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**Clark County  
Historic Preservation Commission  
Staff Report**

**Project Number:** PRJ-149063/LUP-45767

**Project Name:** Ford Corner Dealership Buildings

**Project Address:** 1004 Washington Street / 204 W Evergreen Boulevard.

**Owner/Applicant:** Dean W. Irvin  
114 E 6th Street  
Vancouver WA 98660

**Staff:** Bryan Monroe-Associate Planner

**Meeting Date:** September 1, 2015

**I. SUMMARY**

The Ford Corner Dealership Buildings are located at 1004 Washington Street and 204 W Evergreen Boulevard (Tax Assessor Serial Numbers 51760000 and 51750000 respectively). The property owner has requested nomination of the properties to the Clark County Heritage Register.

**II. CLARK COUNTY HERITAGE REGISTER AND NATIONAL REGISTER OF HISTORIC PLACES STATUS**

The subject buildings are not on any historic register currently. Consent for nomination and designation to the Clark County Heritage Register has been signed by the owners of the property.

**III. HISTORIC NAME**

Ford Corner and Marine Building

**IV. COMMON NAME**

**V. BOARD RESPONSIBILITY**

Under the City of Vancouver Ordinance M-3243 (VMC Chapter 17.39), the Clark County Historic Preservation Commission has the responsibility for reviewing matters of historic preservation within the City of Vancouver.

**VI. STATEMENT OF SIGNIFICANCE**

The applicant's statement of significance for the nomination identifies Criteria 2 and 5. Criterion 2 relates the structure to a distinctive architectural characteristic of a type period, or method of design or construction or representation of a significant and distinguishable entity whose components may lack individual distinction. Staff finds that the buildings represent a distinct period of commercial architecture the essence of which has been successfully preserved. The nomination also identified Criterion 5 regarding persons of significance in national, state, or local history. These buildings are associated with not just one but several prominent businessmen and community leaders. The applicant has done an excellent job of detailing the chronology of businesses and owners and their associated accomplishments.

**VII. PHYSICAL DESCRIPTION**

1004 Washington Street-

The building is a Beaux Arts style commercial structure. The building is a 2-story building with a 100' by 100' footprint located at the southeast corner of Washington Street and W. Evergreen Boulevard. The building has a symmetrical, decorative cream colored brick façade with a flat roof and parapet. The ground floor was a showroom. Both facades had 5 large window bays separated by brick pilasters. The upper story window bays consist of three vertical windows separated by the same brick pilasters. All of the windows are now aluminum framed. The western-most window bay on the Evergreen façade at one time was the main entrance and garage door opening with an incline ramp up to the building's second floor repair shop. This entry ramp were removed and replaced with a window bay in the 1929 construction of the 204 Evergreen building. The ramp was relocated to the north side of the 204 Evergreen building, entering off of Columbia Street. The brick entryways on the Evergreen façade were added in 1987. The recessed showroom entrance was originally in the middle bay on the Washington façade. This entry was replaced with a store front window bay. In 1941 a new building entrance was constructed in the northern-most bay along Washington Street to access the second floor offices. The entry is surrounded by green-glazed fluted terra cotta.

204 W Evergreen Boulevard-

The building is also Beaux Arts style commercial architecture. The building initially was 2 stories before a fire in 1941. Today the building is 1-story with a 100' by 100' footprint located at the southwest corner of Columbia Street and W. Evergreen Boulevard. The building has a scored concrete façade with a flat roof and parapet. The façade is a horizontal row of bays separated by decorative pilasters. Each bay contains either a storefront window, roll up garage type door, or a building entry way. Five of the bays contain original windows.

## **VIII. STAFF REVIEW AND COMMENT**

The review criteria for the proposal are listed in the adopted rules and regulations of the Clark County Historic Preservation Commission (VMC 17.39). Any building, structure, site, object or district may be designated for inclusion in the Clark County Heritage Register if it:

- Has integrity of location, design, setting, materials, workmanship, feeling and association; and
- Is at least fifty years old, or is of lesser age and has exceptional importance; and
- Is significantly associated with the history, architecture, archaeology, engineering or cultural heritage of the community; and
- Meets at least one of the criteria listed at VMC 17.39.070.
  - Is associated with the lives of persons significant in national, state or local history;
  - Embodies the distinctive architectural characteristics of a type period, style or method of design or construction, or represents a significant and distinguishable entity whose components may lack individual distinction.

**Finding:** The structures have integrity of location, design, setting, materials, workmanship, feeling and association. Alterations have occurred over time and the surrounding area has greatly changed; however, the massing, significant features, location, design, materials, and feeling of the structure remain very much the same.

The structures are more than 50 years old (circa 1920 and 1929. Both rebuilt in 1941).

The structure is associated with Clark County history with respect to the individuals and their businesses and personal roles in the community. The applicant has provided in-depth biography material on both building owners and tenants outlining their contributions to Vancouver history.

Staff finds that the applicant has established that the structure is associated with the lives of persons and businesses significant in local history events and that the structure embodies the distinctive architectural characteristics of the period in which it was constructed.

Designation and listing on the Clark County Heritage Register is an honorary designation denoting significant association with the historic, architectural, archaeological, engineering or cultural heritage of the community. Once listed, heritage register properties will be subject to the requirements of both VMC 17.39.070 and 17.39.080. Such regulations include but are not limited to:

- Prior to the commencement of any work associated with the significant features as defined in the designation of the register property or historic district, excluding ordinary repair, maintenance and emergency measures defined in VMC Section 17.39.080 the property owner must request and receive a certificate of appropriateness from the commission.

- Prior to whole or partial demolition of a register property or historic district property, the owner must request and receive a waiver of a certificate of appropriateness.
- After demolition of a structure the commission may initiate removal of the property from the Clark County Heritage Register.
- All properties which are designated and listed on the Clark County Heritage Register shall have a copy of the listing recorded with the county auditor's office. A copy of the designation and listing letter for recording shall be forwarded to the auditor's office by commission staff.

**VII. STAFF CONCLUSIONS AND RECOMMENDATION**

Staff finds that the nomination of the Ford Corner Dealership buildings meet all four of the criteria of VMC 17.39.070 and the adopted Rules and Regulations of the Clark County Historic Preservation Commission. Staff recommends the listing of the Ford Corner buildings on the Clark County Heritage Register subject to conditions of approval of both VMC 17.39.070 and 17.39.080.

**VIII. EXHIBITS**

1. Vicinity Map
2. Nomination Form
3. Applicant submitted exhibits

**XI. APPEAL**

The commission's decision regarding a nomination to the Clark County Heritage Register may be appealed to the City Council. Appeal of the City Council's decision may be appealed to superior court. The letter of appeal shall state the case number designated by the City and the name of the applicant, name and signature of each petitioner and a statement showing that each petitioner is entitled to file the appeal under VMC Chapter 20, and the specific aspect(s) of the decision and reasons why each aspect is in error as a matter of fact or law, and the evidence relied upon to prove the error.

A fee of \$1,312.00 must accompany the appeal. However, if the aggrieved party is a recognized neighborhood association, the fee assessed is \$98.00. Submit the appeal request and fee to Development Review Services, either at the Customer Service Counter, first floor of the City Hall, 415 W 6th Street, Vancouver, WA, or to PO Box 1995, Vancouver, WA, 98668-1995.

For more information on the appeal process, please refer to Vancouver Municipal Code 20.00.800 or contact Development Review Services at 360/696-8005.

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**Report Prepared by**  
**Bryan Monroe, Associate Planner**

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**Date**

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**Greg Turner, Manager**  
**Land Use Team**

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**Date**

# Clark County Heritage Register Nomination Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A) <http://www.nps.gov/history/nr/publications/bulletins/nrb16a/>. Complete each item by marking "x" in the appropriate box or by entering the information requested. **This form is similar but not exact to the National Register of Historic Places nomination form. Some sections of the National Register form were not applicable to the local register therefore were not included. When using the National Register Bulletin 16A to fill out the form, look for the section names for information on completing the specific section.** If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets. Use a typewriter, word processor, or computer, to complete all items.

