just with a winsome personality ? Was she supported by Lou Kendall, and what precisely was their early relationship ? Liz said she started buying land in 1888, which means she must have had access to considerable amounts of money at the time. If what she said in the Smith vs Kendall lawsuit was true, then she spend close to $ 10,000 between 1888 and 1890, a gigantic amount of money for those days. Where did it come from ? The real estate dealings also seem to imply she must have arrived quite some time before 1890.

The multiple Elizabeth Smiths in Portland at the time create problems. For example, there is an Elizabeth Young, boarding between Alder and Washington on Third, in the Portland City Directory of 1876. If that is our Liz, she must have been around 16 at the time. And it remains mysterious when and how she picked up the Smith name and the money. What is clear from the papers is that in 1892 the Senate Saloon was already known as "Liverpool Liz's Place". But also in 1892, it says in the Oregonian of November 27:

> *Lizzie Smith smiled pleasantly when City Attorney Manley called her name. Lizzie's is a familiar face in the police court. She has been arrested several times for soliciting, but she will not behave herself, so this time she was run in for vagrancy and fined $ 25.*

Again, there is no guarantee this was our Lizzie Smith. If she was already buying property in 1888, then maybe this soliciting version is a younger and wilder namesake. There are various other instances in the papers over the years where some Elizabeth Smith is arrested or fined for drunk and disorderly behaviour.

I think I have succeeded pretty much in locating the Senate Saloon. Why they had to move two times, I do not know. The owners of the land and the buildings were mostly the usual suspects, rich investors

and capitalists who made their own plans and did not care who were their lease-holders. Why Lou Kendall sold the saloon to Liz, if he did, is not known. Liz lost her liquor license around 1905, but I don't know the precise date her last Senate Saloon gave up the ghost.

The real estate dealings involving Liz and Lou are pretty well documented, but there are still some gaps. They can probably be filled quite easily. What was the outcome of the lawsuit ? Who bought the lots in Morgan's Division from the estate ?

It would be nice to see the actual lease from W. K. Smith to Harry Bush (or to Liz) for the grounds of Evergreen Park. The precise location of the park in the Smith tract is unclear. I also do not know which buildings were actually built at the time, and which were left after the demise of the project. And I cannot be sure if there was any bicycle or horse racing going on at all.

As for Liz's marriages, I made a great deal of progress. The probate files show that the marriage to Hutchinson is a certainty. Hutchinson married Mrs. George C. Duncan, and George was a barkeeper working for Liz, who was buried next to Liz. That marriage seems pretty well-established too. But unfortunately there is this William Duncan, another barkeeper working for Liz at the same time as George, who marries Elizabeth Smith and lists George C. Duncan as his father. That is a mystery, suggesting various hypotheses that I still have to test. Also, I do not know of any marriages before 1904, when Liz married George C. Duncan.

There is no information about the precise nature of Liz's disease, hospitalization and operation in 1909. Those events are important, because they are linked to the will, to the Hutchinson marriage and divorce, and probably to the Ray Hotel and Richard Hamil. There maybe hospital records from that time, but that is something I have not explored yet.

As far as I know there are no photographs of Liz, Evergreen Park, the Senate Saloon(s), Lou Kendall, Harry Bush, Robert Hutchinson, and the Duncans. There may be some in family archives, but I do not have access to them. This adds to the inevitable sepia-like vagueness of the history of these small time crooks and procurers, despite their ostentatious diamonds and their rather pathetic real estate dealings. Maybe it is better that way. But I'll keep digging.

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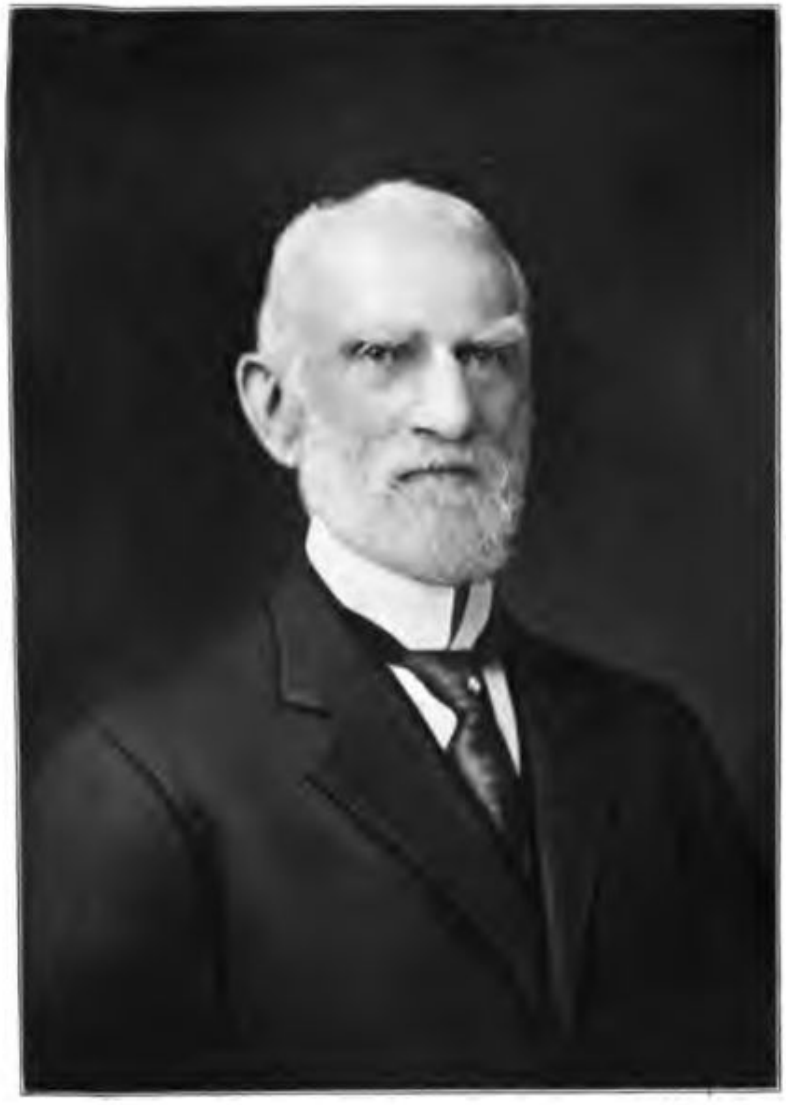
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The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Persons: William Kanan Smith

Jan de Leeuw

Version 11-21-2018



W. K. SMITH

101

PORTLAND, OREGON

BUREAU OF VITAL STATISTICS

Registered No. ....

STANDARD CERTIFICATE OF DEATH

1 PLACE OF DEATH
County MULTNOMAH
Town of .....
or
City of PORTLAND No. 351 THIRD Street

[If death occurred in a Hospital or Institution, give its NAME instead of street and number and fill out No. 18.]

