

# THE NEIGHBORHOOD IN THE PARK

A History of Arlington Heights

By Jane R. Hofmann



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assisted by

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Mary Alice Hutchins, Chet  
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## INTRODUCTION

In March, 1977, Ernest Bonner, Director of the Bureau of Planning for the City of Portland, sent a letter to the Arlington Heights Neighborhood Association, requesting a neighborhood history (two to three typewritten pages in length), which would be incorporated into the Bureau's Comprehensive Plan. The Plan, which is still under development, proposes to give direction to neighborhood land use and zoning.

Coincidentally, Mr. Bonner's letter had been preceded by a series of informal conversations among Virginia Ferriday, Jane Hofmann, and Chet Orloff, in which it was determined that a history would give residents an appreciation of the neighborhood's past and non-residents an awareness of its existence.

During the summer, the Bureau decided not to incorporate histories into its Plan. By that time, however, research had uncovered so much interesting information that we decided to continue the history with the original objective in mind.

The commonly-accepted boundaries of the residential neighborhood known as Arlington Heights are: north boundary - West Burnside Street; east boundary - Wright Avenue; west boundary - east end of Hoyt Arboretum; and south boundary - an uneven line that, roughly, corresponds to the boundary of Washington Park.

This history covers not only Arlington Heights, but also the development of the park area that borders the neighborhood and with which parts of the neighborhood are entwined. It is our feeling that the park has, at various times, served to obscure, protect, enhance, and intrude upon the neighborhood it surrounds.

Although we have endeavored to the best of our ability to do a complete and accurate history, we realize that this account will inevitably include some errors and omissions. We would appreciate being told about them, in order to make corrections in any future editions.

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Arlington Heights is situated on the Tualatin Mountain range. It was once part of a conifer forest, mainly composed of Western hemlock. The presence of broad-leaved deciduous trees, not to mention roads and houses, is evidence that the area has been disturbed within the last hundred years. The landscape is hilly, dissected, and fairly steep, yet not quite steep enough to be regarded as a mountain.

No written material and little graphic evidence exists to tell what Arlington Heights looked like before it was developed, nor what animal life abounded, or what use Indians may have made of the area. But, what was true of the hill on which Portland Heights is now located, as described by pioneer John Talbot's daughter in a 1914 Oregonian interview, almost certainly was true of Arlington Heights just to the north. When Portland became a city in 1851, the hill was "forest land, with cougar and panther waiting to drop down out of the dark firs." By 1890, due to the "great wind of 1880 and the labors of Chinese logging gangs," it was no longer a forest.

In 1845, Daniel Lownsdale, one of Portland's founding fathers, took up a land claim in the foothills west of town and operated a tannery on the creek that drained the canyon at the head of Jefferson Street. Due to this enterprise, the creek was called Tanner Creek. The road built through the canyon to give the city access to the farmlands of the Tualatin Valley was called the Canyon Road. Lownsdale sold his tannery and the rights to his claim to two men who soon left Oregon for California and the promise of gold. It was then that Amos Nahum King, a farmer from Ohio who earlier had settled King's Valley, purchased the rights and the tannery.

King filed for a federal land grant on March 11, 1852. His donation land claim, or D.L.C., which he shared with his wife Melinda, consisted of 513 acres. The north boundary of the King D.L.C. ran from a point between 21st and 22nd on Lovejoy due west to Macleay Park near Cumberland Road. The east boundary went in a southeasterly direction from a point near 21st and Lovejoy to Burnside near Trinity Place and, skirting the Stadium, followed 18th to Jefferson. The south boundary ran along Jefferson to Canyon Road, and continued due west to a point near the place where Fairview Boulevard enters the Arboretum. The west boundary went from this southwest corner due north to the aforementioned Cumberland Road/Macleay Park junction.



In the southwest corner of King's D.L.C. lay the hilly area that would eventually become Arlington Heights. Thirty-five years would pass before the tract was surveyed; sixty years, before the first house was built.

Although King's prosperity would come from the ever-increasing value of his real estate, his first concern was to carry on the business of the tannery. To process animal skins into leather, King soaked the hides in a tannic acid solution. He produced the acid by grinding hemlock bark, abundant in the conifer forest, and mixing it in large wooden vats with water from Tanner Creek. The vats covered an acre of land where Civic Stadium is now located. King leased adjacent land to members of Portland's Chinese community for cultivating vegetables.

#### Poor Farm - 1868

Compared to the park and nearby business district, Arlington Heights was developed late. Before the ladies on Parkside gathered to listen to the Metropolitan Opera Company's Saturday radio broadcasts, crowds enjoyed Sunday afternoon concerts at Gambrinus Beer Garden. Before dogs chased the vegetable wagon up Fairview, a grizzly bear languished in the great ravine at City Park. Before the streetcar built up speed to make the turnaround from Burnside to Tichner, a cable car creaked up the hill from Jefferson to the West End Ball Grounds. And before Portlanders built houses on "the finest and most magnificent residence view property in the country," paupers lived over the hill on the County Farm.

In 1868, a tax was levied and collected and the Commissioners of Multnomah County bought a farm for the maintenance of the poor. The farm consisted of 160 acres of land, located two and a half miles west of the city limits on Canyon Road, now the site of the Zoo, OMSI, Forestry Center, and Hoyt Arboretum.

For some time, care of the poor had been contracted out by the County, at a rate of eight dollars per person per week. Lodged in a hospital, "the lazy and dissipated," as well as the poverty-stricken, availed themselves of county charity. Furthermore, the hospital proprietor was thought to be making a handsome profit. The relocation of the poor to a farm was judged a prudent move because the land was expected to produce almost everything necessary for the support of the county wards, and all who were able would be compelled to work on the farm or leave.

By 1870, a building had been constructed to lodge the paupers, and the Multnomah County Poor Farm was in operation. The building was 60' X 20' and two stories high. Statistics for the poor house, November 1, 1870, to January 31, 1871, as reported in the February 11, 1871, edition of The Daily Oregonian, were:



"number of inmates, November 1, 20 ... admitted during the quarter, 33 ... discharged, 24 ... readmitted, 3 ... transferred to town for medical treatment, 1 ... removed by friends, 2 ... deaths, 1 ... sent to insane asylum, 1 ... remaining in the institution, 28." This overcrowding, caused in part by continuing lax admission standards, prompted the decision to build again.

By the summer of 1872, a 30' X 65' building with two 30' X 60' wings, two stories throughout, was completed. Each of the wings was laid out into wards, while the main building contained the kitchen, pantries, and reading room. A small bath house was attached to each wing, "with all necessary fixtures for enjoying a tepid or cold bath."

Attempts to obtain a picture of the poor house building were unsuccessful, but we believe that the building was later put to use as the West Hills Golf Links clubhouse and, still later, the zoo director's office.

About forty acres of the farm were fenced; eight to ten acres were plowed. One hundred apple trees constituted the orchard, and, in 1871, four hundred bushels of apples were sent to market. Peas, beans, corn, and potatoes were cultivated. There was ample hay for feeding the livestock, of which there were hogs, young cattle, four milk cows, and horses. The cows provided all the milk and butter needed by the wards of the county. Wood not needed for fuel was sold to the county or private parties, thus contributing several hundred dollars toward the self-maintenance of the institution.

On March 7, 1877, a letter to the editor, signed Public Welfare, appeared in The Oregonian. The writer criticized the sale of produce and treatment of the paupers, noted that the poor farm was far from the city, especially when medical care was required, and said that the administrative expense was a burden to the county. The writer concluded with a recommendation that the charge of the poor be given by contract to the lowest bidder of one of the charitable institutions in the same way as was done for the insane. Thus, in less than seven years, a call had been made to return to the system the county and community had considered inefficient and unproductive. The Poor Farm would, however, remain at this location until 1910.

#### City Park - 1871

Deed records indicate Amos and Melinda King began selling parcels of land before 1860, to meet the needs of Portland's growing population. The Kings' most significant sale occurred on February 20, 1871, when they deeded 40.78 acres of land to the City of Portland for \$32,624, or about \$800 per acre. Portland made



this purchase for the express purpose of establishing a public park, and this land is now the eastern, or historical, portion of Washington Park.

"Situated at a point where steep hills merged into the slopes on which the city was built, the park land was crossed by deep canyons and gullies, filled with old and new forest trees. Fallen timber and brush (Ed.: from logging?) made the area almost impassable, and the purchase was regarded with disapprobation or contempt. It was with great difficulty that even the most beggarly appropriations were obtained for grading and clearing the surface. For many years (Ed.: probably until 1887), the park was without roads or paths or cultivated surfaces."