## 1. Name of Property

Historic name **Ford Corner (Shattuck-Dickson 1920-37), (Grandy 1938-65), (Marshall 1966-86)**

Other names/site number SHATTUCK BUILDING (1920-1941)

MARINE BUILDING (States Steamship Company (1941-1964))

## 2. Location

street & number 1004 Washington Street / 204 W 10th Street

not for publication

city or town Vancouver

vicinity

State Washington code WA county Clark code 11 zip code 98660

## 3. Classification

### Ownership of Property

(Check as many boxes as apply)

- private  
 public-local  
 public-State  
 public-Federal

### Category of Property

(Check only one box)

- building(s)  
 district  
 site  
 structure  
 object

### Number of Resources within Property

(Do not incl. previously listed resources in the count.)

Contributing	Non-Contributing	
2		buildings
		sites
		structures
		objects
2		Total

Name of related multiple property listing:  
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources  
previously listed in the Clark  
County Heritage Register

0

## 4. Owner Consent for Nomination, Designation and Listing

I (we) consent to the nomination, and designation of the above property on the Clark County Heritage Register. I (we) also certify that I am/we are the legal owner(s) of the above property.



DEAN IRVIN

05/15/2015

Owner signature

Date

Owner signature

Date

**5. Functions or Use**

**Historic Functions**

(Enter categories from instructions)

Commerce/Trade: Business

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**Current Functions**

(Enter categories from instructions)

Commerce/Trade: Restaurant

Commerce/Trade: Business

Commerce/Trade: Specialty Store

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**6. Description**

**Architectural Classification**

(Enter categories from instructions)

100' x 100' Rectangle 2-Story, Commercial Block

100'x 100' Rectangle 1-Story (orig 2-story)

1920's Commercial Architecture,

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**Materials**

(Enter categories from instructions)

foundation Concrete-Poured

walls 1: Concrete and Brick

2: Concrete and masonry

roof Asphalt/Composition (Flat w\parapet

other

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**Narrative Description**

(Describe the historic and current condition of the property.)

**See Attached Continuation Sheets**

**7. Statement of Significance**

**Applicable Clark County Heritage Register  
Criteria**

- 1 It is associated with events that have made a significant contribution to the broad patterns of national, state, or local history.
- 2 It embodies the distinctive architectural characteristics of a type, period, style, or method of design or construction, or represents a significant and distinguishable entity whose components may lack individual distinction.
- 3 It is an outstanding work of a designer, builder, or Architect who has made a substantial contribution to their field.
- 4 It exemplifies or reflects special elements of the county's history.
- 5 It is associated with the lives of persons significant in national, state, or local history
- 6 It has yielded or may be likely to yield important Archaeological information related to history or prehistory.
- 7 It is an historic building or cultural resource removed from its original location but which is significant for architectural value, or association with an historic person or event, or prehistory.
- 8 It is a birthplace of grave of a prehistoric or historical Figure of outstanding importance and is the only surviving structure or site associated with that person.
- 9 It is a cemetery or burial site which derives its primary significance from age, from distinctive design features, or from association with historic events, or cultural patterns.
- 10 It is a reconstructed building that has been executed in a historically accurate manner on the original site.
- 11 It is a creative and unique example of folk architecture and design created by persons not formally trained in the architectural or design professions, and which does not fit into formal architectural or historical categories.

**Areas of Significance**  
(Enter categories from instructions)

COMMERCE

**Period of Significance**  
**1920 - 1987**

**Significant Dates**  
**1920, 1929, 1938, 1941, 1966. 1987**

**Significant Person**  
(Complete if Criterion 2 is marked above)  
**Lewis Shattuck, George Grandy,  
Bill Marshall, Charles E. Dant**

**Cultural Affiliation**  
**Ford Dealership - known as Downtown Ford  
Corner**

**Architect/Builder**

**Narrative Statement of Significance**  
(Explain the significance of the property.)

**See Attached Continuation Sheets**



## 8. Major Bibliographical Research

### Bibliography

(Cite the books, articles, and other sources used in preparing this form.)

See Attached List

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### Previous documentation on file (CCHR):

- Preliminary determination of individual listing has been requested  
 Previously listed in the Clark County Heritage Register  
 Previously determined eligible by the Clark County Heritage Register  
 Recorded by Clark County Cultural Resources Inventory Survey # \_\_\_\_\_

### Primary location of additional data:

- State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other

Name of repository: \_\_\_\_\_

## 9. Geographical Data

**Acreeage of Property: Less than One Acre.**

### UTM References

(Place additional UTM References on a continuation sheet.)

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Zone Easting Northing Zone Easting Northing

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50	52	880
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 4 

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Zone Easting Northing Zone Easting Northing

### Verbal Boundary Description

(Describe the boundaries of the property.)

The nominated property is located in downtown Vancouver, WA and is legally described as Wyche & Stephens Addn LOTS 5,6,7 & 8; BLK E.

### Boundary Justification

(Explain why the boundaries were selected.)

The nominated property encompasses the entire urban tax lot occupied by the Ford Dealership, Shattuck Building and Marine Building.

**10. Form Prepared By**

name/title Mark Dodd  
 organization \_\_\_\_\_ date May 15, 2015  
 street & number 106 W 9th Street telephone 360-607-7946  
 city or town Vancouver state WA zip code 98660

**Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets Attached**

**Maps**

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

**Photographs**

Representative photographs of the property. **Attached**

**Additional items**

(Check with the CCHPC Staff)

**Property Owner**

name W. Dean Irvin\Owner  
 street & number 114 E. 6th Street telephone 360-737-8929  
 city or town Vancouver state WA zip code 98660

4b. **CLARK COUNTY HISTORIC PRESERVATION STAFF RECOMMENDATION**

In my opinion, the property meets / does not meet the Clark County Heritage Register criteria.  
 ( See continuation sheet.)

\_\_\_\_\_  
 Signature of commenting staff Date

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4c. **CLARK COUNTY HISTORIC PRESERVATION COMMISSION RECOMMENDATION / DECISION**

IN THE OPINION OF THE CLARK COUNTY HISTORIC PRESERVATION COMMISSION, THE  
 PROPERTY MEETS / DOES NOT MEET THE CLARK COUNTY HERITAGE REGISTER  
 CRITERIA. ( See continuation sheet.)

\_\_\_\_\_  
 CHAIRPERSON, Date  
 Clark County Historic Preservation Commission

## Clark County Heritage Register (Physical) Continuation Sheet –

PROPERTY NAME:

1004 WASHINGTON ST  
204 W EVERGREEN BLVD VANCOUVER, CLARK COUNTY, WASHINGTON

Section number: 6 Pages: 5

The buildings at 1004 Washington Street and 204 West Evergreen Blvd in downtown Vancouver date back to 1920 and 1929. They were originally built for Shattuck-Dickson Motor Company. Butted up next to each other, their total dimensions measure 200' x 100'.

The original structure was built at the corner of Washington Street and West Evergreen Blvd in 1920 as a two-story Ford Dealership with a showroom on the ground floor and service area upstairs. It measured 100' deep by 100' long. In order to reach the second floor repair stations, cars drove up a permanent incline accessed through a set of garage doors on West Evergreen Blvd. This approach did away with needs for elevators. The second floor was also used for battery storage.

The ground floor showroom, with large windows on the east and south fronts, was finished with white plaster, a paneled ceiling and wood work; all in white, 'all in harmony'. Offices, parts and accessories, and other displays were also located on the ground floor.

In June of 1920 it was the official home to the Shattuck-Dickson Ford Agency, Universal Auto and Fordson Tractors. It would serve as built for nine years before the owners decided to expand. A new structure was begun in 1929.

Around the time of completion, public records again show Lewis Shattuck sold the property at the corner of West Evergreen Blvd and Columbia Street to the Shattuck-Dickson Motor Company in November of 1929. They now had a building on the property.

The new building's exterior was designed to visually match that of the original one. It was two-story, but instead of brick, the exterior consists of scored concrete that mimics stonework. The two buildings butted up to one another on West Evergreen Blvd. Together their footprint measured 200' x 100'.

Both were built as Commercial Style. They have rectangular footprints, concrete foundations and topped by a flat asphalt roof with a parapet; good examples of 20th century Commercial Style construction.

## **1920 Building**

Construction of the first building was finished in 1920. The features of a typical Commercial building of the time.

The two-story buff colored brick has a rectangle and footprint topped by a flat roof with parapet. The original projecting double band cornice has been capped in sheet metal.

The façade is organized into bays by pilasters with geometric ornamentation. White masonry feature is repeated in second-story window sills and cornice and ornaments between each set of windows near cornice. There are brick Spandrel panel arrangements below the second story windows and vertical rectangular arrangement between each set of three windows spanning both floors.