2 FULL NAME WILLIAM KANAN SMITH

N. B.--Every item of information should be carefully supplied. AGE should be stated EXACTLY. PHYSICIANS should state CAUSE OF DEATH in plain terms, that it may be properly classified. Exact statement of OCCUPATION is very important. See instructions on back of certificate

PERSONAL AND STATISTICAL PARTICULARS

3 SEX: MALE
4 COLOR OR RACE: WHITE
5 SINGLE, MARRIED, WIDOWED OR DIVORCED (Write the Word): MARRIED

6 DATE OF BIRTH: AUG (Month) 3 (Day) 1826 (Year)

7 AGE: 87 years, 5 months, 12 days. If LESS than 1 day, ... hrs. or ... min.

8 OCCUPATION
(a) Trade, profession or particular kind of work: CAPITALIST
(b) General nature of Industry, business or establishment in which employed (or employer): .....

9 BIRTHPLACE (State or country): UNIONTOWN PENN

PARENTS

10 NAME OF FATHER: PETER SMITH
11 BIRTHPLACE OF FATHER State or country: NEW JERSEY
12 MAIDEN NAME OF MOTHER: BARBARA SHOWALTER
13 BIRTHPLACE OF MOTHER (State or country): PENNSYLVANIA

18a LENGTH OF RESIDENCE
At Place of Death 45 years ... months
In Oregon 60 years ... months

14 THE ABOVE IS TRUE TO THE BEST OF MY KNOWLEDGE
(Informant) W. K. SMITH JR.
(Address) 202 WASHINGTON ST

15 Filed 1/17 191 [illegible] Registrar or Deputy.

MEDICAL CERTIFICATE OF DEATH

16 DATE OF DEATH: JANUARY (Month) 15 (Day) 1914 (Year)

17 I HEREBY CERTIFY, That I attended deceased from Dec. 15 1913 to Jan 15 1914
that I last saw him alive on Jan 14 1914,
and that death occurred, on the date stated above, at 9 A. M.
The CAUSE OF DEATH was as follows:

Arterio-Sclerosis.
(Progressive) - effect.
Valvular Heart Disease.
Cirrhosis of the Liver.

(Duration) 3 yrs. 4 mos. ... dys.

Contributory (Secondary) ... (Duration) ... yrs. ... mos. ... dys.

(Signed) [signature] M.D.
191 Address .....

¶State the DISEASE CAUSING DEATH, or, in deaths from VIOLENT CAUSES state (1) MEANS OF INJURY and (2) whether ACCIDENTAL, SUICIDAL, OR HOMICIDAL.

18 SPECIAL INFORMATION only for Hospitals, Institutions, Transients, or Recent Residents.
Former or Usual Residence ... How long at Place of Death? ... Dys.
Where was disease contracted, if not at Place of death? .....

19 PLACE OF BURIAL OR REMOVAL: RIVER VIEW CEMY
DATE OF BURIAL: JAN 17 1914
20 UNDERTAKER: THE EDW. HOLMAN UND. CO.
ADDRESS: 350 THIRD ST. PORTLAND.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Persons: The Martins of San Francisco

Jan de Leeuw

Version 01-01-2020

Introduction

On February 26, 1872 A. P. Dennison and H. F. Bloch sold the 160 acres of the George Smith Donation Land Claim, the land that would later become the Piedmont subdivision, to D. J. Harrington and P. J. Martin for $ 5,000. After bouncing around in the Martin family, and appreciating rapidly, the land was sold for $ 24,000 to Chas. A. Neal on June 2, 1888 by D. V. B. Henarie of San Francisco. Neal then sold it on June 26, 1888 to Edward Quackenbush's Investment Company for that same $ 24,000. The Investment Company then recorded the plat for Piedmont on October 15, 1889 (De Leeuw 2018a, De Leeuw 2018b).

Mostly because of the sales, quitclaims, and other legal wrangles within the Martin family, I decided to take a closer look at this pride of rich people from San Francisco, more specifically at Edward (Johnson) Martin, his wife Eleanor Martin (née Downey), his brother Patrick J. Martin, his sons Thomas S. Martin and Edward Martin, and their business partners Daniel V. B. Henarie and Peter Donahue. As is true for many of the chapters in this book, it will take us astray from the main topic of the book, but it makes a nice story and reveals some interesting details about California and Oregon between, say, 1850 and 1900.

Biographical: Edward and Eleanor Martin

Edward Martin was born in 1818 in Enniscorthy, Wexford County, Ireland.

> *Seeing no prospect for national independence, Edward Martin, before reaching his majority, emigrated, and his destination was Santiago, in Chili. There he spent five years in commercial business, for which he was qualified by the education he received at home, and in '49 he determined to come to California. Accordingly, he set out on a sailing vessel and reached San Francisco after a voyage of six months. Having arrived, he lost no time in speculative deliberation, but at once went into mining in Calaveras County, where he soon accumulated a handsome fortune by his enlightened industry. He then made a tour to Ireland, and visited on his return the principal Eastern cities, such as New York, Chicago and St.Louis, and on mature deliberation, concluded that San Francisco was his future home.* (Quigley, 1878, p. 405).

It must be emphasized that there are other, usually somewhat different, versions of this early history in the other primary and secondary sources.

Around 1852 Edward married Mary Gertrude Agatha Martin (née ??), born around 1823 in New York. She died in 1866 of phtisis (pulmonary tuberculosis), 43 years old, after giving birth to Thomas S. (1853), Mary G. (1854), Edward L. (1855), Frances (1857), Clara (1859), James (1861), and Georgina (1866). In the 1860 federal census Edward Martin, with profession “merchant”, was already in possession of $ 60,000 in real estate and $ 2,000 in personal estate. Children Thomas, Edward, Mary, and Frances were part of the Martin household.