The park was called City Park, a name it would bear for almost forty years. After a slow start with little optimism for its future, City Park would, in the years between 1887 and 1894, become the site of the Zoo, a cable railway, and reservoirs #3 and #4.

#### Gambrinus Gardens - 1878

About the same time as the establishment of City Park, the Uptown Shopping Center has its roots. In 1878, the Gambrinus Family opened a beer garden and brewery at the head of B Street (Burnside), on the present site of the Burkhardt's-to-Baskin-Robbin's Uptown stores and parking lot. Gambrinus Beer was advertised as a "mild, healthful beverage," and the beer garden was a popular gathering place for the German-American families who lived nearby. Sunday afternoon concerts at the Gardens were well attended; the patrons were noted for being "respectable and orderly."

#### Zoo Established - 1887

When Charles M. Myers was appointed first head of Portland's park service in 1885, his main charges at City Park were rabbits, pigeons, and deer. Two years later, pharmacist Richard Knight bought a grizzly bear for \$75.00 and an Alaskan bear for \$50.00 and presented them to the City for the "joy and benefit of children." A compound was built for the bears in the ravine that would later be occupied by the reservoirs, and Myers assumed the responsibilities of zookeeper. The zoological and ornithological collections grew rapidly. By 1894, there were 119 birds, sixty-eeven small, native animals, five elk, ten deer, and an exotic group, which included: four bears, two mountain lions, one wildcat, two coyotes, two foxes, two lynxes, one kangaroo, and six monkeys.

In 1893, with the reservoir construction anticipated, the animal houses were



moved to the highest ground in the park, near Wright. The zoo buildings also included a bird house with rockery and fountain, two greenhouses, two outhouses, three sheds for elk and deer, one owl castle, and one bear pit. The bear pit is said to have been the prototype of all barless cages. The owl castle, though uninhabited for many years, remained in place until the forties or fifties.

Mr. Myers was killed in 1901 and succeeded by park keeper Lowitz, whose animal keeper, Charles Hermann, was more of a gardener than an animal expert. In 1905, Dr. Harry Lane became mayor of Portland. He was opposed to imprisoning any living creature and made a pronouncement that no new zoo specimens were to be acquired. Animals already in the zoo were to be well taken care of until their natural demise. "Lack of interest among members of the Park Commission (established in 1901), World War I, and the growing fascination with the automobile meant little was done to expand or enhance the zoo until 1925."

#### The Cable Car to Melinda Heights - 1892

In accordance with federal law, Amos King had been given the east half of the King D.L.C. and Melinda King, the west half. The location of the dividing line between the two halves was not determined until 1887 upon Melinda's death. because, prior to that time, both Amos and Melinda had signed all title changes. John McQuinn, a civil engineer, surveyed the D.L.C. to fix the line of demarcation in order to settle Melinda's estate and provide her heirs with legal title to her half of the claim. South of Burnside, the line ran along Wright Avenue, placing Arlington Heights in Melinda's half and City Park in Amos'.

On September 1, 1888, the King Real Estate Association (Ed.: hereafter referred to as the K.R.E.A.) was incorporated by Amos King, his son Edward, and his son-in-law, H. J. Jeffery. The object of the corporation was "to purchase, hold, clear and improve real estate, lay the same out into lots and blocks and sell, lease or otherwise dispose of the same and to build and sell houses and other buildings."

The K.R.E.A. platted an area from Tichner to the tennis courts, from Wright to Champlain, and named it Melinda Heights. According to newspaper reports, the Kings spent \$60,000 grading streets and lots and putting in sewers.

A few years earlier, J. Carroll McCaffrey and Preston Smith were largely responsible for promoting the early residential development of Portland Heights, regarded as the "playground and toy of the wealthy." McCaffrey and Smith were officers of the Portland Cable Railway Company, whose line from Front and Alder to 18th and Spring began operating on February 22, 1890. This made Portland



Heights more accessible, and development accelerated.

The Kings determined that Melinda Heights would also have greater appeal, if there were a cable car to bring prospective buyers up the hill to the tract. In 1888, the Portland Cable Railway Company had been authorized by the City of Portland to "construct, maintain, and operate street railways in the City ... including a line along Jefferson from 15th Street to the City Park entrance." The K.R.E.A. spent \$20,000 to construct an extension from the City Park entrance (near the lower reservoir) to Kingston Avenue, which turned north at the present site of the Zoo Railway Station and continued to a point near the intersection with Fairview. "The line was single-tracked and operated by upbound cars pulling the cable, but coasting back in full release."

A ravine is a long, deep, narrow valley worn through by water. Research indicates that, in 1891, Kingston Avenue was crossed by two ravines. In preparation for construction of the railway, the ravines were filled with fallen timber and brush. Loose rock and earth followed to form an embankment. A trestle was erected along the embankment; the track was laid upon the trestle. For a while, drainage from the ravine west of the embankment was able to pass through the loose material at the base. Then, the timber and brush "choked up" and water accumulated, forming a "pool" that was 10' to 12' deep.

Mr. Dillman, a member of the contracting firm that built the road (embankment) along Kingston for the cable railway, noticed a bending of track and saw that the space between the embankment and edge of the ravine had been partially filled by a caving of the embankment. He also noticed that, at the point where it crossed the ravine (at the future site of the lower reservoir), the trestle was out of line. "Steps were taken to put the track in a shape that was acceptable to the cable railway company." At the time, Dillman did not understand the movement he noted at different points. But his recollections would have great impact eight years later at the "Sliding Land Trial."

On April 8, 1892, this notice appeared in The Daily Oregonian. "The long-promised cable-car system to the City Park and new baseball grounds is at last ready for operation, and cars will begin running this morning. Manager Lynch and a corps of assistants will be on hand to show people the grounds. The baseball grounds are not completed yet, but will be in the near future as work is going merrily forward. The odd-numbered cars, as they leave 5th and Alder, will go as usual to Portland Heights; and the even-numbered cars will take the new route to the baseball grounds and City Park."

There was no mention of Melinda Heights. In fact, the tract was customarily known as King's Heights, the King tract north of Burnside that had been platted



by the K.R.E.A. in 1889, and the cable cars carried "King's Heights" on their destination signs.

The baseball grounds were not on Melinda Heights, but rather on Lafayette L. Grover's property in the Thomas Carter D.L.C., to the immediate south of King's. Grover was a lawyer, Governor of Oregon, U.S. Senator, and land developer, who, in 1894, would plat this land as West End. Park Bureau correspondence from 1960 refers to Grover's baseball grounds as being located at the present site of the archery range. However, newspaper reports from the 1899 "Sliding Land Trial" describe the ball grounds as being near the "pool," which was near the Kingston Avenue railway embankment.

Lots on Melinda Heights failed to sell, and the baseball grounds generated only minor traffic. The Portland Cable Railway Company had not made a profit during its two and a half years of operation; for many months, it had operated at a loss. On September 2, 1892, the P.C.R.C. was reorganized as City Cable Company. Grover was one of its representatives (Ed.: lawyers?).

By September, service from the park entrance to Melinda Heights had been severely cut. "All cable cars run through to Portland Heights, transferring at Chapman (18th) for the Canyon entrance to the City Park. Sunday afternoons the cars will run through to King's Heights (Melinda Heights) as heretofore."

Late September and early October editions of the Oregonian indicate a flurry of excitement at the ball grounds. "No long waits. Everything will move quickly at the games of the Multnomah Amateur Athletic Club at the West End ball grounds Saturday afternoon. Take cable cars. Fourteen events and over 100 entries. 50¢. Members of the club will be admitted free. The First Regiment Band will furnish appropriate music." And these results: "Second annual fall meeting of the M.A.A.C. held at West End Park on October 2, 1892. 2,500 persons attended. Seven North Pacific Coast records broken."

Sometime during the fall of 1892, the run from the park entrance to Melinda Heights was totally abandoned, probably because of low ridership, although reservoir construction was the reason given.