Rows of bricks surround the rectangular pattern with four stones at corners and horizontal arrangement. There is a "V" chevron pattern in the pilasters. Mortar in the brick is deep recessed. There is an eave that run around the upper portion of the building and bands of cast concrete which wrap the upper story and the store-front bays.

Most of the ground floor bays contain modern aluminum framed plate glass windows with individual awnings. The second floor features three windows per bay for five total sets of windows. The windows were an addition during renovation in 1941 when States Steamship Co. bought the building and remodeled the second floor into executive offices to house their corporate offices. All of these have been replaced as well with aluminum frames. Ornamental arms used for holding tenant signs are not representative of the original build period. They were added later.

The original building entrance on West Evergreen Blvd was located where the fifth bay is. It was a large garage door that when opened to provide access to an incline ramp leading upstairs to the repair shop. The 1929 addition resulted in the removal of the ramp to make room for a larger ground floor parts room. A new ramp was installed on Columbia Street.

Today, the brick entryway on West Evergreen Blvd is located in the third bay of the original building and consists of three steps leading up to a set of double doors. It was created during the 1987 remodel. It There is also a single doorway in bay nine that provides access to the building west of the main entrance.

The original entrance to the car showroom was where the third bay on Washington is, it has been replaced with windows and a new modern doorway installed in the second bay to allow restaurant patrons access.

The SE corner of building sported vertical marquee mounted by second floor supports (still visible). Other sign hardware can be seen on Washington Street; on the first pilaster and above the third bay. The most northern entrance on Washington was installed in 1941 to allow access to the offices on the second floor. It has an early modern ornamental relief on the trim around the front door. The entrance is surrounded by a four-banded (fluted), glazed terra cotta, light green in color. The door frame is original to its

1941 install, as is the original lobby floor with a gray/black marble tile pattern. There is an original brass mail slot in the bottom right of the door; the lamp fixtures could be original.

Exposed brickwork just inside the West Evergreen Blvd entryway is recessed which is opposite of the design on exterior walls. The exposed ceiling joists installed in 1941 are large wood single beams.

The 1987 remodel included huge stylized iconic columns at the entrance on West Evergreen Blvd. A Mosaic tile pattern installed on the floor includes a monogram of grape leaves, a blue border on white background and ties to similar tiles throughout the interior.

### **1929 Building**

The most recent building that extend west on West Evergreen Blvd, (around the corner of Columbia Street) is an excellent example of 1920's commercial architecture in Vancouver, it retains very good integrity and is potentially eligible for listing in the national register.

Located at 204 West Evergreen Blvd, it dates to circa 1929. Originally a two-story (the second story was razed and not rebuilt after a fire 1941). The building's exterior consists of concrete that has been scored to mimic stonework. It has a rectangular footprint and is topped by a flat roof with parapet. There is a single band projecting cornice.

Pilasters divide the buildings façades on West Evergreen Blvd and Columbia Street into several bays. The right pilasters on South and West façades separate sets of window bays and have a petal ornament on the capitals. (the petal feature is repeated on all capitals). Each bay contains either multi-pane glazing, a roll- up garage door, or an entry into the building. The two bays at the corner feature cast-iron Cartouche (shield and scroll ornament) above the window openings. All of the bays also feature individual shed awnings. The building with it's remarkable intact window openings has very good integrity.

The windows/garage bays come in five sets of original windows: three on south façade and two on West façade separated by pilasters of 18" of bare concrete. There are two replacement windows on each façade; the replacements have fixed multi-pane windows where garage doors used to be. This is apparent at the main entrance on West Evergreen Blvd and Woody's tacos on Columbia Street. Curb cuts still exist on Columbia Street in front of former garage bays. The garage bays still retain bumpers near bottom on both sides of opening to prevent damage from cars. There are straight awnings for each set of windows with a round awning for the main entrance with crenulated edges.

The ornamental arms that hold tenant signs are not original but add to the historic look. The light arms extending from the roof are newer, adding luminance for the area and signs. The walk-up entrance at Java house is newer, resembling that of the building to the east.

The interior is mostly an open atrium with divided partitions for retail tenants. The interior is shared with 210 East Evergreen/1004 Washington. Tiled stairs and a ramp connect the elevated floor where the buildings meet. There is a large skylight where the floor to the second story originally was. The courtyard has a Mediterranean feel, it is decorated with fine art pieces.

The 1941 fire was a result of a plumber's torch falling on top of a barrel of flammable liquid, it resulted in a four-alarm blaze requiring more than 75 firefighters, the bulk of them volunteers, along with crews from the barracks to put out the fire. Before it was over, fire reached all parts of both structures. The new construction with newly installed wood floor and office framing provided the fuel that moved the flames upward where it tore through the roof. The damage to the building and equipment was estimated at \$30,000 to \$60,000. The first order of business was to put on a new roof. The new roof's stringers were covered with Firtex for heat insulation. The cover itself was class-c mopped-on tar.

Another fix after the fire was done on the second floor. Most of the stringers survived, all the original 2" x 16" joists were replaced by laminated 2" x 4" to support the flooring. This was done by laying two by fours side by side on edge from one side of the building to the other. This eliminated any blind spots where fire could burn under the flooring and between the joists where firefighters could not reach.

Fifty skilled craftsmen performed dimensional work and installed electrical, plumbing and windows. Crews may have worked night shifts in order to progress quickly. The initial work was done by Vancouver contractor's Heinrich's and Beedle.

## **Today**

In 1987, the new owners began renovations and today, the market-type environment, similar to Portland's Yamhill Indoor market, they wanted is still felt. There is a courtyard and lots of natural light and many specialty shops.

Currently the building is known as the Vancouver Marketplace. It is home to restaurants, a coffee shop, a dessert shop, florist, hair salon, photography and video studios, art gallery and professional businesses upstairs. The current owner believes in maintaining the style and feel of Vancouver's past as well as providing a place to gather and talk. Artist meet to paint in the courtyard during the week, Musicians and performers entertain and friends and neighbors converse year round. The storefronts are open and inviting with sidewalk floral displays and seating for dining patrons. Plans for a

permanent public art piece is in the works utilizing a local artist focusing on the building's historic importance and its valued line of occupants.

Both buildings are located within the Esther Short neighborhood which incorporates Vancouver downtown core as well as a neighborhood area. It has its beginning in the 1840s donation land claim of Amos and Esther Short. Main Street, the major commercial thoroughfare was a former trail turned military Road and was part of the old US Highway 99 route.

## Clark County Heritage Register (Significance) Continuation Sheet –

PROPERTY NAME:

1004 WASHINGTON ST  
204 W EVERGREEN BLVD VANCOUVER, CLARK COUNTY, WASHINGTON

Section number 7 pages: 10

The nominated property on West Evergreen Blvd between Washington and Columbia Streets in downtown Vancouver has significant history that currently spans ninety-five years.

The building's character is represented by the person connected to it throughout the years. Men of honor and commitment; visionaries and idealists. Men of distinction that are remembered in Clark County and Vancouver and beyond, not only for their professions, but for their big hearts and good deeds.

### **The Shattuck Years**

The original property at the corner of West 10th Street (now Evergreen Blvd) and Washington Street was owned by Lewis Wesley Shattuck. He sold the property to Shattuck-Dickson Motors in March 1920. That same year a 100' x 100' two-story building was erected; Shattuck & Dickson Ford Automobiles moved in as well as Universal Automotive Co., the truck and tractor dealership. It was the start of a longtime downtown association with Ford. The corner would become known as Ford Corner until 1986.