Page from the 1860 Federal Census

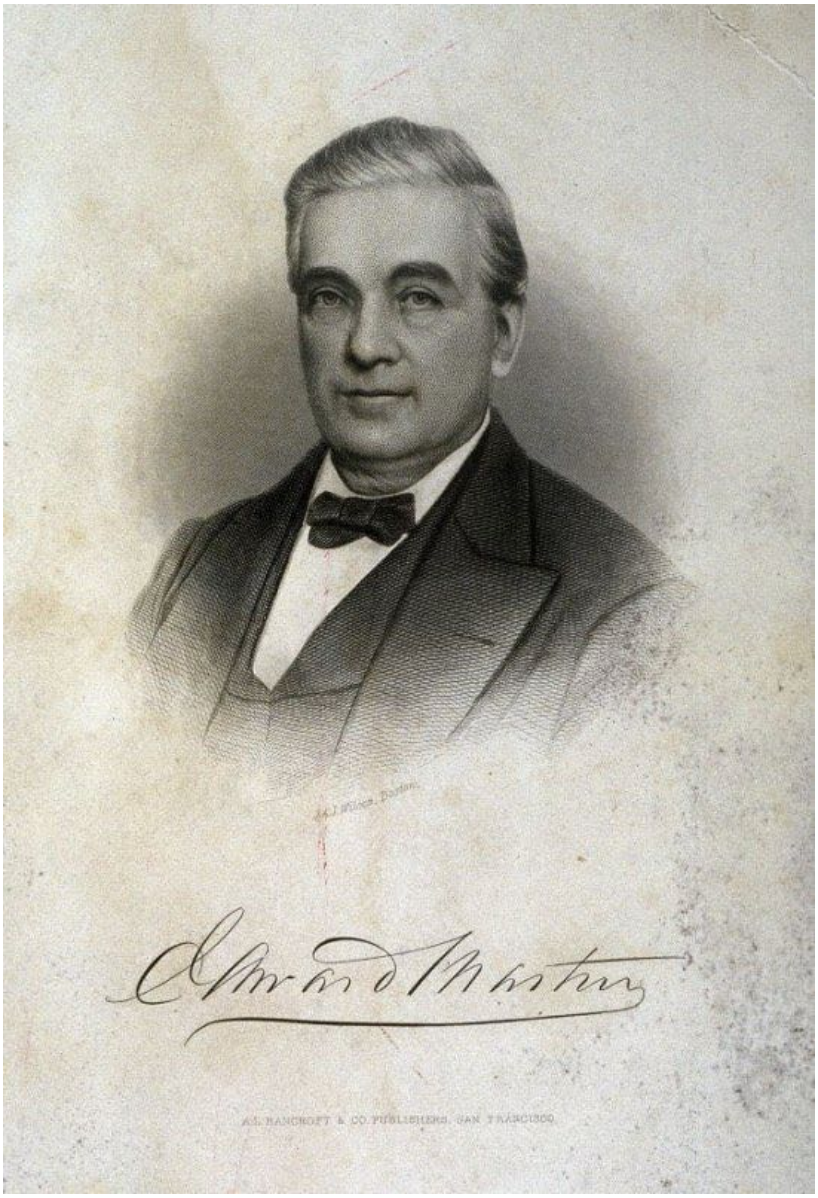
In the 1870 census his real estate holdings had increased to $ 180,000, his personal estates were up to $ 30,000. Living at home were Thomas, Edward, Frances, Clara, James, and Georgina. Daughter Mary G. was no longer with them.

Page from the 1870 Federal Census

But there were some additional household members. In 1869 Edward Sr. had remarried. The new spouse was Eleanor Downey, born in 1826, at Castle Sampson, near Athlone, County Roscommon, Ireland (Phelan, 1928). The Downey family came to the US, settling in Maryland, around 1833. Brother John G. Downey studied medicine in Washington, D.C. and moved to Los Angeles in 1854. His siblings Eleanor, Annie, and Patrick joined him in California in 1857. Eleanor married Walter Harvey in 1858, and had a son John Downey Harvey in 1860. Walter Harvey died in 1861. John G. Downey was the seventh Governor of California from 1860 to 1862, and sister Anna “Annie” Downey married Peter Donahue, another rich widower, in 1862. In the 1870 federal census Eleanor Martin and John Downey Harvey had joined the Edward Martin household. Next door neighbors were the Donahue’s, who were really rich. The census taker mentions 500,000 dollars in real estate, and 2,000,000 dollars in personal estate.

In the 1880 census there were 12 people living in the house on Sutter Street. Three of them were servants. Thomas, Edward, James, and Genevieve were children from Edward’s first marriage. John Harvey was a son from Eleanor’s first marriage. And Peter (7), Walter (5), and Andrew (3) were new additions to the family. There no longer is a Clara. But, most importantly, on May 12, 1880 Edward Martin had died of apoplexie (an old diagnosis, that could have been a stroke, heart attack, or aneurism).

Page from the 1880 Federal Census



J.A.J. Wilcox, Portrait of Edward Martin

How did Edward Martin make his money ? The article below, that appeared in the San Francisco Chronicle after his death, gives a short summary. Mining, banking, real estate, and liquor. I'll look into the real estate dealings and the liquor business in more detail below, because they have some connection to Portland and to Piedmont.



ANOTHER PIONEER GONE.

Death of a Prominent Banker and Millionaire.

Edward Martin, Treasurer and Secretary of the Hibernia Bank, and for many years the principal of the firm of E. Martin & Co., died yesterday morning at his residence, No. 725 Sutter street, from an attack of paralysis. Deceased was a native of Enniscorthy, Wexford county, Ireland, aged 61, and arrived in San Francisco in November, 1848, coming from Chile, where, as an extensive builder, he laid the foundation of the large fortune that he enjoyed at the time of his death. In 1850 he returned to this State after an absence in the East and Europe, and entered into the real estate business. In 1857, together with other prominent citizens, he organized the Hibernia Bank, in 1870 succeeding John Meil as Treasurer and Secretary, since which time he has been its principal manager. About the same time of the organization of the bank he established the wholesale liquor business of E. Martin & Co., with a branch store at Portland, Or. Mr. Martin was twice married, the last time to a sister of Governor Downey of Los Angeles, and leaves a family of nine children. Deceased was a member of the Society of Pioneers, and a lifelong Democrat, refusing, however, any active participation in politics. The estate is estimated at over two millions. Besides a number of valuable lots and buildings in this city he owned 600,000 acres of land in Oregon, and a tract of some 35,000 in Los Angeles county.

San Francisco Chronicle, May 13, 1880

Eleanor Martin would live to be a rich widow for another 48 years, and die in 1928, 102 years old. She and her widowed sister, Annie Donahue Downey, were known locally as the “Heavenly Twins”. They traveled the world and ruled the society pages.

> *Eleanor by now was not alone the accepted leader of society in San Francisco, but also its ruler, thereby earning herself the sobriquet of ‘the Czarina’. Those who knew her well saw her as a petite and gentle woman who exemplified Victorian ‘respectability’ and had a strict code of conduct. It was reported that she would not admit a divorced woman to her home and that ladies who drank more than one glass of champagne at her parties were not invited back. Over the years the notabilities she entertained in her mansion on Broadway included three United States Presidents, McKinley, Theodore Roosevelt and Taft.*
>
> *Since San Francisco, unlike New York and the large cities back east, was too new to have anyone who could claim membership of ‘an old family’ as a criterion for acceptance into ‘high*

society', one's wealth, regardless of one's origins, became a major status symbol. In time Eleanor and Ned Greenway, the San Francisco representative of Mumm's champagne, became partners in the organization of the city's society. They made a list of the most desirable aspirants to become members of a '400' such as Mrs Astor had in New York. In 1887 they invited a social elite to the city's first Bachelor Cotillion.

At 10 p.m. sharp on the night, Eleanor and Ned, arm in arm, led the promenade around the ballroom. When they halted, Ned took a little gold whistle from his pocket and blew it as a signal for the dancing to begin. He blew it again later to announce that it was time to pitch into the banquet of duck, ham, turtle, tongue, scalloped oysters, and ice cream, washed down with Mumm's champagne. Then the Cotillion Master led his 'troops' back onto the dance floor like a drill sergeant.

Eleanor remained the doyen of San Francisco society. She presided over splendid dinners into her nineties, although, according to newspaper reports, she dozed off between courses. She remained active in charitable affairs and after the earthquake and fire in 1906 she permitted the government to use her mansion as a headquarters for the army during the crisis. On 9 May 1906 The People reported that high on the list of losers in the earthquake was Mrs Eleanor Martin, that her losses were estimated to amount to £300,000.