#### City Park Reservoirs - 1894

On April 3, 1893, the Common Council (predecessor of City Council) granted permission to the Water Committee to construct reservoirs in City Park, although the Council did not recommend the site. The Committee of 100, a citizen's group, expressed concern about hillside land sliding into the reservoirs. On April 5th, the Committee on Parks and Public Property recommended that the Water Committee

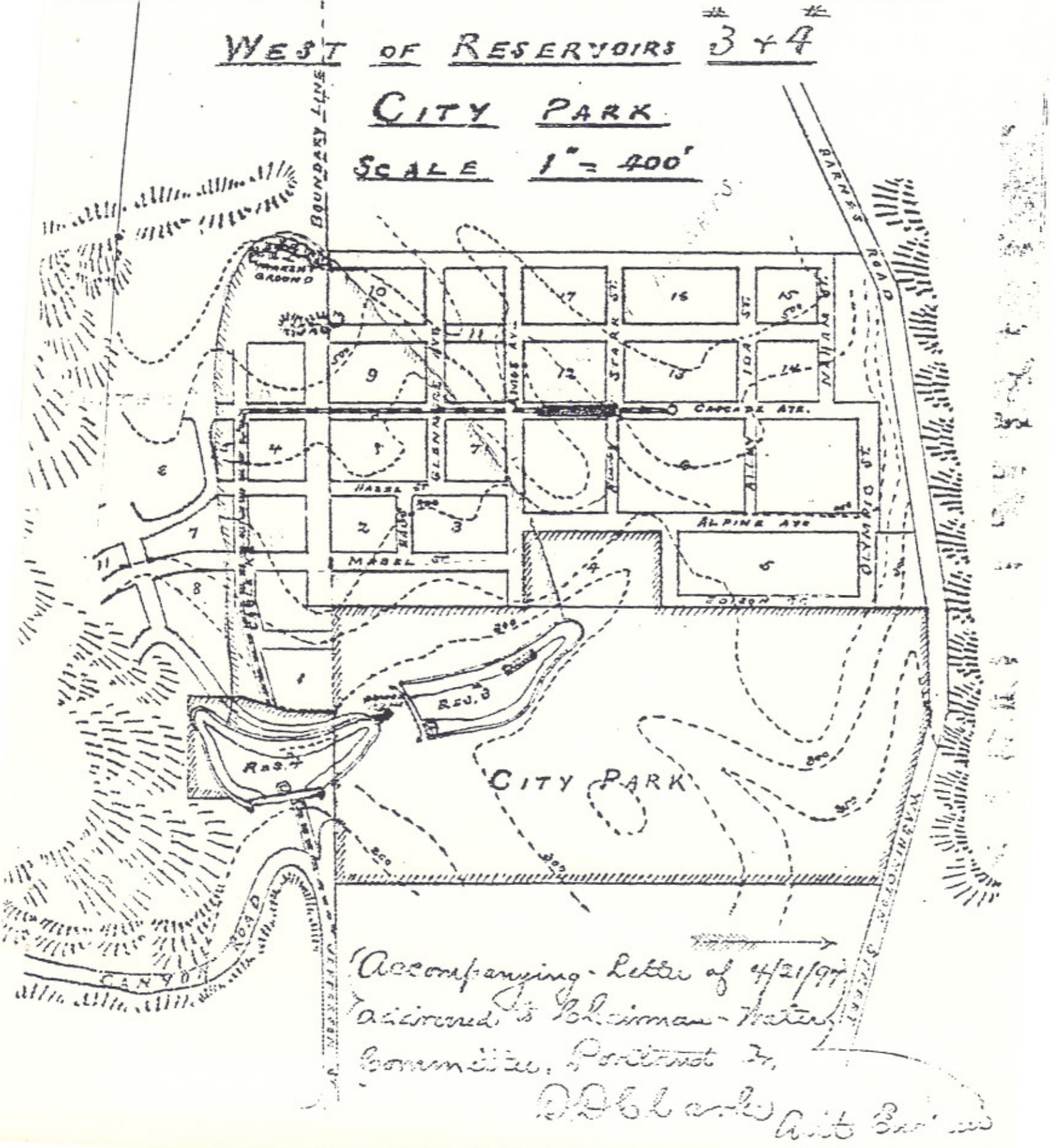


# SKETCH SHOWING LOCATION OF SLIDE

WEST OF RESERVOIRS 3 & 4

CITY PARK

SCALE 1" = 400'





be allowed to use a portion of City Park as a reservoir site, provided the Water Committee reimburse the City for the land used by purchasing and turning over to the City an equal amount of land adjoining the park. Sixty acres of land west of City Park were purchased by the Water Committee.

During the spring of 1893, the trestle and rails over the lower reservoir site were removed. John McQuinn re-surveyed Melinda Heights about the same time.

Reservoir excavation began during the summer of 1894. In August, while the lower reservoir (#4) was being excavated, sliding was first observed. A 300' concrete retaining wall and 500' drainage tunnel were constructed west of #4. On October 12, 1894, the K.R.E.A. sold the land for #3 to the City. After concrete was poured on the floor of #3, cracks appeared. A 100' buttress of concrete was built. Reservoirs #3 and #4 were completed and filled with water from Bull Run in December. Shortly after, cracks appeared in the concrete linings of both reservoirs, indicating further movement of the slide. The reservoirs were emptied, and surveys were begun on December 31. Sliding continued; by September, 1895, it was reported as  $\frac{1}{2}$ " per month. However, no further repairs were made to correct the situation until 1897, when the K.R.E.A. filed a damage suit against the City of Portland. At that time, tunnels were cut through the hillside to drain excess rain water.

#### The Sliding Land Trial - 1899

After the great slide of 1894, the K.R.E.A. decided to sue the City of Portland for \$200,000 for damage to its Melinda Heights property and railway track. The trial began on November 7, 1899, and Mr. Killin, lawyer for the plaintiffs, presented his case. "The K.R.E.A. was formed by family members for the purpose of more expeditiously managing and controlling its land, rather than for any speculative real estate venture. The land was platted and improved by grading, laying sewers (no record of this at Portland Department of Public Works), and other work preparatory to use as residence property.

"Then the City began digging the reservoirs. The land excavated had formed a footing or base for the large tract (Melinda Heights) to its rear, which began sliding as soon as the support was taken away. The slide began three quarters of a mile back of the excavation. There was six feet of movement. The excavations caused the slide because the land movement was conterminous with the reservoirs."

Mr. Killin assessed the damages. "Seventy-one lots are absolutely sliding. Many lots were worth \$2,500 before the sliding. No lot was worth less than \$2,000. We will show you that although the City should build up the reservoirs, fill them



up with blocks and cement, yet the value of the land is destroyed, because as long as the memory of man runneth, he will not build where land has been sliding. We claim that we ought to have for this land actually sliding all that it was worth, less what it is worth now."

The high claim of land valuation before the slide and loss after the slide was explained. "The land was dependent on rail facilities to reach it with any convenience. Such railways could not be built unless there was a sufficient district to justify them. As a result of the sliding and the ruin of the track already laid, there is not land enough to justify another cable railway."

John McQuinn took the stand in behalf of the K.R.E.A. He had surveyed the King land in 1887 to set the line of demarcation and a few years later to plat Melinda Heights. He had also surveyed for construction of the cable railway. McQuinn said that, in 1893, he surveyed along some of the lines formerly run and found them all right, with the possible exception of "slight depressions where hills were made to the improved land." Had the cable track moved any up to that time, he was sure he would have observed it.

After the construction of the reservoirs in 1894, McQuinn testified that he checked some of his old survey lines, "noting corners of many blocks and lots and the distance they had moved toward the park," which was his method of arriving at the general figure of five feet for the entire tract.

McQuinn explained changes that had been made to the contours of Melinda Heights and acknowledged that, "in most of the fills, no place was made for the water flowing from above to escape." He agreed (with the defense) that there was an ancient slide at the scene of the 1894 slide and the "Round Top" (now the Japanese Gardens) had earlier moved from an area where there was a marsh, but he maintained that the slide was not continuous and would not have occurred again were it not for the reservoir excavations. He further maintained that he had not noticed any buckling of the cable track until after the excavations were made.

City Attorney Long spoke for the defense. "The movement is from natural causes. If unable to establish this point to the satisfaction of the jury, I will attempt to show the valuation of the land is exaggerated and the amount of damages overestimated. (Ed.: In 1888, Portland Heights real estate was selling for \$250 an acre.)

Long acknowledged that the location of the reservoirs was a mistake in engineering, not in removing the toe of the hill as claimed by the plaintiffs, but rather in placing the reservoirs in ground that was shifting and sliding from natural causes. He promised to prove that the slide was ancient and that it had been moving for two years before the excavation. The land was moving, Long insis-



ted, because of the lubricant (water) in the soil.

"The K.R.E.A. is demanding damages not for the loss of the railway track, but rather for what real estate benefits would have been derived from the use of the railway. The K.R.E.A. and Governor Grover (who planned to sue the City for damages to his West End property in 1900) actually benefitted from the locating of the reservoirs because they sold land to the City to be used as part of the reservoir site."

Those who worked on the construction of the cable railway swore that the land was moving, carrying the track down the hill, prior to construction of the reservoirs. Mr. Dillman reported "a bending of track at the ball ground landing." He said there was "an easterly movement across the fill opposite the pool and at the turn of the cable road," and he added that the bridge across the ravine at the lower reservoir site was "out of line." Dillman concluded, "If the material excavated for the reservoirs while in place was not competent to hold this (1892) slide, its removal is not the cause of the slide."