Universal Automotive Co. was Shattuck's original Vancouver business. It was located at West 9th and Washington Streets. He had started the business in 1914 with his brother-in-law, Edward Edgar (E.E.) Sleret. Both moved from Gresham, OR to Vancouver, WA around that same time. Sleret was born in Gresham, OR in 1867. The son of pioneer G.W. Sleret, a successful blacksmith, farmer and businessman in the mid to late 1800's. E.E. worked with his father and brothers before moving to Portland where he first managed then owned the only Ford dealership in Multnomah County. In 1914 he located to Vancouver, where he and Lewis Shattuck partnered up and operated as Universal Automotive until 1922. That year he sold his interest in the firm and acquired stock in the American Security Bank of Vancouver; he was a director. He became president of the bank and eventually retired in 1926. Even after retirement he remained listed as vice-president. Over time Sleret bought much land. He owned three farms in Oregon and five in Washington. Prior to moving to Seattle in his later years to be with his daughter, he made his home at the family's Clark County farm (located at what is now the area where Andreson Road and Evergreen Blvd meet). His residence



commanded a beautiful view of the Columbia River. Today the area is residential and known as Sleret Heights. E.E. was called a man of sound and clear headed judgement in business affairs and as a neighbor and friend he was ever constant and reliable. He is considered one of Clark County's successful and influential citizens; a man whose activities tended to promote the general progress and prosperity of his section of the valley. Sleret died in 1956 in Seattle, WA at the age of 87.

Lewis Wesley Shattuck was born on December 21, 1868 in Portland, OR. The area where he was raised became Gresham in 1905. His father was John Wesley Shattuck, an early pioneer who was important in the area's development. Shattuck Avenue in Gresham is named for him.

Lewis Shattuck was a successful businessman in Gresham; having the largest general merchandise building in East Multnomah and Clackamas Counties. He was also a community and civic leader. Before Gresham became a city, Shattuck served as postmaster. In 1904 was elected it's first Mayor, he served four terms. He and other council members moved the the city towards incorporation in 1905. The Gresham Commercial Club and Development League was organized in 1909 by Shattuck and others. He was elected president. The announcement he made would establish he reputation for years to come. He said, *'The policy of the club is to be an improvement for all of the surrounding country, and not a selfish boost for Gresham alone. Without an equal growth of all localities there would be no city growth, and all the people should co-operate.'*

After Shattuck moved to Vancouver he quickly became active in the ways of the city and county. He was a member of the Commercial Club, working on a number of committees. He and his wife, Olive, owned a home at 317 W. 24th Street.

Shattuck and Sleret opened Universal Auto Company; a Ford Agency at West 9th and Washington Streets. They advertised cars, repairs, tires, gasoline, oils and accessories. All their work was guaranteed and they used Ford parts. The Model T, which began production in 1908 and continued until 1927 was the only model sold at their store until 1917, then Ford introduced their first truck, it had a Model T engine and was advertised as a 'One-Ton with its manganese bronze worm- drive... a necessity for farmers.' That same year the Fordson Tractor was introduced. It was named after the Henry Ford & Son Company. One of the marketing slogans was *'the tractor will make it hard to keep the boys and girls away from the farm.'*

Early in 1920, Shattuck partnered up with a Ralph Dickson to form Shattuck-Dickson Motor Company. Shattuck was listed as President, Dickson as Treasurer. At the time, Dickson was a successful businessman in Brush Prairie, WA, there he owned a general merchandise store. Once the partnership was announced, he and his wife Opal moved to 1004 East 29th Street in Vancouver.

Shattuck owned property at the corner of West 10th and Washington Street. According to public records, in March of 1920, Shattuck sold the property to the Shattuck-Dickson Motor Company.

A new 100' x 100', two-story brick building was being built for company. It would also be home to Universal Auto and Fordson Tractors. It had a ground floor showroom with large windows on the east and south fronts. The room was finished with white

plaster, a paneled ceiling and wood work; all in white, 'all in harmony'. Offices, parts and accessories, and other displays were also on the ground floor. The entire second floor was used for repair work and battery storage. Customers would enter on 10th street and proceed up incline driveways to the service area. This approach did away with needs for elevators. In June of 1920, the new business in its' new building opened.

Annual U.S. production of automobiles for 1920 stood at nearly 2.3 million. Ford owned over 55% of that number; producing 806,040. Shattuck took advantage of Ford's marketing, his modern building, his relationship with Portland and his increasing community presence in Clark County to sell cars. A year later, Ford owned 73% of U.S. auto production with over 1,275,618. The price for a new car was \$395.00; later in 1921 it dropped to \$325.00. The assembly line production method was proving Henry Ford a genius.

Shattuck was also proving himself in the area. During the 1920's, he was President of the Prunarians, Chamber of Commerce, Kiwanis, Greater Clarke County Association and the Metropolitan Savings and Loan Association. He was an Exalted Ruler of the Elks and trustee of the Columbia Dairy Products Co. Shattuck was a significant member of a group promoting the removal of tolls on the Interstate bridge. Shattuck believed a free bridge was essential to the development of Vancouver and Clark County, both industrially and agriculturally. He talked of the barrier tolls created between Portland and Vancouver and how they retarded advancement. He organized and served on many committees that promoted building municipal docks, shopping locally, increasing state support for the county and tourism. Shattuck wanted to "sell" tourists on this wonderful city. He requested *'service station men and all others who contact tourists in any manner should first become sold on the city and county themselves and be able to tell the visitors all about it.'* He arranged President Harding's local inauguration ball and raised funds for the State deaf school. He even led a team in an old-fashion spelling bee sponsored by the Elks to raise funds; the loser had to provide supper for the winners.

Along with other city leaders, he traveled throughout the region promoting and celebrating Fort Vancouver and the history of the Hudson's Bay Company's presence in Vancouver.

Business and life was going well for both Shattuck and Dickson. The introduction of Ford's Model A in 1927 came at a time when Americans were making more money and other car manufacturers were selling more modern features. The upscale vehicles cost more, but they could afford them. Ford began advertising their new and improved Model A in thousands of newspapers during November of 1927. Prices ranged from \$395 for the Phaeton to \$550 for the Sports Coupe. The Tudor Sedan was priced at \$495. By the end of the 1928 model year, Ford sold over 713,000 units. A Shattuck-Dickson bill-of-sale lists *"One New Model A Ford Town Sedan-Black for \$695.00-Cash."* After freight and delivery, extra tire and bumpers, the total was \$843.50.

Wesley Shattuck, Lewis' son, had started his own Ford agency in Ridgefield, WA in 1926. He was doing well, but sold the property and building and discontinued the agency so that he could become sales manager at Shattuck-Dickson in Vancouver at the end of 1929.

In 1929, Shattuck-Dickson added on to the building. Lewis Shattuck also owned the property at the corner of West 10th and Columbia Street. Public records again show Shattuck sold the property to the Shattuck-Dickson Motor Company in November of 1929.

The new building's exterior was designed to match that of the original one. It too was two-stories high and constructed with scored concrete. Together the two buildings measured 100' by 200'. The original ramp leading to the upper floor was removed, the new ramp's entrance was mid-block on Columbia Street.

With the Great Depression came changes to the auto industry. The big three; Ford, GM and Chrysler should have been poised to do okay as long as they adjusted their expectations. Ford however was hurt by high costs and inflexibility. David Rhodes and Daniel Stelter wrote in the article '*How Automakers Accelerated Out of the Great Depression*',

*Ford's indecisiveness and inflexibility resulted in declining sales and a 12 percentage point loss in market share. Ford moved from being a contender for market leader to a weak third place. As the most vertically integrated company in the industry, Ford bore the full financial impact of the decline in sales because of its high fixed production costs. Ford's lax accounting and poor business management made cutting costs difficult. In fact, since it was unable to control costs, Ford tried to increase its prices in the midst of the Great Depression. Ford survived the Great Depression, of course, but not without scars. It took years for the company to recover some of the share loss that it suffered in those turbulent years.*

The depression took its toll on Shattuck-Dickson Motors. The expense of a new building, a sharp drop in sales and higher costs for Ford parts proved too much for the dealership. As of 1936, Dickson was no longer a part of the day to day operation. Lewis Shattuck was president and Wesley, vice-president. In early 1937, Lewis, although still listed as head of the company had taken another position as president of Vancouver First Federal Savings & Loan. Wesley was left to close the dealership. Wesley continued to run the used car and repair business known as Shattuck Motors from across the street at 110 West 10th Street, but Ford, for the first time in over twenty years, was without representation in Clark County.

Throughout the rest of his life, Lewis Shattuck continued to be a leader in the community. He served as Chairman of county commissioners, was a leading delegate for Vancouver at the 'SW Washington as a Resource in National Defense' institute during WWII, was instrumental in starting Clark County's traveling library and stayed active in many organizations until his death in 1948. He is buried in Vancouver.