For over fifty years, she had maintained her position as the prima donna of San Francisco society, a tribute to the freedom enjoyed by Irish Catholic immigrants, men and women, in California at a time when employers in New York and Boston were posting signs saying, 'No Irish need apply'. However, the years were taking their toll and she was no longer able to take an active part in events.

On 6 July 1928, Eleanor Downey Martin, the widow of Edward J. Martin, passed away. She was within six weeks of being 102 years old. (Codd, 2011-2012, p. 85-86).

Peter Donahue, by the way, was born in 1822 in Glasgow, from Irish parents. He came to the US in 1835, and learned the engineering trade in Patterson, New Jersey. In 1847 he went to Peru, to build a steamship for the Peruvian government. Lured by the gold rush, he joined his brother in San Francisco in 1849. The brothers started the Union Iron Works, the San Francisco Gas Company (later P. G. & E.), and various local and statewide railroads. With Edward Martin and various other Irish businessmen Peter started the Hibernia Savings and Loan Society in 1859. It later became the Hibernia Bank, and rapidly grew to become the largest bank in San Francisco. In 1852 Peter married Jane McGuire, who died in 1861. The widower, with two children, then married Annie Downey in 1864. As we shall see below, he also invested in various real estate projects, often together with friend, neighbor, and in-law Edward Martin. Peter died in 1885, Annie in 1896. Many more details about Peter Donahue are in Quigley, 1878, p 373-384, Dillon, 1984, Wikipedia, 2018.

Biographical: Patrick J. “P. J.” Martin

In the 1860 Federal Census we find two brothers of Edward Martin living together in San Francisco: Thomas is a 33 year old painter and Patrick J. Martin is a 26 year old carpenter. There is an indication of things to come, however, because P.J., as he is generally known, already had $ 10,000 in real estate holdings. Information about P.J. is relatively scarce, certainly as compared to what we know about Edward, but it seems he came to the U.S. in 1853, and married Margaret A. Foley around 1865. P.J. was born in 1836, in Enniscorthy like Edward. Margaret was ten years younger.

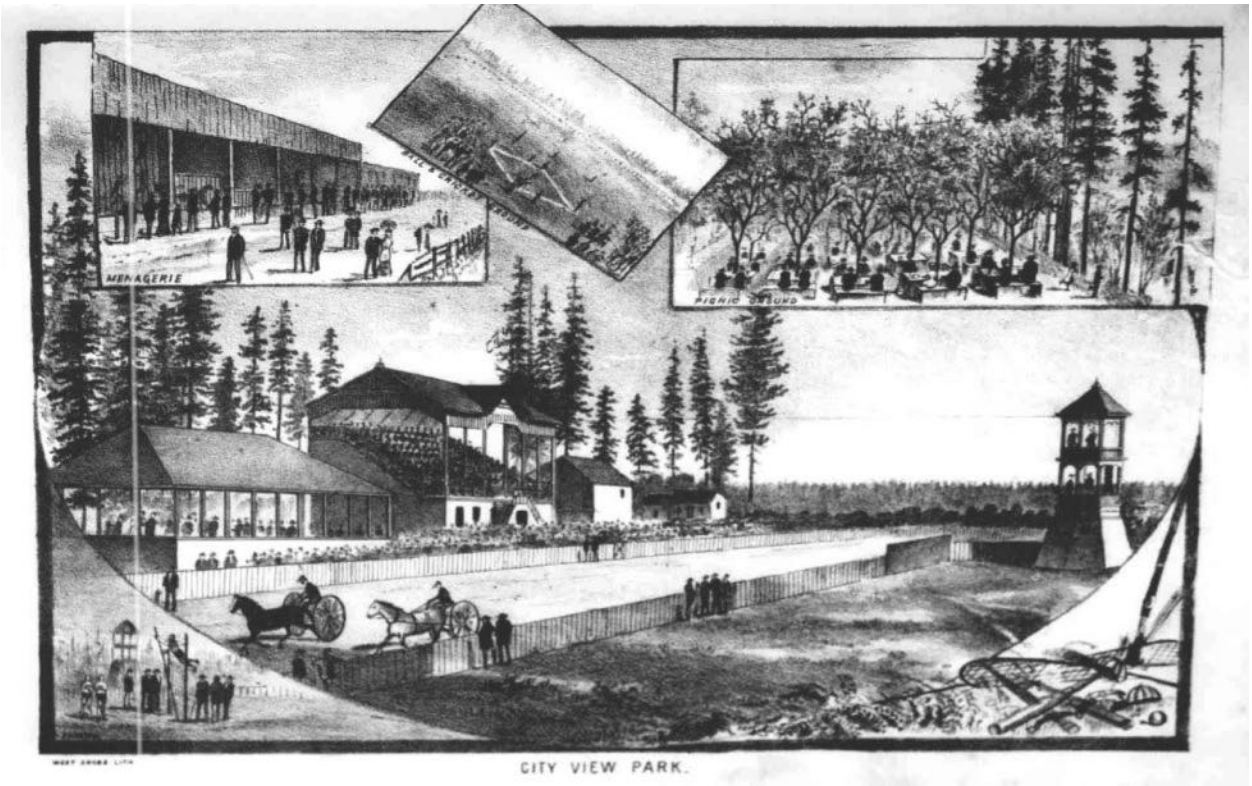
Cutter Whiskey

I don’t drink alcoholic beverages and I do not grow lyrical when seeing a nineteenth century whiskey bottle. But some people do. This section is dedicated to them.

The Dalles Military Wagon Road

The story of the Dallas Military Wagon Road does not really touch the history of Piedmont, except through the involvement of the Martin and Donahue families. But it is nevertheless a good story, and I will tell it anyway. It illustrates the role of fraud and graft in the development of the Northwest, and the ways in which people with lots of money succeeded in getting even more money, at the expense of the federal and state governments (and thus of all taxpayers).