D.D. Clarke, City Engineer, said "The slide has the appearance of being an old slide and the primary if not the chief cause of the slide is to be found in the grading of streets and blocks on Melinda Heights and West End."

City Attorney Long pointed out that "stumps of trees, some in excellent condition showing more recent covering, others far gone with decay, were found around the base of the slide." This was regarded by him as conclusive evidence that the land had been "sliding continuously for years, heaping upon the timber growth in the hollow." Long added that "the movement may have been accelerated by the improvements made by the K.R.E.A., as when the surface of natural soil adapted to draining was removed by grading, which left a sandy, softer soil that absorbed greater quantities of water, thus filling the hill with more of the lubricant admitted to be causing the movement."

Mr. Long continued, "Although the railway had never been worth a cent to its investors, it has served the City of Portland by demonstrating that the cut for the reservoirs did not cause the slide because the land had been sliding before." On the matter of damages, Long said, "The cable railway running up the hill was not on King land. The Kings arranged for an extension (in 1891) to draw people up the hill and sell them lots (on Melinda Heights). Before the reservoirs were constructed, the real estate venture had failed. The track running up the hill does not belong to these men. They gave some money in speculation, but had no right or authority that the railway would continue to run."

The trial lasted for three weeks, and the jury ruled in favor of the City.

A November 29, 1899, editorial read, in part, "The City of Portland is exceedingly fortunate in the outcome of the suit against it. By the testimony Attor-



ney Long and his deputy and assistant Ralph R. Duniway produced, it was made clear to the jury that the slide was an ancient one, continuing down to the time the reservoirs were begun, as it has continued since their construction. The cable railroad, for which the plaintiffs claimed damages, became a basis of powerful testimony for the defense. The suit was an effort to recoup at the expense of the City the losses of an injudicious private investment in clearing and terracing a piece of land and in construction of a cable railway to it. That was an unfortunate speculation, like many more of its kind, and it would have been a failure even if the land had never slipped. In the next place, the land is not nor ever was actually worth more than a small part of the valuation placed upon it for the purposes of these damage suits. It may be admitted that the Water Committee and its engineers did not exercise proper caution in locating the reservoirs in such a place. In the haste of construction there was a deplorable inattention to the physical conditions at that place, but these plaintiffs who cleared off the land and put in the cable road were at least as heedless as the members of the Water Committee.

"The Oregonian thinks the City should now buy the land, at a fair valuation, or proceed to condemn it for public use. The works necessary for restoration and maintenance of the reservoirs cannot be prosecuted unless the land shall be controlled by the City. Besides, the land is situated well for an addition to the City Park, and its slight movement will not be any serious detriment to it for park use."

#### West End - 1894

The attempt by Lafayette Grover to develop his land into a prestigious residential area is a confusing issue. The land in question is now the site of the two southernmost tennis courts, the Shakespeare Garden, archery range, and intervening park property.

On February 16, 1892, Grover sold some land to the City for use as a reservoir site, although site approval did not take place until May, 1893. From April to November, 1892, Grover's land attracted attention as the site of the West End Baseball Grounds. In May, 1894, he had his land surveyed and, in November, he platted the tract as West End. This was three months after the initial sliding at the reservoir site, but a month before the massive slide.

Grover recorded his plat with the City on February 6, 1895. West End was graded and terraced, and block four was sold early that year. Activity in the title company's tract book for West End continued until 1900. Much of the activity had to do with changing street names.

Why Grover platted and promoted West End following the construction of the



reservoirs is a mystery. How he managed to sell an entire block following the massive slide is more confounding. Newspaper references at the time of the "Sliding Land Trial" indicate that Grover planned to sue the City for damages in regard to West End, but we do not know if the trial took place.

#### City Park First Choice for Fair - 1902

Between 1871 and 1902, \$200,000 was spent on beautifying City Park. An estimated 50,000 persons visited the grounds during 1901. Plans for the Lewis and Clark Fair and Centennial were underway; the subcommittee on site favored City Park.

The site committee listed these advantages. "It would do away with the great expense of leasing other property. Any permanent buildings constructed or improvements made to the grounds would remain to some purpose. Sixty acres next to the park (this was the land the Water Committee bought the City in exchange for the reservoir site) would be improved with funds appropriated by the Park Commissioners. A large part of the grounds could be turned into a huge flower garden. The reservoirs could be filled with water, and the pumping station would supply all the water needed for fountains, pools, and other scenic effects. The zoological collection could be enlarged, and all the zoo buildings now on the grounds could be utilized." Both the Portland Street Railway Company and the City and Suburban were cited as being able to provide convenient transportation to the park.

When the site selection was made in July, 1902, Guild's Lake, which was privately owned and for which the landholders would receive property tax exemptions during the period of their leases, was named.

We can only speculate how the future of Melinda Heights/Arlington Heights would have been altered had the committee voted for City Park.

#### Music in City Park - 1903

An effort to obtain music in the park, through the generosity of Portland citizens, failed in 1902. The Park Board appropriated \$1,000 toward a music fund in 1903, which was supplemented by private subscriptions. A permanent bandstand was erected, and a park orchestra was organized and uniformed under the direction of Charles Brown. Twenty-five concerts were given between July and October of 1903, most of them in City Park. Mr. Brown's orchestra of fifty instruments was described as giving "acceptable concerts in the various parks, the majority being on afternoons at City Park." Attendance was described as "very large, including all classes of citizens, and the order of the crowds was unexceptionable."



The Olmstead Report - 1903

John Olmstead, from the firm of Frederick Olmstead and Sons, Brookline, Massachusetts, landscape architects, spent the month of May, 1903, on the West Coast and made a tour of Portland parks. In regard to City Park, he made a number of recommendations, among them:

1. Create a hillside parkway, from the park blocks up to Portland Heights, across Tanner Creek by a bridge high above the canyon bottom, to a point between City Park and the West End addition. Continue the drive up the ravine formerly occupied by the cable railway incline. From a viewpoint west of the lower reservoir, have the drive ascend to the northwest corner of the park on Kingston Avenue. Have one branch descend and connect with existing drives in City Park. Let a second branch bend westward and ascend along the steep south side of the canyon of Johnson Creek (Burnside) and cross the brook to the north side of the canyon and King's Heights.

Olmstead was proposing that part of the hillside parkway run through Melinda Heights/Arlington Heights.

2. Change the park's name to something distinctive, like Explorer's Park or Lewis and Clark Park or Settler's Park.

In 1909, City Park was renamed Washington Park.

3. Change the main entrance to Park Avenue.

This was accomplished in 1904.

4. Make principal drives in the park at least twenty-four feet wide, exclusive of gutters, as this is the least width which would permit a rapidly moving carriage to be conveniently driven by a slowly moving one occupying the middle of the road.

5. All drives should be accompanied by paths, wherever there is the slightest temptation for visitors on foot to walk on the drives. It is neither agreeable nor appropriate to mix these two classes of traffic.

6. Particular pains should be taken not to plant, or where they are growing, to eliminate all trees which will eventually grow so high as to obstruct the views.

7. All park buildings should be picturesque in design, but simple and economical in construction. For a great many years it would be an extravagance and waste of money to put up costly structures because every dollar of available park funds would be much better expended in the acquisition of land, and for the long but economical drives and walks needed to make them available.

8. City Park should be extended on the west to form a good connection with the Poorhouse Farm, a portion of which may eventually be annexed to the park.



## Washington Park - 1909

Between June, 1900, and December, 1901, tunnels were built into the hillside west of the reservoirs to allow excess water to drain. The area was watched carefully, and no more sliding occurred, so reservoir repairs were permitted to be made. The July 31, 1904, edition of The Oregonian announced, "One hundred men are repairing City Park reservoirs at a cost to the Water Board of \$35,000. Breaks in the reservoir walls will be remedied. The upper reservoir will be practically a new reservoir when the work is completed, for an entire new wall must be placed upon the western slope."

The reservoirs were filled in 1904, after being out of service for nearly ten years. More sliding was observed, so additional tunnels were built from 1904 to 1906. D.D. Clarke, the engineer who testified for the City at the "Sliding Land Trial," wrote, in 1917, that no problems occurred after the completion of the drainage tunnels.

In 1909, the Water Board suggested that the Park Board be permitted to use its sixty acres west of the reservoirs for park purposes, with the understanding that landslide monitoring equipment in the hillside be left undisturbed and tunnels be protected. At that time, the forty-acre historical portion and adjacent sixty acres were named Washington Park.