It should be noted that Lewis' grandson, also named Lewis Wesley Shattuck, was raised in Vancouver and Chehalis, WA. While he was flying a combat mission over North Vietnam on July 11, 1966, his F-105 aircraft was shot down. He was captured and interned by North Vietnamese. On February 12, 1973, after more than six years as a prisoner of war in the notorious 'Hanoi Hilton', he was released. Today he lives near Seattle and still pilots his own plane.

## **In 1937, Ford sought representation in Clark County**

After the Shattuck-Dickson Motors and Ford Corporation partnership ended. Ford was trying to fill the dealership representation in the area. It happened in 1938. George Grandy was working for Ford in Seattle in 1923 as a 'tack splitter' a job that dealt with upholstery installation. He worked his way into a foreman's position and eventually took the opportunity to transfer to Yokohama, Japan and become the plant's general foreman. The job required him to travel throughout the region and troubleshoot; address situational failures. One time, while in the middle of a Philippine jungle, Grandy was diagnosing a vehicle breakdown. He sat down on the bumper, lit a cigarette, and wondered what the hell am he was doing there. It was a defining moment at an opportune time. Grandy contacted a friend in Seattle, telling him he wanted to be on the other side of the industry, he asked if there were any dealerships available back home. It just so happened that one was... in Vancouver, WA.

Grandy needed \$24,000.00 to get started. He partnered up with two men, Doug Wright of Vancouver and an unknown silent partner, Each put up \$8,000, negotiated with Shattuck to lease the building on 10th Street and hired a staff. By the end of 1938, a Ford dealership was again selling cars in Vancouver.

While Wright and Grandy Ford were making a go of it there was a war going on in Europe that would impact the business in time.

## **States Steamship, The Marine Building and 1941's Fire**

Charles Dant, a successful Portland businessman made millions as a lumber merchant in the early 1900's, he saw an opportunity to reduce the cost of shipping overseas while profiting by shipping other goods; by owning a cargo- ship company. He obtained control of Columbia Pacific Steamship Company in 1919 and formed States Steamship Company in 1928. Through the firm Dant and Russell, he managed a fleet of ships. There were eleven cargo carriers in 1928. Three passenger carriers were added in 1932. States continued to haul passengers until 1937. Updated guidelines for passenger carriers would have meant tremendous expense so States ceased that part of operations. They continued to carry cargo over the years, chartering and operating up to 52 additional vessels to meet demand. Dant added an additional steamship line; California Eastern Line began operation in 1937.

The cost of doing business in Portland was high. It was reported that avoidance of Oregon's high corporate income tax drove States to find a more accommodating locale. Vancouver offered that.

While the business, Shattuck-Dickson Motors, had ceased operations after 1936, they still owned the building on 10th Street in Vancouver. In 1941 it was being leased by Wright and Grandy Ford, but it was also for sale. Public records show a real estate transaction between Shattuck-Dickson Motors and States Steamship Company on October 10, 1941 involving all properties on West 10th Street between Washington and Columbia Streets. The two-story, 100' x 200' brick building was bought for \$52,000 and would serve as headquarters for Dant and Russell Ltd., States Steamship, California-

Eastern Lines and Pacific-Atlantic Steamship. Wright and Grandy Ford would continue to lease much of the building from States.

States Steamship began to remodel the second floor of the 100' x 100' southeast portion of the building immediately, citing a desire to have their operations shifted from Portland to Vancouver by December 31, 1941. The automotive repair shop had to relocate to another part of the building. The cement floor dividing the first and second stories was removed and replaced by new wood flooring. Framers, carpenters, plumbers, electricians and other skilled laborers began to build-out twenty-one executive offices. Many of the offices were L-shaped and 30 large windows were fitted along the two street-front walls.

At 11:20 AM on Wednesday, December 3, 1941, a four-alarm fire broke out in the building at West 10th Street between Washington and Columbia. More than 75 firefighters, the bulk of them volunteers, along with crews from the barracks fought the blaze. Once the fire reached the new construction, the newly installed wood floor and office framing provided the fuel that moved the flames upward where it tore through the rain soaked roof like it was tissue paper. No firefighters were injured. The damage to the building and equipment was estimated at \$30,000 to \$60,000.

The fire started when welders using blowtorches on second floor plumbing dropped one down along the wall. It landed on a barrel of thinner and ignited. The whole wall went up in flames. When the fire department arrived, their first action was to break out the windows which caused the fire to spread quickly.

The fire stayed within the lower garage portion until noon, when reportedly, a huge column of fire shot up through the second story roof where the new offices of States were being constructed. At the same time, Wright & Grandy employees broke out large showroom display windows in order to evacuate six new model cars, this provided more opportunity for the bitter blowing south winds to increase the inferno. Workers managed to get the cars off the showroom floor by placing planks on either side of the display window sill and drive them slowly up and then down on the outside.

The day after, an official for States informed reporters that rebuilding was already starting and that they hoped to still be moving in before the the new year. The contractor, Charles Wegman was more realistic, he projected the offices would be occupied around January 20, 1942. The first order of business was to put on a new roof. A 30-man crew rushed to get it done amidst cold rain and wind. Wegman said the new roof's stringers were covered with Firtex for heat insulation. The cover itself was class-c mopped-on tar.

Another immediate fix was the second floor. Most of the stringers survived, all the original 2" x 16" joists were replaced by laminated 2" x 4" to support the flooring. This was done by laying two by fours side by side on edge from one side of the building to the other. This eliminated any blind spots where fire could burn under the flooring and between the joists where firefighters could not reach. Fifty more skilled craftsmen performed dimensional work and installed electrical, plumbing and windows. Crews may have worked night shifts in order to progress quickly. The initial work was done by Vancouver contractor's Heinrichs and Beedle.

Wright and Grandy temporarily moved all their offices, shops and parts department into the 100' x 100' ground floor service area until the showroom and other building repairs were completed. Some of their equipment needed replaced and the

departmental layout changed. It was decided by the owners to not rebuild the second floor of the western portion of the building which was previously repair and storage space. When it was two stories high, the body shop and other service areas was located on the second floor. Model A's and T's would enter on Columbia Street, accessing the top floor via a ramp.

The fire put States move behind schedule. In order to take advantage of the lower tax in Washington, offices were secured in the Arts Building on Main Street on December 23. A months later... on Monday, January 26, 1942, States Steamship, Pacific-Atlantic Steamship, Cal-Eastern Line, Dant & Russell Ltd and Hall & Murphy Insurance Co moved into their new offices. The building was officially named The Marine Building.

America officially entered WWII on December 7, 1941. The steamship company's vessels were requisitioned by the government for military use. States and the others continued to operate them throughout the war. In the end, nine of States' original eleven ships were sunk or permanently damaged. The affect on the automobile industry was drastic; new vehicle production ceased and parts became scarce. Wright & Grandy's business slowed considerably. Since Grandy and other car dealers could not get new autos, they had to survive by repairing and selling used cars. On the other hand, Kaiser's shipyard was paying good money, mechanics went to work there, Wright did to. The loyal employees that stay with Grandy did so for life. When the war ended, some of Grandy's employees who had gone to the shipyards asked to come back and were welcomed. During the war, Wright suddenly died. Grandy became the sole owner.

### **Bill Marshall Years**

Bill Marshall was born in Seattle, WA, he graduated high school in 1940, then went to trade school to learn shorthand and typing. Upon graduating, he could type over 100 words a minute. Ford Motor Company hired him as a male stenographer.

World War II was happening; Bill decide to enlist in pilot training with Air Corp out of San Diego, CA. He became a fighter pilot and served in Italy where he flew 97 P-47 Thunderbolt strategic strafing missions. On his 94th mission, he was shot down when his plane was hit by anti-aircraft fire while attacking a ground target. He landed in an area near a U.S. tank battalion. He was uninjured and rescued by the battalion. After returning to his squadron, he flew three more missions before being sent by ship to the Philippines. While in route, word came of the bombing of Nagasaki, Bill's transport turned around and headed to the states. A week later he was out of the military.

After being discharged in 1945 he returned to Seattle, planning to attend University of Washington, but instead returned to the Ford Motor Co. when they called. His position was 'Field Manager', his area the Northwest. Marshall travelled extensively, calling on Ford dealers, promoting the benefits of original parts and various programs offered by corporate. It was during his travels he first met George Grandy in Vancouver. The two became friendly, eventually traveling together by train south to California for a convention. On that trip, Grandy asked Marshall what his life plans were. Marshall stated that he'd thought he'd like to be dealer but didn't have the funds. That conversation led to a later meeting where Grandy proposed a gentleman's agreement.