City View Park



P.J.Martin Tract

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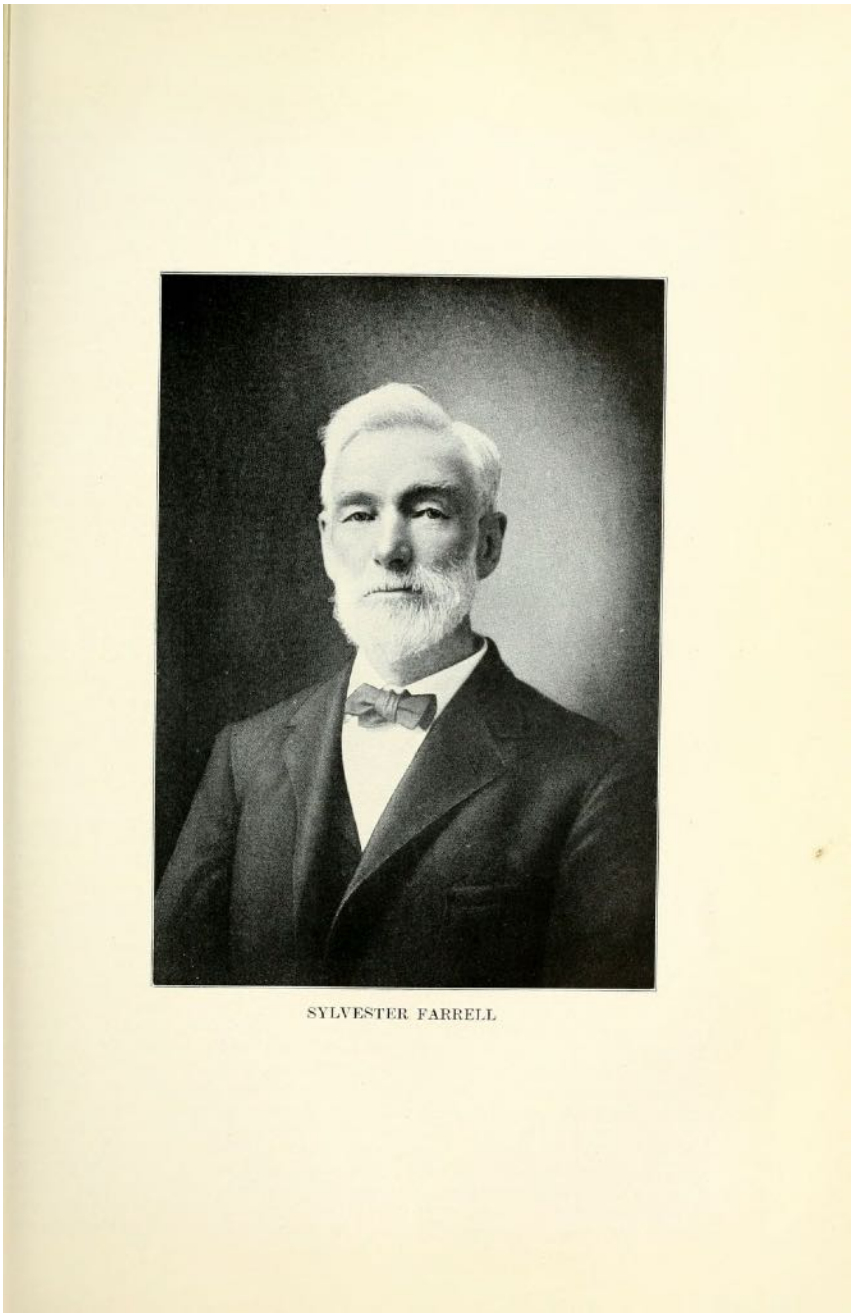
Wikipedia Contributors: *Peter Donahue (Businessman)*. Wikipedia, The Free Encyclopedia. 13 April 2018. Web. 13 April 2018
https://en.wikipedia.org/wiki/Peter_Donahue_(businessman)

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Persons: Sylvester Farrell

Jan de Leeuw

Version 11-21-2018



SYLVESTER FARRELL

PLACE OF DEATH

County of MULTNOMAH

Township of ..... or Village of ..... or City of PORTLAND

CENSUS OFFICE
STANDARD CERTIFICATE OF DEATH

PORTLAND, OREGON

Registered No. 19

No. 140 FRONT St.; Ward

[If death occurred in a Hospital or Institution, give its NAME instead of street and number.]

[If death occurs away from USUAL RESIDENCE give facts called for under "Special Information"]

FULL NAME Sylvester Farrell -

PERSONAL AND STATISTICAL PARTICULARS

SEX: Male

COLOR: Fair

DATE OF BIRTH: August (Month) 2 (Day) 1833 (Year)

AGE: 75 years, 5 months, 8 days

SINGLE, MARRIED, WIDOWED, OR DIVORCED: Married

BIRTHPLACE (State or country): St Thomas Ontario

NAME OF FATHER: Owen Farrell

BIRTHPLACE OF FATHER (State or country): Ireland

MAIDEN NAME OF MOTHER: Mary Kelly

BIRTHPLACE OF MOTHER (State or country): Ireland -

OCCUPATION: Merchant -

THE ABOVE STATED PERSONAL PARTICULARS ARE TRUE TO THE BEST OF MY KNOWLEDGE AND BELIEF

(Informant) Jessie E. Farrell

(Address) 231 West Park St -

Filed 1/11 1909. Moody Registrar.

MEDICAL CERTIFICATE OF DEATH

DATE OF DEATH: Jan 11th (Month) (Day) 1909 (Year)

I HEREBY CERTIFY, That I attended deceased from — 190..., to ... — 190...

that I last saw him alive on Jan 10th 1909,

and that death occurred, on the date stated above, at 8.20 a M. The CAUSE OF DEATH was as follows:

Organic Heart Disease

(duration) ..... days

Contributory .....

(duration) ..... days

(Signed) D S Nichols M. D.

Jan 11th 1909 (Address) 802 Corbett Bldg

SPECIAL INFORMATION only for Hospitals, Institutions, Transients, or Recent Residents.

Former or Usual Residence 231 West Park How long at Place of Death? 1 Days

Where was disease contracted if not at Place of death?

PLACE OF BURIAL OR REMOVAL: River View Cem'y

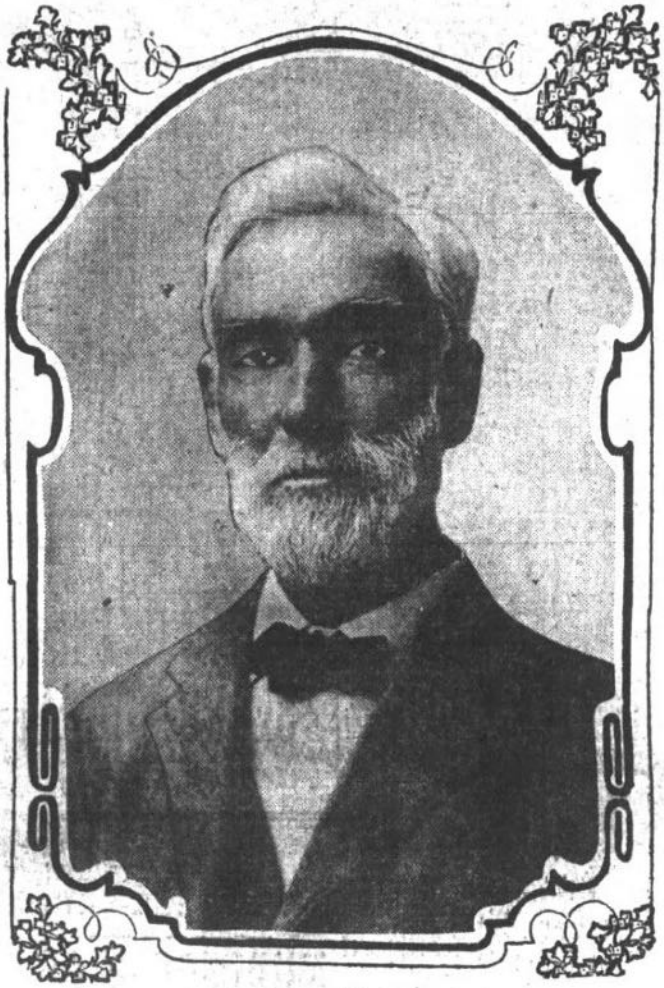
DATE OF BURIAL: JAN 13 1909

UNDERTAKER: E Holman Co

ADDRESS: 220 - 3rd

be given in every instance.