The county poor were relocated to the east side of Portland in 1910, and B.M. Lombard acquired title to the poor farm. He platted it as Lombard Heights, but the county foreclosed because he did not pay his property taxes. O.D. Upton, a tenant farmer, used the property for summer pasture during 1916. In 1922, the land was transferred to Washington Park's inventory, and the West Hills Golf Links were built. Eighty acres were designated a municipal arboretum in April, 1928. In 1943, the old poor farm property was named Hoyt Park, in honor of City Commissioner Ralph Hoyt.

About 1948, all remaining land between Washington Park, Hoyt Park, and Canyon Road became public property, and the park land reached a total of 428 acres.

## Land Sales - From King to Keasey - 1900-1910

As The Oregonian had recommended in 1899, the K.R.E.A. sold its sliding land (where the Amphitheater and Rose Gardens are located) to the City. The sale took place on March 9, 1900, and involved 20.781 acres of land, which were assigned to the Water Bureau. The purchase price was \$32,955.75.

After the death of Amos King on November 11, 1901, another company, the King



Estate, was incorporated to deal with property left by him to his heirs. On November 17, 1902, all K.R.E.A. holdings on Melinda Heights were transferred to the King Estate, with the exception of 3.444 acres sold to Bays and Jeffery in 1893.

On July 30, 1908, the King Estate sold 13.224 acres at the east end of Melinda Heights to the Western Oregon Trust Company. On February 12, 1909, this land was platted as Parkside. Parkside boundaries are from Kingston to Wright and from Tichner to the park and tennis courts.

On March 20, 1910, the King Estate sold the rest of the tract to Dorr and Evalyn Keasey, who, in turn, sold the land to the Melinda Heights Realty Syndicate. This, the largest of all plats in the tract, was platted as Arlington Heights on October 31, 1910.

The derivation of the name Arlington Heights is not known. It had previously been applied to an 1889 plat of a tract that's now the site of the Westgate Office Complex at Sylvan. In 1905, that Arlington Heights was renamed Concord Heights. The Arlington Club's present building was completed in 1910. Keasey and the Melinda Heights Realty Syndicate may have wished to avail themselves of the prestige that name conveyed. A third possibility is that Keasey wanted to honor his wife's Virginia family roots.

Dorr Keasey was born in Iowa, and moved late in the 19th century to Oregon, where his family settled Keasey (near Vernonia). Between 1890 and 1893, the years when Melinda Heights was platted and promoted, Keasey worked in a real estate office. Financial panic suspended real estate efforts in 1893. In 1900, Keasey reentered the field. By 1904, his real estate office was in a grove of trees across the street (Vista Avenue) from Ainsworth School. Just as McCaffrey and Smith had combined real estate development with a cable railway line, Keasey got the franchise for the Council Crest Streetcar line. Keasey formed the Melinda Heights Realty Syndicate with Ivan Humason and Oliver Jeffery, sons-in-law of Amos King, in 1910.

The 3.444 acres, owned by Bays and Jeffery, had been sold to the Western Oregon Trust Company. It was platted on December 12, 1911, and called Stonewall. This small plat, located above the rock quarry on Burnside, completed the original Arlington Heights neighborhood.

A display ad for Arlington Heights in the October 15, 1911, edition of The Oregonian included a photograph of a workmen's shack with this caption: "Headquarters of several hundred workmen now transforming Arlington Heights into a residence park." Lot prices were noted as ranging from \$1,000 to \$5,000.

On November 12, 1911, an ad featured this line: "A large number of tracts have already been sold to Portland's most prominent people." The ad that ran on



December 10, 1911, promoted "Arlington Heights Villa plats in Portland's most exclusive residence district."

An article in the June 9, 1912 edition of The Oregonian said, in part: "Hills are sightly. Heights property converted into beautiful site. After two years of work, Arlington Heights will have the distinction of possessing the finest and most magnificent residence view properties in the country. This is the conclusion of world travelers and persons competent to pass judgment. G.F. Johnson, President of Provident Trust Company and former Northwest Manager of Sherman, Clay & Company, is now the directing head of the syndicate that owns both the King's Heights and Arlington Heights properties."

Dorr Keasey was an imaginative promoter, but only seven houses were built on Arlington Heights during the first three years. An article in the July 5, 1914 edition of The Oregonian noted that "the eighty stockholders of Melinda Heights Realty Syndicate, owner of Arlington Heights, have turned in their stock up to 90% and taken in exchange property valued at corresponding amounts. The selections were made following a drawing by lots by a woman." Arlington Heights was described as including over sixty acres, located west of Washington Park and valued at between \$300,000 and \$400,000. Ten percent of the original stock was to be held, and the Syndicate would continue to operate the tract. "Owing to the dullness of the market and the burden of taxes and interest on stock indebtedness, it was thought advantageous to shift the burdens to the stockholders individually."

Was war in Europe a cause for caution? Had memories of the massive landslide lingered on? Perhaps, the presence of the Zoo, though small, discouraged some from considering the neighborhood. Still, Arlington Heights offered magnificent views of the City and Mt. Hood and proximity to Downtown, with Washington Park as a buffer.

### Services

Sewers      The first sewer in Arlington Heights was built in 1901 to carry storm water from King Gulch (to the rear of the present row of houses on the south side of the east end of Fairview) to Johnson Creek (which ran along the present West Burnside Street). This 24" sewer was constructed by the City of Portland on K.R.E.A. land, undoubtedly as a means of preventing additional landslides above the reservoirs. The Kingston Avenue portion of this sewer extended from a point about 375' south of the intersection of Fairview and Kingston to a point near the intersection of Kingston and Tichner, and, from there, down the "bluff" to Johnson Creek. Drawings at the Portland Bureau of Public Works indicate that the defunct



cable car trestle on Kingston was left in place as a support for the sewer pipe.

The upper portion of this sewer ran up King Gulch for 395'. This line (along what was to have been Amos Avenue) was partially financed by the K.R.E.A., with the stipulation that connections be made "at least every 50 feet." City records suggest, however, that residential connections were never made.

The Kingston Avenue segment of the 1901 storm sewer is, apparently, still in place, serving as the principal outlet for Arlington Heights. A portion just south of the Burnside connection was improved in 1940.

Sewers for Parkside were privately constructed by T.E. Hulme for Dorr Keasey, the developer. This system connects to the Burnside trunk by way of a line running from the intersection of Park Place and Wright, through Washington Park to a point just west of the intersection of Osage and Burnside.

Arlington Heights proper was sewered in 1912. Dates for the Stonewall and Westwood Hills additions were not available. Extensions are presently being made for new houses in Westwood Hills.

The entire Arlington Heights neighborhood is part of a sewage drainage basin that includes the Highlands, King's Heights, Westover, and northwest Portland west of 21st Avenue. Sewer backups along 21st, resulting from increased storm water runoff (due to greater coverage by buildings and paving) have necessitated the present ongoing enlargement of sewer pipes in that area.

Gas, electricity, and telephone Although gas lines were run through the neighborhood prior to the construction of houses, there was no electricity until late in 1913. Telephone service was available by 1913.

Streetcars and stores Streetcar transfer points commonly were places where businesses were established outside the downtown core. By 1893, the 23rd Street streetcar line was running along Burnside. The Council Crest streetcar line, which began operating in 1904, started its run from 23rd and Burnside. Near this transfer point, at the present site of the ARCO Station, the carbarns were located.

The Gambrinus family built a new brewery building (now Youngland) in 1911. Via underground tunnels, barrels were rolled from the new brewery to the old, to serve the patrons. Prohibition (1919) closed down the brewery. Fulton Dairy used the old brewery building, and the new one became a garage and warehouse.

In 1911, streetcars began running from 23rd and Burnside up the canyon of Johnson Creek to King's Heights. A mile-long extension of the route continued to Mt. Calvary Cemetery. Some Portlanders remember a funeral car for this branch



of the line. In October, 1913, the Arlington Heights line was completed as another branch of the King's Heights line. The streetcars would roar up Burnside, picking up sufficient speed before the turnaround (at the blinker light) to make the steep grade up Tichner or Macleay.

Originally a waiting-room building for the Council Crest streetcar line, the Keystone was a popular place to get ice cream while waiting for the streetcar to Arlington Heights. About 1928, The Keystone was torn down; Burkhardt's Florist built a small shop, now the American Federal Savings and Loan office, on the site.

The present site of Sambo's Restaurant was once occupied by Robinson's Drugstore. Upstairs was Murlark Hall, where young people studied ballroom dancing. Henry Thiele's opened on April 5, 1932. The Uptown Shopping Center stores were built about 1940.

Transportation      There are indications that Arlington Heights was, for many years, essentially a deadend. We have been unable to determine when the road (Fairview) through the Arboretum was built, but we suspect that it was not before 1922, when the Poor Farm property became part of Washington Park. If that was the case, for more than a decade there was no outlet at the west end of the neighborhood.