He told Bill, "Come work for me. We'll see how things go. Someday you can own this dealership."

Marshall saw Grandy as a mentor and took the opportunity to move to Vancouver and learn the sales business from the ground up. There was never a contract, lawyers were not involved, just two men with the same goals. Grow a great business that one day would belong to Bill Marshall.

It wasn't a quick transition. It was fifteen years from the time Bill joined Grandy as an employee in 1949, working as a 'department manager', learning everything possible about customer service, customer needs and customer retention... to a day in 1963, when Bill said, "George, at the rate we're going, I'll never own this place by just making payments. Why don't I just pay you out right? I'll give you \$150,000." Grandy immediately said, "That's ridiculous. It worth \$130,000." They argued a bit before agreeing on \$140,000. They shook hands. Marshall remembers that day, recalling Grandy's magnanimity, "It was very generous of George and a godsend for me and my family."

A few months later in 1964, Marshall flew to San Francisco to meet with Jack Dant to discuss buying the Marine Building. States Steamship and other affiliated companies had moved from Vancouver to San Francisco in 1957. Vancouver Plywood's administrative offices leased the second floor space along with other local businesses. States' approached Marshall about buying the building, he and Grandy formed a separate company called MARGRAN in order to purchase the building they had leased for twenty-six years. At their meeting, Marshall asked Dant if \$150,000 would be enough to purchase the building. Dant replied, "Mr. Marshall, that's too much." Bill offered \$140,000. Dant said, "That's not enough." Bill continued to offer amounts... Dant either said to much or not enough. After quite a bit of these exchanges, Bill had narrowed it down to exactly \$143,867.12. When Bill spoke the precise price, Dant acknowledged him and explained the building was on the books for that exact value. They did not want a penny more, they did not want to pay capital gain tax. When Marshall left San Francisco, MARGRAN owned the building and property on Evergreen Blvd.

Also in 1964, Ford rolled out the Mustang. Marshall admits he didn't want many of those. He didn't think they would be popular since it had no backseat to speak of. So he only ordered five. Two weeks later he wanted 55. The rest is history.

Bill Marshall was very active the community. He was respected, appreciated and humble. He was known to let a local soda company park their delivery trucks inside his service garage during freezing nights so the pop bottles wouldn't explode. If a person's work truck needed repair in order to keep their business going, Bill would move them to the head of the line. "It was their lively hood." It was also the right thing to do.

Marshall connected with the community in other ways. He was once asked to sponsor an adult team of bowlers. He asked how many teams were in the league and the answer was eight. He said he would do it but only if he could sponsor the whole league. Marshall had one other caveat; no trophy was to awarded to him. He had so many trophy's already, there was no room for another. Most of them from baseball. Marshall loved kid's baseball. He didn't just pay for team entry fees to have his name listed in the paper. Marshall paid for all the uniforms, hats, bats and balls plus helped with field expenses. When Kiggins Bowl was in dire need of repair and maintenance, he and Red Lion co-founder Tod McClaskey organized others to follow their lead and

contribute both financially and through sweat equity in reviving the important sports venue. It was used by all the schools in the area for both football and baseball.

\*He was Chairman of United Way; a position encouraged of him by George Propstra.

\*Washington Hospital's Education Wing; raising \$1.5 million dollars. As a hospital director, he headed the fund raising crusade for Southwest.

\*The Downtown Vancouver Rotary Club awarded him their Vocational Service Award due to his integrity, community contributions and leadership.

For all his accomplishments, generosity and altruistic spirit, Bill was named Clark County's First Citizen in 1966. An award representing the county's highest distinction of citizenship.

But according to Marshall, his most memorable moment was in 1971. He went to a national convention in California where Ford was honoring 71 dealers throughout the United States. Bill was one of the 71. He was featured in Time Magazine as a result of the award. That same year he was named Washington State Dealer of the year.

Another honor came to Marshall in 1979. He was elected President of Washington State New Car Dealers at the same time serving as President of the Auto Dealers Insurance Trust. The only time one person ever held both positions simultaneously. Once while hosting a fund raiser in the 70's, Marshall remembers telling a joke, "If you want to drive the hottest car on the road, rear end a Pinto."

He and his wife, Barbara, were major supporters of the American Cancer Society and were very significant in the fundraising arm of the Clark County Chapter. The ACS's local fund-raising store was renamed the Barbara Marshall American Cancer Society Discovery Shop, in her memory, in 1997. Barbara Marshall's long and varied volunteering included American Red Cross blood drives, tap dancing to lift nursing home residents' spirits and numerous fundraising efforts. She too was named Clark County's First Citizen in 1985. Other husband and wife honors have been awarded in tandem, but Bill and Barbara are the only ones to when independently.

Marshall sold the dealership in 1978 to Sam Linder. The name changed from Bill Marshall Ford to Marshall Vancouver Ford. The car sales business was changing. More space was needed for inventory and the population center was no longer in downtown. Linder branched out to Vancouver Mall, first with a satellite location in 1984 before moving completely in 1987 to Andreson and NE 40th Street.

The building known to citizens for sixty-seven years as 'Ford Corner' was empty. Marshall was retired. George Grandy had died in 1968. The building was put up for sale.

## **1987 On**

The building sold in August 1987 for either \$425,000 or \$430,000 to Steve Madison's M.C, Investments. The company wanted to create a market-type environment similar to Portland's Yamhill Indoor market. In a 1987 press release, the new owners announced



plans for the southeast street level corner to be a major restaurant. The upstairs offices would be converted and have a separate Washington Street entrance. There would be a courtyard, lots of natural light and many specialty shops.

Today the building is known as the Vancouver Marketplace. It is home to restaurants, a coffee shop, a dessert shop, florist, hair salon, photography and video studios, art gallery and professional businesses are upstairs. The current owner believes in maintaining the style and feel of Vancouver's past as well as providing a place to gather and talk. Artist meet to paint in the courtyard during the week, Musicians and performers entertain and friends and neighbors converse year round.

1004 Washington Street & 204 Evergreen Blvd  
List of Documents

- Nomination Form
- Clark County Property Information
  - 1004 Washington (51760000)
  - 204 W Evergreen Blvd (51750000)
- Clark County Map (NW Qtr of Section 27 T2N R1E WM)
- Current Photos of Property (9)
- Clark County Property Records 1920 - 1941 (6)
- Sanborn Map, 1928 with notes (3)
- Sanborn Map, 1928/49 with notes (3)
- 1941 Photo of Property
- Shattuck Bros Letterhead with letter from John Shattuck 1901
- Newspaper Oregonian Dec 7 1904 Shattuck Mayor of Gresham
- Newspaper Oregonian April 13 1909 Shattuck President of Gresham Comm Club
- Newspaper Oregonian Sept 24 1911 Shattuck Aids East Side Enterprise
- "History of the Columbia River Valley, From The Dalles to the Sea" [Fred Lockley) pg 151-152
- Polk Directory Advertisement, Universal Auto Ford Agency 1916
- Newspaper Oregonian May 20 1918 Shattuck raises money for Red Cross
- Newspaper Columbian May 19 1920 Universal Auto Ad
- Newspaper Columbian June 3 1920 New Garage Building
- Newspaper Oregonian July 9 1920 Shattuck Prunarian President
- Newspaper Oregonian Dec 5 1920 Shattuck Dairy Trustee
- Newspaper Oregonian May 7 1920 Shattuck Promotes Vancouver
- Newspaper Columbian May 19 1920 Universal Auto Ad for Fordson Tractor
- Newspaper Oregonian June 7 1920 Shattuck Raises Funds for Deaf School
- Newspaper Oregonian Feb 26 1921 Shattuck Greater CC Association President
- Newspaper Oregonian Aug 21 1921 Shattuck Greets Elk Ruler
- Newspaper Oregonian Mar 2 1921 Shattuck arranges Ball for Harding
- Agreement Between FORD CORP and UNIVERSAL AUTO 1921
- Newspaper Oregonian Jan 11 1922 Shattuck Injured
- Newspaper Oregonian Mar 9 1922 Shattuck Elected Elks Knight
- Newspaper Oregonian May 2 1922 Shattuck Heads Spelling Bee
- Newspaper Oregonian Dec 21 1926 Shattuck Supports Toll Free Bridge
- Newspaper Columbian Nov 29 1928 Shattuck-Dickson Model-A Auto Ad
- Newspaper Columbian Dec 18 1928 Shattuck Chamber Finance Committee
- Newspaper Columbian Dec 22 1928 Wesley Shattuck Joins Shattuck-Dickson
- Newspaper Columbian Jan 2 1929 Shattuck Heads Chamber Committee
- Newspaper Columbian Jan 2 1929 Shattuck Kiwanis President
- Newspaper Columbian Jan 7 1929 Shattuck Metro S&L Association President
- Newspaper Columbian Jan 11 1929 Shattuck Chamber Banquet Chairman
- Newspaper Columbian Feb 19 1929 Shattuck Honored as Past Exalted Ruler
- Newspaper Columbian Feb 23 1929 Shattuck Chamber Comm Discuss Agri Assn
- Newspaper Columbian Feb 24 1929 Shattuck Chamber Fund Drive Captain