SYLVESTER FARRELL IS CALLED BY DEATH



Sylvester Farrell.

Sylvester Farrell, millionaire commission merchant and pioneer, dropped dead this morning. He was stroking the head of a pet cat in the office of Everding & Farrell, commission merchants of 140 Front street, of which firm he was manager, when his heart failed. Death was almost instantaneous.

For more than a year Mr. Farrell, who was 75 years old, had been under a physician's care for his heart, but had never suffered severely from it, and otherwise had always been in excellent health. When he arose shortly after 6 o'clock this morning he seemed to be perfectly well. He was in the best of spirits and talked and joked with his family.

Eating a hearty breakfast he walked from his house at 231 West Park street to the commission house, arriving there shortly after 8 o'clock. He removed his hat and overcoat and stood by the stove, commenting to his nephew, E. J. Farrell, upon the intense cold outside. He had been in the office about five minutes and was gently caressing the office cat, a large Maltese of which he was extremely fond, when he collapsed and would have fallen had not his nephew caught him.

The body was carried to a chair and placed in a sitting position. Dr. A. S. Nichols, who was immediately called, after an examination gave stoppage of the heart action as the cause of death. Later in the morning the body was removed to the home, where it now lies. Funeral arrangements will not be made until after the arrival of Mr. Farrell's son, R. S. Farrell, a member of the legislature, who was at Salem when his father died.

Mr. Farrell is survived by the widow, two sons—Thomas George Farrell, aged 41, and Robert S. Farrell, aged 38, both of whom were connected in business with their father—and three daughters—Mrs. Frederick Cookman of Portland, Mrs. W. W. Youngson of East Orange, N. J., and Miss Jessie Farrell of Portland.

Born in St. Thomas, Ont., Mr. Farrell emigrated to California in the early days, coming to Portland in 1867, and a few months later entering into a partnership with Henry Everding in the commission and produce business. The firm prospered and has become known as one of the most substantial of its kind in the city. It is a noteworthy fact that it has continued in business for more than 40 years in practically the same location.

For years Mr. Farrell was a prominent figure in state and county politics. He served several terms as legislator and for six years was a member of the city council. He served upon nearly all of the city commissions and was up to the time of his death a member of the state board of pilot commissioners. Although not an active worker he was a member of Harmony lodge No. 12, A. F. & A. M., Hall of Industry lodge No. 8, A. O. U. W., and of the Odd Fellows.

Multitudes of friends mourn the death of Mr. Farrell. The Farrell home today was crowded with those offering sympathy and aid.

The author of this article lives and works on unceded territory of the Multnomah, Kathlamet, Clackamas, bands of Chinook, Tualatin Kalapuya, Molalla and many other Tribes who made their homes along the Columbia River.

Persons: Elias Brong

Jan de Leeuw

Version 01-13-2019



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Introduction

Elias Brong played a significant role in the development of Piedmont and, more generally, Northeast Portland between 1908 and 1920. When Lewis Love died in 1903 his estate was to be divided up into six more or less equal parts between his four children who were still alive (Lewis P. Love , Mary Stafford, Fred D. Love, Green C. Love) and the offspring of the two children that had died (Melinda Shepard, William Love). The will also stipulated that the actual division of the real property, however, would not take place until January 1, 1907.

In 1907 the about 750 acres of the Lewis and Nancy Love Donation Land Claim (augmented with some land north of the Columbia Slough acquired from the Switzlers) was divided into six vertical strips. All strips ran from the Columbia Slough and the Switzler acquisitions in the north to Bryant Street in the south. The strip between Minnesota and Albina went to Melinda's children and became Fairport, the strip between Albina and Kerby went to Fred and became Swinton, between Kerby and Vancouver went to Green and became Lovewood and the Green C. Love Addition, between Vancouver and Rodney went to William's children and became Loveleigh, between Rodney and Union went to Mary and became Love's Addition, and between Union and Eight Street went to Lewis P. and became El Tovar.

In 1908 Elias Brong, the senior partner of the Brong-Steele Company, bought two of the six strips: the one between Vancouver and Rodney and the one between Union and Eight Street. In the same year Brong-Steele recorded the plats for Loveleigh and El Tovar. Just to be clear: the strips were larger than the subdivisions. In the north both Loveleigh and El Tovar ended at the O. W. R. & N. right of way. Brong-Steele also bought the parts of the strips north of the train tracks, all the way to the Columbia Slough and to Mud Lake and Switzler Lake.

A more detailed account of the division of the Love Donation Claim between the heirs, the conflicts this inevitably engendered, is in other chapters of this book. We also describe the platting and marketing of Loveleigh in its own subdivision chapter. El Tovar is east of Union, not in Piedmont, and we largely ignore it. But buying, platting, and selling Loveleigh is what makes Elias Brong important for our history.

Life

We start our biography by simply inserting the somewhat fawning, but otherwise accurate, description of Brong's life and works from Gaston (1911, p 334-336). The photo of Mr. Brong is also taken from Gaston's book.

ELIAS BRONG.

A public-spirited citizen who has assisted materially for more than twenty years in the upbuilding of the city, Elias Brong is clearly entitled to a place in a work which treats of Portland and its leaders. He is recognized as one of the important factors in real-estate circles and his judgment as to values and probabilities always commands respect and is generally found to be correct. A large acquaintance with the real-estate business in all its branches has materially assisted him in establishing a reputation as a safe and conservative adviser and he has a clientage in many parts of the country outside of the northwest.

Mr. Brong was born in Seneca county, Ohio, September 19, 1859. His father, Aaron T. Brong, who is still living, was one of the pioneers of northern Ohio from Niagara county, New York, and his family was the third family to settle in Seneca county, the region bordering on Lake Erie being then very thinly inhabited. The mother of our subject, who bore the name of Lydia Swalley, was born in Pennsylvania. She and her husband removed to Nebraska in 1879 and took up a homestead near Milford, where they still reside. The father has now attained the venerable age of eighty-four years.

Elias Brong was reared upon a farm and possessed advantages of training and education not available ordinarily to the country boy of thirty or forty years ago. He attended the district schools and also became a student in an academy at Republic, Seneca county, the academy of those days being in many respects like the high school of the present time. He completed his studies at Green Spring in the same county. After leaving school he entered the employ of the Big Four Railroad at Green Spring but at the age of twenty years removed with his parents to Nebraska, where for some time he was in the employ of the Burlington Railroad and later engaged in the retail shoe business at Crete, Nebraska.