At the time of the "Sliding Land Trial," the plaintiff's lawyer, in discussing Melinda Heights, said, "The land was dependent on rail facilities to reach it with any convenience. Such railways could not be built unless there was a sufficient district to justify them." Richard Engemann, an historian and streetcar buff, in describing the lines that served Arlington Heights, King's Heights, and Westover, wrote, "All three lines served new and expensive residential districts which had the disadvantages, from the standpoint of streetcar operation, of not acquiring population rapidly, of attracting a decidedly upper class population, and of purposely requiring a very low density of population. A rapid conversion to the automobile followed."

The streetcar's last day of service to Arlington Heights was March 8, 1941. On March 9, 1941, a bus began serving the neighborhood.

#### Later Park Development

The International Rose Test Gardens were established in 1917. They were an outgrowth of the rose theme started by Emanuel Mische in City Park in 1908.

In 1925, due to objections from residents who had built houses nearby, the Zoo was moved toward the south end of the park, where it remained until the late



fifties. A monkey house was built on "Round Top" (now the location of the Japanese Gardens) and elephants were housed in the building between the playground and the archery range.

During the twenties, a day camp program was conducted in the area now occupied by the tennis courts.

### Houses on Arlington Heights

In 1911, John Bennes and his family became the first residents of Arlington Heights. Bennes, an architect, designed his house and had it built at 122 S.W. Marconi Avenue. After more than forty years of activity in the surrounding park land and nearby commercial district, life had come to Arlington Heights.

From 1911-1919, only nineteen houses were built in the neighborhood. During the post-war boom years, 1920-1929, one hundred houses were built. The Depression caused a big drop in construction: only twenty-three houses were built from 1930-1939. The Westwood Hills addition in the Carter D.L.C., adjacent to Arlington Heights, was platted in 1941. Ten houses were built in Westwood Hills before World War II brought construction to a halt. Nine houses were built during the late forties. From 1950-1959, twenty-five houses were built; from 1960-1969, twenty-seven houses were built. Twenty-four houses have been built since 1970, for a grand total of 237 and growing.

### Zoning

At the time that Parkside, Arlington Heights, and Stonewall were platted, there was no zoning in Portland. Restrictions on buildings and their uses were incorporated into deed covenants, agreements, and conditions. Restrictions for lots in Arlington Heights were that for a period of twenty-five years after December, 1911, no house costing less than \$3,500 could be built; that the premises not be used for "any shop, store, saloon, hotel, garage holding more than three machines, stable, foundry, warehouse, public laundry, factory, or any type of trade or business; that no intoxicating liquors be manufactured or sold; that no chickens, horses or cows be kept; that the premises not be sold to or occupied by a colored person or person of any Oriental race unless employed as a servant; and that no flat or apartment house be erected."

Portland's first zoning map, adopted in 1924, included only four categories: single-family residential; multi-family residential; business, commercial, and light industry; and unrestricted. Arlington Heights was all zoned single-family residential.



The 1959 zoning ordinance provided for four densities of single-family developments: R-20; R-10; R-7; and R-5. Arlington Heights was designated R-7 (meaning minimum 7,000 square foot lots), in spite of the fact that it had been platted almost entirely with 5,000 square foot lots.

### Traffic

After the demise of the City Park cable car line, the main entrances to Washington Park were by streetcar up Burnside and Tichner, or by way of Madison, Park Place, and Stearns Drive. By 1948, park traffic had evidently become a concern, as counts were taken at seven different locations from seven a.m. to nine p.m. on a Friday, Saturday, and Sunday in June. The peak occurred on Sunday with 2,287 vehicles entering the park, 1,811 of which passed along the southern extension of Kingston. It is interesting to note that the Friday count on Tichner between Kingston and Marconi was 343, as compared to 1,191 for twenty-four hours on a Thursday in August, 1977.

In 1961, in order to relieve Zoo traffic on Fairview Boulevard, a new road was built through the park from Kingston to the Zoo. It also provided access to two areas to be developed for picnicking. By 1972, according to a letter from Park Superintendant Dale Christianson to City Commissioner Frank Ivancie, this road had become a thoroughfare "for the general public and commercial vehicles." This letter followed a series of letters between Commissioner Ivancie, Mr. Christianson, Judge Gus Solomon, and other interested parties regarding the elimination of "motorized vehicle traffic ... from most of Washington Park." This suggestion was dropped, according to the letters, because of possible problems with park maintenance, law enforcement, parking, and use of the park by persons unable to walk.

With only open land to the west, early access to the neighborhood proper was either through the park or by way of Tichner. The western portion of Fairview Boulevard remained a county road until 1956, when the area just east of the Arboretum was annexed to the City.

### Arlington Heights - 1978

In sixty-seven years of continuing development, Arlington Heights, which was once considered far from town, has become a city neighborhood with many of the pleasures and pressures of city life.



APPENDIX A  
Listing of Houses

<u>No.</u>	<u>Year</u>	<u>First Residents</u>	<u>Address</u>	<u>Plans by</u>	<u>Contractor</u>
1.	1911	Bennes	122 Marconi	John Bennes	
2.	1912	Hazen	2864 Champlain	Ertz & Dole	
3.	1913	Jorgensen	226 Parkside Dr.	Hockenberry	Boice
4.*	1913	Lyons	Tichner	Pearse	Winters
5.	1913	Johnstone	2797 Rutland		Austen
6.	1914	Karnopp	2738 Rutland	George Mair	Lorenz
7.	1914	Nash	2862 Rutland	Hockenberry	
8.	1915	Maegly	226 Kingston	John Bennes	Dorning
9.	1915	Johnson	2741 Fairview	Earl Roberts	
10.	1915	Marx	2911 Fairview		Boya John
11.	1915	Bickford	216 Parkside Dr.	Hockenberry	Shives
12.	1916	Long	2853 Champlain		
13.	1916	Vinton	261 Kingston	Lewis Thompson	Karnopp
14.	1916	Allen	2735 Rutland	Lewis Thompson	Karnopp
15.	1916	Effinger	2957 Champlain		Lorenz
16.	1917	Tichner	114 Kingston	John Bennes	Horn
17.	1919	Stoher	2766 Fairview	Williams	Williams
18.	1919	Chenoweth	2740 Fairview	Williams	Williams
19.	1919	Holman	160 Parkside La.	Sutton & Whitney	Lorenz
20.	1920	Menefee	2718 Fairview	F.E. Bowman	F.E. Bowman
21.	1920	Karnopp	221 Kingston	Earl Cash	Karnopp
22.	1920	Proctor Stackpole	211 Kingston	Earl Cash	Karnopp
23.	1920	McChesney	2829 Champlain	Aladdin Co.	Mickey
24.	1920	Matthiessen	330 Kingston	Lawrence & Holfert	Lorenz
25.	1921	Miller	2743 Rutland		
26.	1921	Wernicke	127 Kingston	F.B. Winship	F.B. Winship
27.*	1921	Noble	325 Marconi	Distinctive Homes	
28.	1921	Carney	157 Kingston	Derfey & Roald	Kallstrom
29.	1921	Newton	2609 Park	Newton Garnett	Hartwig
30.	1922	West	2635 Park	P.M.H. Lewis	O.F. Cooke
31.	1922	Gaddis	2753 Rutland	Brandenbergh	Gaddis
32.	1922	Lorenz	2839 Champlain		Lorenz
33.	1922	Bickford	241 Kingston		Anderson
34.	1922	Breck	2891 Fairview	Jacobson & Smith	Breck