- Newspaper Columbian Feb 27 1929 Shattuck Chamber Fund Drive Chairman
- Newspaper Columbian Mar 1929 Shattuck Honored by Kiwanis
- Newspaper Columbian July 8 1929 Shattuck Promotes Tourism
- Newspaper Columbian May 25 1929 Shattuck-Dickson Silver Fleet Auto Ad
- Newspaper Columbian May 25 1929 Shattuck-Dickson Tudor Auto Ad
- Shattuck-Dickson Motor Bill of Sale July 17 1929
- Newspaper Columbian May 28 1930 Shattuck-Dickson Used Car Ad
- Newspaper Columbian May 28 1930 Shattuck-Dickson Tire Ad
- Excerpt from Book; The Way of the Seahorse \_ States Steamship Co. (Jack Dant)
- Logo States Steamship (Original) 1921
- Logo States Steamship (Original) 1921 and Alternative Seahorse Logo
- Brochure Cover States Steamship Date Unknown
- States Steamship Co. Brief Bio and Schedule Cover (1936) Source; Wikipedia
- Newspaper Oregonian Jan 26 1941 States Line Purchases Two 9000 Ton Ships
- Newspaper Oregonian Nov 2 1941 Ship Changes Registry to Vancouver
- Newspaper Oregonian Nov 26 1941 Natl Def Welders Train At States New Building
- Newspaper Oregonian Oct 11 1941 States Steamship Buys Shattuck Building
- Newspaper Columbian Dec 3 1941 New States Home Ruined by Fire
- Newspaper Columbian Dec 3 1941 Ruined Interior of New States Office
- Newspaper Columbian Dec 4 1941 Editorial Regarding Fire
- Newspaper Oregonian Dec 4 1941 \$50,000 Blaze at Vancouver
- Newspaper Columbian Dec 8 1941 Roof, Floor to be Done Next Week
- Newspaper Columbian Dec 13 1941 New Vancouver Firm Has Loss
- Newspaper Oregonian Dec 19 1941 States Announce Temp Offices in Vancouver
- Newspaper Oregonian Jan 26 1942 States Line Opens New Office
- Newspaper Oregonian Jan 26 1942 States Opens Up New Quarters
- Newspaper Oregonian May 22 1945 Charles Dant Obit
- Newspaper Oregonian May 23 1945 Charles Dant Memorial story page 1
- Newspaper Oregonian May 23 1945 Charles Dant Memorial story page 2
- Newspaper Oregonian May 23 1945 Charles Dant Memorial story Photo
- Photo of States Steamship Silver Dome w/ Embossed Logo Wide Shot
- Photo of States Steamship Silver Dome w/ Embossed Logo CU
- Newspaper Columbian May 23 1951 Dant & Russell LTD has Lumber Contract
- Newspaper Oregonian Nov 26 1941 Shattuck Present at Bookmobile Launch
- Photo of Bookmobile Launch (Oregonian) 1941
- Newspaper Columbian Dec 9 1941 Shattuck Represents at SW WA Natl Def Meet
- Photo of Lewis Shattuck's Grave at Vancouver Old Cemetery (Find a Grave Website)
- Newspaper Columbian May 1951 Grandy Motors Auto Ad
- Newspaper Columbian June 4 1951 Grandy Motors Auto Ad Featuring V-8
- Newspaper Oregonian Oct 6 1966 Bill Marshall Chairs United Good Neighbors
- Bill Marshall Ford Blank Invoice 1968
- Photo of Bill Marshall and New Car Winner (Columbian) Date Unknown
- Photo of Salesman Trading New Car for Model-A (Bill Marshall) Date Unknown
- Magazine Dealer Marketing April 2012 Marshall Ford Pinto Ad 1970 (2)
- Newspaper Oregonian Aug 12 1971 Bill Marshall Ford Lease Ad
- Magazine Time June 28 1971 Bill Marshall Featured as a Quality Award Winner (2)

- Photo of Bill Marshall (Time Magazine) June 28 1971
- Washington State Dealer of the Year Lists Bill Marshall as 1971 Winner
- Three Versions of FORD Letterhead from Vancouver Dealers
- Newspaper Oregonian Sept 29 1984 Marshall Ford Tries Satellite Branch at Mall
- Newspaper Oregonian Apr 27 1987 Marshall Mentioned as 1966 1st Citizen Awardee
- Newspaper Oregonian Aug 24 1987 M.C. Investments Renovates Old Marshall Ford
- U.S. Congress Hearing Act H.R. 6 Declares Marshall a Model Volunteer 1993-94
- Newspaper Columbian Apr 10 1995 Marshall; A Handshake and a Smile
- Newspaper Columbian June 10 1996 Don't be Rude with Food
- Newspaper Columbian Dec 11 1997 Grandy Mentioned as Chamber President
- Newspaper Columbian Nov 11 1998 Veterans Put Faces On History
- Newspaper Columbian Dec 8 2003 World War II - Twilight Generation

**Property Identification Number:** 51760000 [MapsOnline](#)  
**Property Type:** Real  
**Property Status:** Active **Tax Status:** Regular  
**Site Address:** 1004 WASHINGTON ST, VANCOUVER, 98660 (Situated Addresses)  
**Abbreviated Legal Description:** WYCHE & STEPHENS ADDN LOTS 7 & 8 BLK E

Account	Building	Environmental	Taxes	Auditor Docs	Documents	Permits	Sales Search
<b>Property Owner</b> MARKETPLACE LLC 114 E 6TH ST VANCOUVER WA , 98660 US							
<b>Property Location Address</b> 1004 WASHINGTON ST, VANCOUVER, 98660 <a href="#">Google Maps Street View</a> <a href="#">Bing Maps Birds Eye</a>							

<b>Administrative Data</b> <a href="#">Info...</a>		<b>Land Data</b> <a href="#">Clark County Road Atlas</a>	
Zoning Designation	Code: CX	Approximate Area	page 8 10,019 sq. ft. 0.23 acres
Zoning Overlay(s)	Building Lines 20.630 Blank Walls 20.630 Rain Protection 20.630 Transit Overlay Tier One 20.550 Central City Plan District 20.265 Floor Area Ratio 2:1 20.550 Noise Impact Overlay District 20.520 Max Bldg Height (75-200) 20.630 Structural Parking 20.630	Subdivision	WYCHE & STEPHENS ADDITION WEST VANCOUVER SE 1/4 NE 1/4
Comprehensive Plan	COM	Survey	No Records
Comp. Plan Overlay(s)	none	<b>Sales History</b>	
Census Tract	424.00	Sale Date	01/10/2003
Jurisdiction	Vancouver	Document Type	DEED
Fire District	Vancouver Fire	Excise Number	512027
Park District	Vancouver Fire District 1	Document Number	
School District	Vancouver Hough	Sale Amount	\$1,900,000.00
Elementary	D'scovery		
Middle School	Hudsons Bay		
High School	Vancouver		
Sewer District	Vancouver		
Water District	Vancouver		
Neighborhood	Esther Short		
Section-Township-Range	NW 1/4, S27, T2N, R1E image: <a href="#">TIF</a> or <a href="#">PDF</a>		
Urban Growth Area	Vancouver		
C-Tran Benefit Area	Yes		
School Impact Fee	Vancouver		
Transportation Impact Fee	Vancouver		
Transportation Analysis Zone	9		
Waste Connections	Tuesday		
Garbage Collection Day	1/4		
Last Street Sweeping	0		
CPU Lighting Utility District	No		
Burning Allowed	No Mapping Indicators		
Wildland Urban Interface/Intermix	No Mapping Indicators		