After spending a year at Glenwood Springs, Mr. Brong decided to make his permanent home in the northwest. Portland presented inducements greater than he could discover in any other city, and here he established his residence in 1889, embarking in the real-estate business. Until the financial panic of 1892-3 he successfully handled a number of suburban additions. The panic almost wiped out all values in city property and it was several years before the normal condition in city real estate again appeared. During this time Mr. Brong's dealings were confined chiefly to farm properties as farm values were not so greatly disturbed by the derangement in other lines. For three years, from 1905 until 1908, Mr. Brong was secretary of the firm of A. C. Churchill & Company, handling the Williams, Lenox, Middlesex, Essex, Kent and Averill additions during the period named and successfully closing them all out. Withdrawing from the firm, Mr. Brong assisted in organizing the Brong-Steele Company, which platted and is handling the suburban additions of El Tovar and Loveleigh and the Leonard tract. The firm is also about to put on the market a tract of fifty acres adjoining the El Tovar and is interested in farm lands in the Willamette valley. The business of the firm is rapidly growing and it has reached a stage where its patrons are its most enthusiastic friends. This agreeable feeling is due to fair treatment and cordial relations established by a firm which recognizes the value of truthful and moderate representation in all business transactions. By this means the firm has not only made money for itself but has added largely to the growth and prosperity of the city.

Mr. Brong was united in marriage, May 20, 1887, to Miss Lillian Boies, a daughter of Mr. and Mrs. T. W. Boies, of Seward, Nebraska. Her father has been for many years prominently connected with the lumber business in Nebraska. Two children have been born of this union: Aileen, now a student in the Boston Conservatory of Music; and Paul, a student in the Portland High School. The family residence is at Woodmere, an attractive suburb of Portland.

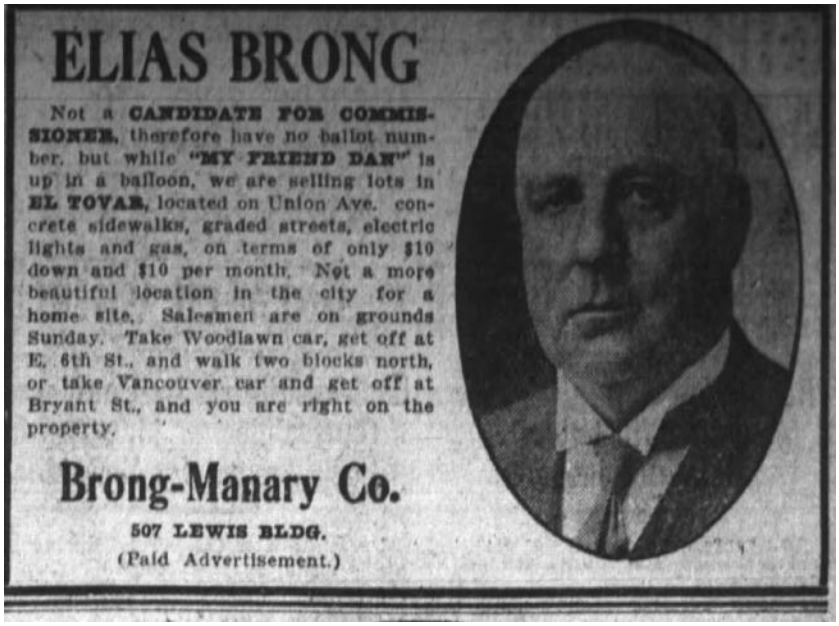
Mr. Brong is a liberal supporter of all movements looking to the welfare of the city. He is a member of the Real Estate Association, Chamber of Commerce and Board of Trade. His father is a democrat but the son cast his first vote for James A. Garfield as president and has always adhered to the republican party. He is an advocate of the principles taught in Masonry and is a member of the blue lodge, chapter, consistory and shrine. From his boyhood Mr. Brong has been industrious and faithful in the discharge of his duties, whatever their character, and the success that has attended his career in the city of his adoption has been due to high principles inculcated by worthy parents and exemplified in a life of usefulness and integrity.

These quaint and excruciating local history volumes were produced in large quantities around 1900, in particular by the S.J. Clarke Publishing Company of Chicago. They did contain much useful and colorful local history, but the discussion was not always unbiased and tended to boosterism of the area and its upper crust. The bulk of these often multi-volume works was taken up by the Who's-Who vanity biographies of prominent citizens, who then rewarded the authors by buying multiple copies of the books. Predictably, almost all these prominent citizens have vanished in the mists of time and are completely forgotten. But some of them left more durable contributions than just flattering biographies and are consequently still remembered. The author of the book, Joseph Gaston, by the way, himself was a very, very prominent citizen of Portland, which did result in getting him a nice Wikipedia entry.

Besides the Gaston biography of Elias Brong, there are some later details that are relevant for our story. From the Oregonian of March 9, 1908

A $1,000,000 oil company has been incorporated by F. M. Batchelor, E. S. Platts and A. J. Stowell. It is styled the Baker and Malheur Oil company and is planning to develop and operate oil properties. Articles of incorporation of the Brong-Steele company, a brokerage and loan firm, have been filed by Elias Brong, S. N. Steele and Otto J. Kraemer. The capital stock is $20,000.

It very much looks as if the Brong-Steele Company was specifically formed to buy and sell the pieces of the Lewis Love estate. Brong-Steele only lasted until 1913, when it became Brong-Manary, and then, in 1914, it became the Brong Company. No matter what the company name was, they did a lot of advertising and boosting. The Loveleigh chapter gives some examples. Here is another one, from the Oregonian of May 27 1913, in the midst of city council elections.



Picturesque Mount Tabor Residence Distinctive Improvement



Recently completed home, erected by E. Brong, at East Salmon and Sixty-second streets, costing $18,000.

One of the fine new homes that has just been finished in the Mount Tabor district is the residence of E. Brong of the firm of the Brong-Manary company, at the corner of East Salmon and sixty-second street, that has cost approximately $18,000.

This residence, which was erected under the direction of Architects Root and Hoose is of Colonial type of architecture, with full two stories and attic. There are three rooms and a hall on the first floor and four bedrooms and a sitting room on the second floor.

The first story of this home is red tapestry brick, and the story is shingled. The dimensions are 40x65 feet. The dining room is finished in eastern quarter-sawed oak with beam ceilings and panelled walls with built-in sideboard, china closets and serving tables.

The living room is finished in white, with beamed ceilings, and features an ingleneok, and a fireplace of bachelor tile. The hall is finished in white with mahogany trimmings. The kitchen and pass-pantry are finished in white enamel and composition tile floor.

There is a large garage on the grounds, which are surrounded with an artistic brick wall. The house has but recently been occupied.

The company was obviously successful. In the Oregonian of February 16, 1913 we see that Elias Brong of Brong-Manary build a very nice house on Mount Tabor for $ 18,000. Just for comparison, a house in Loveleigh or El Tovar was typically around $ 3,000 at that time.