## Houses - 2

<u>No.</u>	<u>Year</u>	<u>First Residents</u>	<u>Address</u>	<u>Plans by</u>	<u>Contractor</u>
35.	1922	Biddle	356 Kingston	A.E. Doyle	Lorenz
36.	1922	Allen	2620 Tichner	John Bennes	Hedstrom
37.	1922	Neicken	115 Kingston	Dunbar	McClure
38.	1922	Fithian	2944 Bennington	Sutton & Whitney	Kallstrom
39.	1922	Spliid	2623 Park	Jamieson Parker	Phipps
40.	1922	Riddell	288 Parkside Dr.	John Bennes	Hedstrom
41.	1922	Reed	2875 Champlain	John Bennes	
42.	1922	Luke	2895 Fairview	Burver	Luke
43.	1922	Walker	2823 Rutland	Webber & Martin	Davis
44.	1923	Knighton	227 Kingston	W.E. Knighton	W.E. Knighton
45.	1923	Howard	2972 Champlain		Brumwell
46.	1923	Read	2756 Fairview	P.L. Read	P.L. Read
47.	1923	Arnold	2778 Fairview		Hildebrand
48.	1923	Murphy	2770 Fairview		Hildebrand
49.	1923	Mann	2774 Fairview		Hildebrand
50.	1924	Nunn	369 Kingston	Wm. Gray Purcell	
51.*	1924	Roald	206 Marconi	DeYoung & Roald	Sammerman
52.	1924	Conway	2761 Fairview	Matot Const.	Matot Const.
53.	1924	Howell	2732 Fairview	Knighton & Howell	
54.	1924	Lindquist	2968 Champlain	E. Lindquist	E. Lindquist
55.	1924	Charlesworth	211 Wright	Fenner Mtg. Co.	Charlesworth
56.	1924	Hendricks	2617 Tichner	John Bennes	Hood
57.	1925	Gray	2670 Tichner	Rice Const.	Rice Const.
58.	1925	Lynch	337 Kingston	A.E. Doyle	Lynch
59.	1925	Effinger	2904 Champlain	Robert J. L	Effinger
60.	1925	Kupper	2974 Bennington	Walswork	Peterson
61.	1925	Brandenburg	2764 Fairview	F.G. Hurst	Gibson
62.	1925	Patterson	2965 Fairview	Patterson	Patterson
63.	1925	McChesney	2936 Bennington	Universal Plan	A. Hansen
64.	1925	Vincent	229 Wright	Jamieson Parker	E. Peterson
65.	1925	Marsh	2945 Fairview	H.D. Marsh	H.D. Marsh
66.	1925	Honeyman	2767 Rutland	Knighton & Howell	Hiram Wood
67.	1925	Deely	2828 Fairview	Oregon Home Des.	P.L. Hansen
68.	1925	Schoefer	107 Kingston	O.R. Bean	B.T. Allyn
69.	1925	Knight	2950 Bennington	E.L. Pope	McConenghey
70.	1925	McCauley	310 Kingston	Carl Linde	McHolland



## Houses - 3

<u>No.</u>	<u>Year</u>	<u>First Residents</u>	<u>Address</u>	<u>Plans by</u>	<u>Contractor</u>
71.	1925	Morrison	2952 Champlain	D.G. Fulton	D.G. Fulton
72.	1925	Upp	2966 Bennington	Universal Plans	H. Phillips
73.	1925	Seaman	3026 Bennington	Jamieson Parker	W.G. Carl
74.	1926	Schleuning	3142 Fairview		
75.	1926	Carruthers	2962 Champlain	Oregon Home Des.	I.F. Carruthers
76.	1926	Fenton	2986 Bennington	F.L. MacPike	Hickey
77.	1926	Schanch	2917 Fairview	F.R. Schanch	Bailey
78.	1926	Sargent	2752 Fairview	J.P. Hewitt	Hewitt Const.
79.	1926	Van Alstyne	3126 Fairview	Harry Boland	Matot Const.
80.	1926	Smith	2744 Rutland	Lawrence & Holfert	Earlson
81.	1926	Olsson	2988 Bennington	A.P. Olsson	J.L. Olsson
82.	1926	Vitas	2840 Champlain	Hollis Johnston Harold Doty	Folkenburg
83.	1926	Karnopp	2865 Champlain	Universal Plan	Kent & Desh
84.	1926	McChesney	3102 Fairview	Wade Pipes	McChesney
85.	1926	Newkom	2879 Champlain	E.G. Peterson	E.G. Peterson
86.	1926	McRae	2955 Fairview		Matot Const.
87.	1926	George	257 Marconi	E.J. Pope	George
88.	1926	Vetter	2986 Champlain	Fred Vetter	Fred Vetter
89.	1926	Hanebut	141 Wright	Harry Boland	Matot Const.
90.	1926	Coleman	3046 Bennington	A.G. Malmquist	A.G. Malmquist
91.	1926	Conrad	3132 Fairview		G.E. Reed
92.	1926	Chipman	3005 Champlain	Jack Edgar	Chipman
93.	1926	Whitcomb	2845 Champlain	L.R. Bailey	L.R. Bailey
94.	1927	Tyler	126 Parkside La.	Higgins & Biederman	Glearl
95.	1927	Webster	3038 Bennington	Oregon Home Des.	Guaranty
96.	1927	Greenwood	167 Kingston	Earl Cash	Karnopp
97.	1927	Tucker	3072 Fairview	Hiller Bros.	Hiller Bros.
98.	1927	Miller	2925 Canterbury	Cash & Wolff	L.L. Hickok
99.	1927	Brown	3021 Champlain	Chipman	Chipman/Foster
100.	1927	McConough	3025 Fairview	Oregon Home Des.	Guaranty
101.	1927	Gerber	2875 Fairview	Hollis Johnston	Sancerman
102.	1928	Rosenberg	2633 Tichner	John Bennes (?)	Kallstrom
103.	1928	Hopkins	2897 Rutland	Roscoe Hemenway	Hopkins
104.	1928	Thye	2958 Rutland	Cash & Wolff	H. Phillips
105.	1928	Bain	3110 Fairview	Dexter Brown	Christman
106.	1928	Grutze	2865 Fairview	Harry Boland	Matot Const.



<u>No.</u>	<u>Year</u>	<u>First Residents</u>	<u>Address</u>	<u>Plans by</u>	<u>Contractor</u>
107.	1928	Storie	3058 Fairview	Ernest Tucker	Diffenbaugh
108.	1928	Thomson	2805 Rutland	O.M. Akers	Sawyer/Stuart
109.	1928	Griffin	2871 Champlain	Harry Boland	Matot Const.
110.	1928	Brazelton	2869 Champlain		Ralph Griffin
111.	1928	McCraney	2937 Fairview	National Const.	National Const.
112.	1929	Hummell	2890 Rutland	Tourtelotte & Hummell	A.D. Ford
113.	1929	Donahue	2877 Champlain	H.R. Kibler	H.R. Kibler
114.	1929	Greenwood	248 Kingston	Jamieson Parker	L.L. Hickok
115.	1929	Hutchins	2811 Rutland	Universal Plan	Matthiessen
116.	1929	Jones	3149 Fairview	Kenneth Ligge	N.O. Eklund
117.	1929	Peterson	321 Kingston		G.E. Reed (?)
118.	1929	Ferris	2997 Fairview	J.O. Frye	J.O. Frye
119.	1929	Spackman	2948 Bennington	H.R. Kibler	H.R. Kibler
120.	1930	Oliver	3154 Fairview		
121.	1930	Digman	2959 Bennington	Carl Linde	J.R. Diponer
122.	1930	Sutherland	2987 Fairview	J.O. Frye	J.O. Frye
123.	1930	Brant	2910 Canterbury	J.O. Frye	J.O. Frye
124.	1930	Rowe	2855 Champlain	Harry Phillips	Harry Phillips
125.	1930	Arnold	2803 Fairview	Oregon Home Des.	A. Stromberg
126.	1931	Roth	2857 Champlain	Cash & Wolff	Harry Phillips
127.	1931	Van Deinse	156 Kingston	E.J. Pope	F.B. Turner
128.	1931	Schneider	2889 Rutland	K.L. Birkemeier	G.C. Pelton
129.	1931	Ross	2925 Fairview	Whitehouse	Stebinger
130.	1931	Goudy	214 Marconi	Kenneth Ligge	E. Goudy
131.	1931	Shields Glibaugh	2841 Champlain	H. Hilgreth	Harry Phillips
132.	1931	McCord	3148 Fairview		
133.	1933	Vial	2933 Fairview	Harold Doty	
134.	1935	Vidgoff	232 Marconi	Emil Nelson	Emil Nelson
135.	1935	Redding	3026 Cascade	Oregon Home Des.	Avondale
136.	1936	Palmer	137 Kingston	Roscoe Hemenway	Oscar Earlson
137.	1936	Howard	3157 View	Roscoe Hemenway	Kallstrom
138.	1936	Bosch	3012 Canterbury	Cash & Wolff	W. Stulte
139.	1936	Hazen	2885 Fairview	Linn Forest	J.E. Rainen
140.	1936	Handley	3144 Fairview		
141.	1937	Rosenblatt	2848 Champlain	W.M. Swingood	W.M. Swingood
142.	1937	Bohman	2819 Fairview	L.B. Kinne	C.J. Bohman