After Loveleigh and El Tovar they branched out and, for example, sold farms and farm land in the Columbia and Willamette valleys. And, of course, the land north of the railroad tracks in the

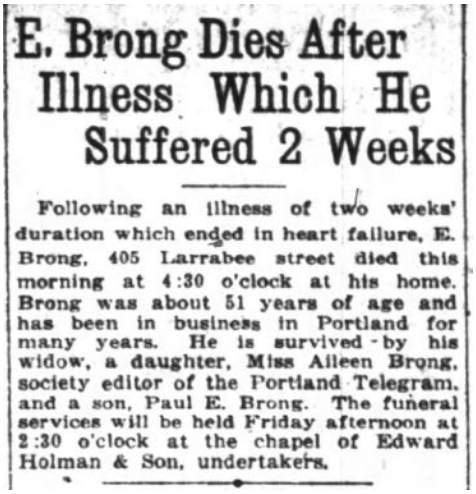
Love strips. In 1916 Brong teamed up with G. Wynn Wilson to form yet another company that sold logged off lands in western Oregon and Washington, with offices in the midwest and eastern states. And then, in the Oregonian of September 14, 1919 we see



New Concern Buys The Brong Company

The Interstate Investment company has taken over the business of the Brong company and offices have been opened on the sixth floor of the Henry building. Officers of the new concern are: William L. Graham, president; A. B. Christenson, vice president; Clyde E. Carlos, secretary and treasurer. The Interstate company proposes to engage extensively in development work in Portland and at other points in the Northwest.

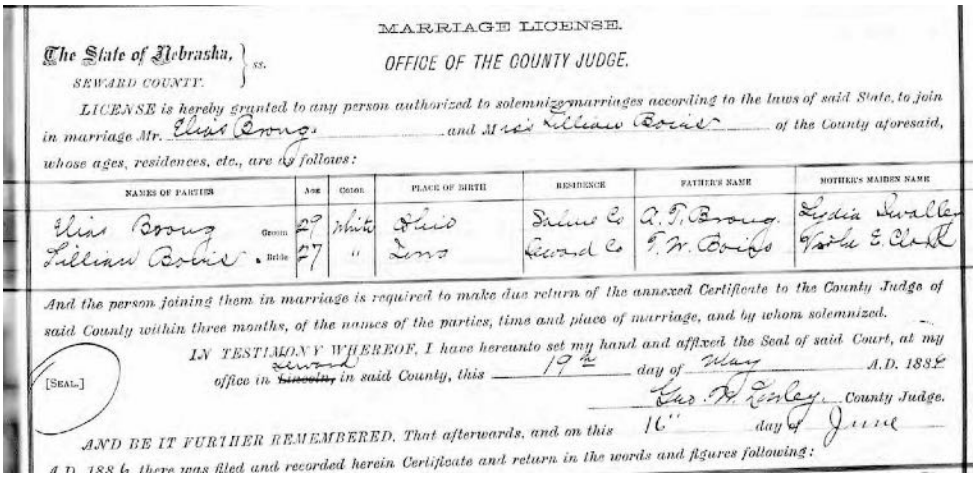
And the Brong Company was no more. On October 7, 1920 the Oregonian tells us



E. Brong Dies After Illness Which He Suffered 2 Weeks

Following an illness of two weeks' duration which ended in heart failure, E. Brong, 405 Larrabee street died this morning at 4:30 o'clock at his home. Brong was about 51 years of age and has been in business in Portland for many years. He is survived by his widow, a daughter, Miss Aileen Brong, society editor of the Portland Telegram, and a son, Paul E. Brong. The funeral services will be held Friday afternoon at 2:30 o'clock at the chapel of Edward Holman & Son, undertakers.

As for the surviving family, as Gaston tells us, the widows maiden name was Lilian Boies. They married in 1884 in Nebraska, as you can see on the following copy of the marriage license.



MARRIAGE LICENSE.

The State of Nebraska, } ss. SEWARD COUNTY. } OFFICE OF THE COUNTY JUDGE.

LICENSE is hereby granted to any person authorized to solemnize marriages according to the laws of said State, to join in marriage Mr. Elias Brong and Miss Lilian Boies of the County aforesaid, whose ages, residences, etc., are as follows:

NAMES OF PARTIES	Age	Color	PLACE OF BIRTH	RESIDENCE	FATHER'S NAME	MOTHER'S MAIDEN NAME
Elias Brong Groom	27	White	Ohio	Saline Co	A. P. Brong	Lydia Swalley
Lillian Boies Bride	17	"	Iowa	Seward Co	T. W. Boies	Viola E. Clark

And the person joining them in marriage is required to make due return of the annexed Certificate to the County Judge of said County within three months, of the names of the parties, time and place of marriage, and by whom solemnized.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the Seal of said Court, at my office in ~~Lincoln~~ Seward in said County, this 17th day of May A.D. 1884

[SEAL.]

Geo. W. Tenley County Judge.

AND BE IT FURTHER REMEMBERED, That afterwards, and on this 16th day of June A.D. 1884 there was filed and recorded herein Certificate and return in the words and figures following:

Lilian Brong was the only Mrs. Brong there ever was. She died November 22, 1924. Lilian and Elias Brong, unlike the pioneers that came before them, had precisely two children, not more, not less. Some details about Aileen (born 1888) and Paul (born 1895) follow.

Aileen went to the New England Conservatory of Music in Boston. After she came back the society pages, the women's pages, the cultural pages, and the church pages of the Oregonian are filled with reviews and announcements of her many musical and theatrical performances over the years. And direction or organization of performances later one. There are recitals, choirs, and the Shakespeare club. She remained unmarried, lived with her parents until they died, and died herself in 1963. Here she is in the Oregonian of July 3, 1910, when she was 22 years old.

PORTLAND STUDENT AT NEW ENGLAND CONSERVATORY HOME ON VACATION.



Miss Aileen Brong.

Miss Aileen Brong, who is a student at the New England Conservatory of Music, Boston, came home last Tuesday to spend her Summer vacation with her parents, Mr. and Mrs. E. Brong. Miss Brong is a Portland girl who is fast advancing in her educational work, specializing in music and dramatic art. She is a graduate of the Ladd school and the Lincoln High School of this city, and she afterward studied one year at the University of Oregon, where she made many friends who are interested and happy in her advancement. She will return this Fall to resume her studies in the Conservatory at Boston.

Paul went to Washington High School and early on showed great talent in instrumentation and machine work. From the Oregonian of May 19, 1916.

STUDENT MAKES ACCURATE SCALE.—An apothecary's scale, sufficiently delicate to weigh articles of a fraction of a millegram, and which has been tested and found absolutely accurate, is the work of Paul Brong, student at the Washington High School. The scale is now on exhibition in Superintendent Alderman's office. The scale is one of elaborate design and is mounted inside a glass case. The outfit is similar in appearance and workmanship to that turned out by the best craftsmen.

The Oregonian also mentioned some tickets for underage driving and for speeding, which I guess are also other signs of interest in machinery. Paul married Dolly Lychywek on April 7, 1920 and in 1927 they started the Paul Brong Machine Works, with Paul as President and Dolly as Executive Secretary. As the website shows, the Machine Works played an important role in the birth of the Phillips head screwdriver. Although Paul died in 1952, Paul Brong Machine Works still exists, on the corner of NE 12th and NE Glisan. Check out the website at

http://brongmachineworks.com



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Gustave and Amalia Keller

Jan de Leeuw

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