## Houses - 5

<u>No.</u>	<u>Year</u>	<u>First Residents</u>	<u>Address</u>	<u>Plans by</u>	<u>Contractor</u>
143.	1941	Dryer	3140 Evergreen T.	Barrett & Logan	Equitable
144.	1941	Hibbard	3124 Cascade	Frank Allen	Equitable
145.	1941	Cook	3121 Evergreen L.	D.W. Edmundson	Equitable
146.	1941	Gade	3145 Evergreen T.	D.W. Edmundson	Equitable
147.	1941	McIver	3210 Evergreen L.	James Miller	Equitable
148.	1941	Fouch	3131 Evergreen L.	D.W. Edmundson	Equitable
149.	1941	Norman	3040 Cascade		Equitable
150.	1941	Johnson	3260 Evergreen T.	D.W. Edmundson	Equitable
151.	1941	McCroskey	3030 Cascade	D.W. Edmundson	Equitable
152.	1941	Pate	3155 Cascade		Equitable
153.	1946	Thye	2870 Rutland	Wolff & Phillips	Pedersen/Ellas
154.	1946	Fouch/Cook	3240 Evergreen L.	D.W. Edmundson	A.D. Ford
155.	1947	Foster	3105 Hampshire	R. Sundeleaf	Foster
156.	1948	Hargreaves	3300 Evergreen L.	Hargreaves	O.J. McBee
157.	1948	Armstrong	3153 View	Universal Plan	S.S. Brundage
158.	1948	Cary	203 Kingston	Universal Plan	A.H. Ackerson
159.	1948	Allen	3055 Cascade		
160.	1949	Spiegel	2807 Fairview	City Plan Svc.	V.C. Cochrane
161.	1949	Semler	140 Marconi	A.J. Grant	L.E. Leitritz
162.	1950	Miller	3005 Hampshire	Miller Bros.	Miller Bros.
163.	1950	Biggs	240 Parkside Dr.	A. Southwell	Ken Ward
164.	1951	Sams	2981 Fairview	R. Panhorst	Kallstrom
165.	1951	Collins	2770 Rutland	Home Planners	Andrem
166.	1951	Vance	2780 Rutland	Home Planners	Andrem
167.	1952	Orem	3150 View	Universal Plan	Stromberg
168.	1953	Buebke	2995 Champlain	Buebke	Winters
169.	1953	Ferris	3264 Evergreen T.	Universal Plan	Norman
170.	1954	Rosenberg	2855 Rutland	Rosenberg	Rosenberg
171.	1954	Howard	3169 Hampshire	Clifford	Howard
172.	1954	Hall	2961 Champlain	Home Blds. Plan	Christal/Grady
173.	1954	Auld	2967 Champlain	Home Blds. Plan	Christal/Grady
174.	1955	Cavagnaro	3025 Hampshire	Sandhall	Rail
175.	1955	Peterson	2815 Fairview	Home Blds. Plan	Peterson
176.	1956	Hilgers	2871 Fairview	Hilgers	
177.	1956	Yerke	2975 Champlain		Christal/Grady
178.	1956	Derry	2929 Champlain	Buebke	Faircrest



## Houses - 6

<u>No.</u>	<u>Year</u>	<u>First Residents</u>	<u>Address</u>	<u>Plans by</u>	<u>Contractor</u>
179.	1956	Lehmann	242 Parkside Dr.	Dan McGoodwin	
180.	1957	McFarland	3150 Hampshire	Roscoe Hemenway	Sam Reid
181.	1957	Judge	2825 Fairview	Knight & Piercy	J. McLeod
182.	1957	Brazelton	2883 Champlain	Schuyler/Southwell	Schuyler/South.
183.	1957	Hilgers	2726 Fairview	Keith Fisher	Powell
184.	1957	Robertson	2760 Fairview	Home Blds. Plan	Olds Const.
185.	1957	Miller	3103 Fairview	Joseph Rudd	Vern Frost
186.	1958	Norman	3130 Bennington	Norman	
187.	1959	Woods	2949 Canterbury	E.J. Strandberg	E.J. Strandberg
188.	1960	Joyce	2881 Rutland	Home Blds. Plan	Van Beek
189.	1960	Atwood	2971 Canterbury	E.J. Strandberg	E.J. Strandberg
190.	1960	Semler	115 Wright	R. Panhorst	M. Shimshak
191.	1960	Richards	3020 Hampshire	Home Planners	D.L. Eisert
192.	1961	Valentine	3050 Hampshire		W. Bolitho
193.	1961	Bigley	3225 View	Saul Zaik	H. Wold
194.	1961	Misko	2983 Canterbury	V.G. Snachall	Misko
195.	1962	Hamilton	2975 Canterbury	Raymond Marks	A.C. Schommer
196.	1962	Charlton	2910 Bennington	John Storrs	
197.	1963	Kuehn	3150 Bennington		R. Kuehn
198.	1964	Olson	3057 Fairview	Perry Weber	D. Olson
199.	1964	Hood	3255 Evergreen L.	Home Planners	D. Eisert
200.	1965	Davis	3045 Fairview	Larson & Mohr	M. Larson
201.	1965	Zucker	3042 Hampshire	Perry Weber	S. Lindquist
202.	1965	Kahle	3149 Evergreen T.	Charles Coston	Charles Coston
203.	1965	Claridge	2898 Champlain	Thomas Sears	George Marshall
204.	1966	Pedro	2861 Champlain	Sears & Chung	George Marshall
205.	1966	Soehren	3134 Fairview	Church & Shiels	Russell Miller
206.	1967	Bennett	3415 Evergreen L.	Robert Sheridan	Richard Culp
207.	1967	Anderson	3231 Upper Cascade	E. Anderson	Sam Egli
208.	1967	Moffat	3107 Cascade	V. Moffat	V. Moffat
209.	1968	Boles Heldinger	3191 Hampshire	Charles Colburn	R. Pease
210.	1968	Finch	3139 Hampshire	H.L. Crowell	R. Finch
211.	1969	Rasco	2930 Canterbury	Bertis Rasco	George Marshall
212.	1969	Gudeika	3220 Upper Cascade	Hoogs & Hohnstein	J. Gudeika
213.	1969	Boyd	2970 Canterbury	Burton Goodrich	Sam Hunt
214.	1969	Scholz	3240 Evergreen T.	Barry Rand	



## Houses - 7

<u>No.</u>	<u>Year</u>	<u>First Residents</u>	<u>Address</u>	<u>Plans by</u>	<u>Contractor</u>
215.	1970	Watkins	3106 Hampshire	H. Watkins, Jr.	H. Watkins, Jr.
216.	1970	Hilgers	3019 Hampshire	Powell & Sons	Harry Bich
217.	1971	Watkins	3065 Fairview	H. Watkins	Harry Watkins
218.	1971	Gekler	2952 Canterbury	Zaik/Miller	Brooks/Gekler
219.	1971	DeWeese	3216 Upper Cascade	Ralph Appleman	Olsson Const.
220.	1972	Lazdins	3004 Bennington	Ivars Lazdins	
221.	1972	Babcock	3043 Bennington	Alfred Edelman	
222.	1972	Sasaki	3220 Evergreen T.		A. Sasaki
223.	1972	Swinney	3116 Cascade	Frank Swinney	
224.	1973	Spicer	2850 Fairview	Wm. Spicer	Wm. Spicer
225.	1973	Raske	206 Marconi	Edgar Smith	Norman/Stanich
226.	1973	Silvers	3115 Cascade	Anthony Silvers	Anthony Silvers
227.	1973	Stoddard	3147 Hampshire	John Stoddard	John Stoddard
228.	1974	Amo	2882 Champlain	James Oliver	
229.	1975	Query	2869 Rutland	James Chauncey	Lee Zumwalt
230.	1975	Williamson	3204 Upper Cascade	Marvin Witt	Olsson
231.	1975	McReynolds	3221 Upper Cascade	Poole & Tyler	McReynolds
232.	1977	Ledgerwood	3110 Hampshire	James Oliver	
233.	1977 <sup>55</sup>	Hilands <i>Stoddard</i>	3159 Hampshire	<i>RG Clifford</i>	<i>Stoddard</i>
234.	1976	Palmer	3344 Evergreen T.		
235.	1976	Bittner	2912 Champlain	Robert Bittner	Uppinghouse
236.	1976	Two Rogers	3213 Upper Cascade	Childess Nielsen	Olsson
237.	1977	Lakeman	3118 Cascade	Richard Lakeman	
238.	1977	Breedlove	3121 View		Mel Hanson
239.	1978	Olds	3043 Hampshire		
240.	1978		3101 Cascade	Alfred Edelman	Rick White
241.	1978		3136 Cascade		
242.	1979		2710 Rutland	Steve Johnston	Steve Johnston
242.	1977	Johnston	3115 Bennington	Steve Johnston	Steve Johnston
243.	1979		2993 Fairview (?)		
244.	1978	Mellen	2900 Canterbury		
245.	1979		2840 Fairview (?)		
246.	1979		3103 Cascade	Alfred Edelman	Rick White

\* torn down