<b>Assessment Data</b> <a href="#">Info...</a>	
<b>2014 Values for 2015 Taxes</b>	
Market Value as of January 1, 2014	\$1,283,200.00
Land Value	\$240,451.00
Building Value	\$1,042,749.00
Total Property	\$1,283,200.00
Taxable Value	
Total	\$1,283,200.00
<b>2013 Values for 2014 Taxes</b>	
Market Value as of January 1, 2013	
Land Value	\$240,451.00
Building Value	\$1,042,749.00
Total Property	\$1,283,200.00
Taxable Value	
Total	\$1,042,812.00

<b>General</b>	
Re-valuation Cycle	2
Assessor Neighborhood	9680

If you have questions concerning the data on this page, please contact the Clark County Assessor's Office. Main Phone: (360) 397-2391, Email: [arcgis@clark.wa.gov](mailto:arcgis@clark.wa.gov)

1004 Washington St  
MARINE BUILDING GIS INFO

Property Identification Number: 51750300  
 Property Type: R231  
 Property Status: Active Tax Status: Regular  
 Site Address: 204 W EVERGREEN BLVD, VANCOUVER, 98660 (Show Address)  
 Abbreviated Legal Description: WYCHE & STEPHENS ADDN LOTS 5 & 6 BLK E

Home Building Environmental Taxes Auditor Docs Documents Permits Sales Search  
**Property Owner**  
 MARKETPLACE LLC  
 114 E 6TH ST  
 VANCOUVER WA , 98660  
 US

**Property Location Address**  
 204 W EVERGREEN BLVD, VANCOUVER, 98660  
[Google Earth Street View](#)  
[Find Neighboring Properties](#)

**Administrative Data** info

Zoning Designation	Code: R231
Zoning Overlay(s)	Building Lines 20.630 Blank Walls 20.630 Rain Protection 20.630 Transit Overlay Tier One 20.390 Central City Plan District 20.262 Floor Area Ratio 11.30.350 Noise Impact Overlay District 20.630 Max Bldg Height (75-300) 20.630 Structural Parking 20.630
Comprehensive Plan	COM
Comp. Plan Overlay(s)	none
Census Tract	424.00
Jurisdiction	Vancouver
Fire District	Vancouver Fire
School District	District 5
Elementary	Vancouver
Middle School	Hough
High School	Discovery
Sewer District	Hudsons Bay
Water District	Vancouver
Neighborhood	Vancouver
Section-Township-Range	08W 14.S27 T24 N1E range 11E or 12E
Urban Growth Area	Vancouver
C-Tran Benefit Area	Yes
School Impact Fee	Vancouver
Transportation Impact Fee	Vancouver
Transportation Analysis Zone	\$
Waste Connectors	Tuesday
Curbside Collection Day	n/a
Last Street Sweeping	\$
GPU Lighting Utility District	No
Burning Allowed	No
Wildland Urban Interface/Intermix	No Mapping Indicators

**Land Data**

Clark County Road Mile	page 9
Approximate Area Info	10,619 sq. ft. 0.23 acres
Subdivision	WYCHE & STEPHENS ADDITION WEST VANCOUVER SE1/4 BELLS
Survey	NO SURVEY

**Sales History**

Sale Date	01/10/2003
Document Type	DEED
Excise Number	513027
Document Number	
Sale Amount	\$1,900,000.00

**Assessment Data** info

<b>2014 Values for 2015 Taxes</b>	
Market Value as of January 1, 2014	
Land Value	\$240,451.00
Building Value	\$259,249.00
Total Property	\$499,700.00
Taxable Value	
Total	\$499,700.00

**2013 Values for 2014 Taxes**

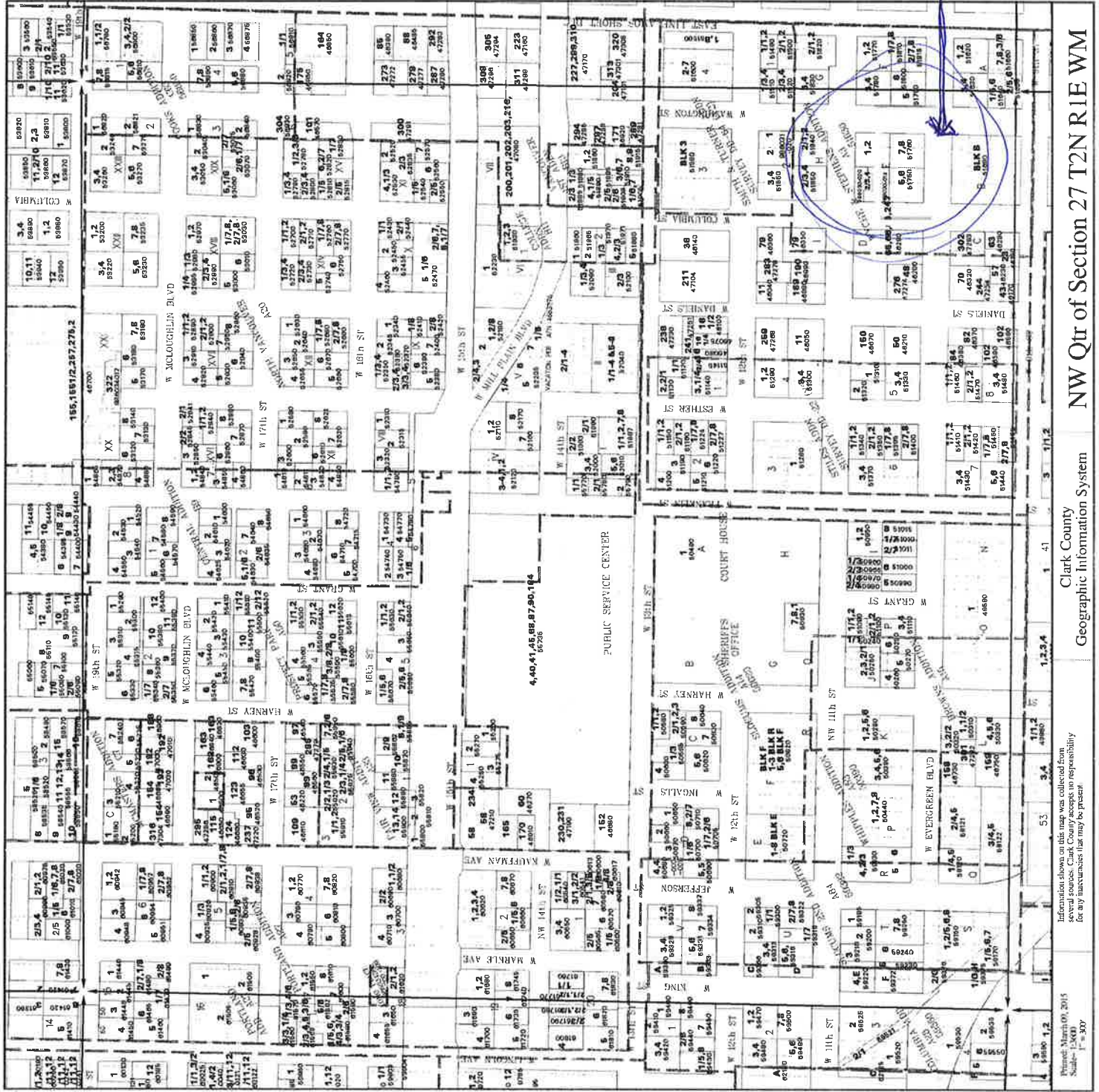
Market Value as of January 1, 2013	
Land Value	\$240,451.00
Building Value	\$259,249.00
Total Property	\$499,700.00
Taxable Value	
Total	\$499,700.00

**General**

Re-valuation Cycle	2
Assessor Neighborhood	9860

If you have questions concerning the data on this page, please contact the Clark County Assessor's Office. Main Phone: (360) 387-2381, Email: [assessor@clark.wa.gov](mailto:assessor@clark.wa.gov)

204 W EVERGREEN  
 (MARKETPLACE) GIS  
 INFO



Wuch & Stephens  
 ADDITION  
 5/6/17 \$8  
 204/1004 WASH  
 EVER  
 NW QTR  
 of Section  
 27/T2 R1E WM

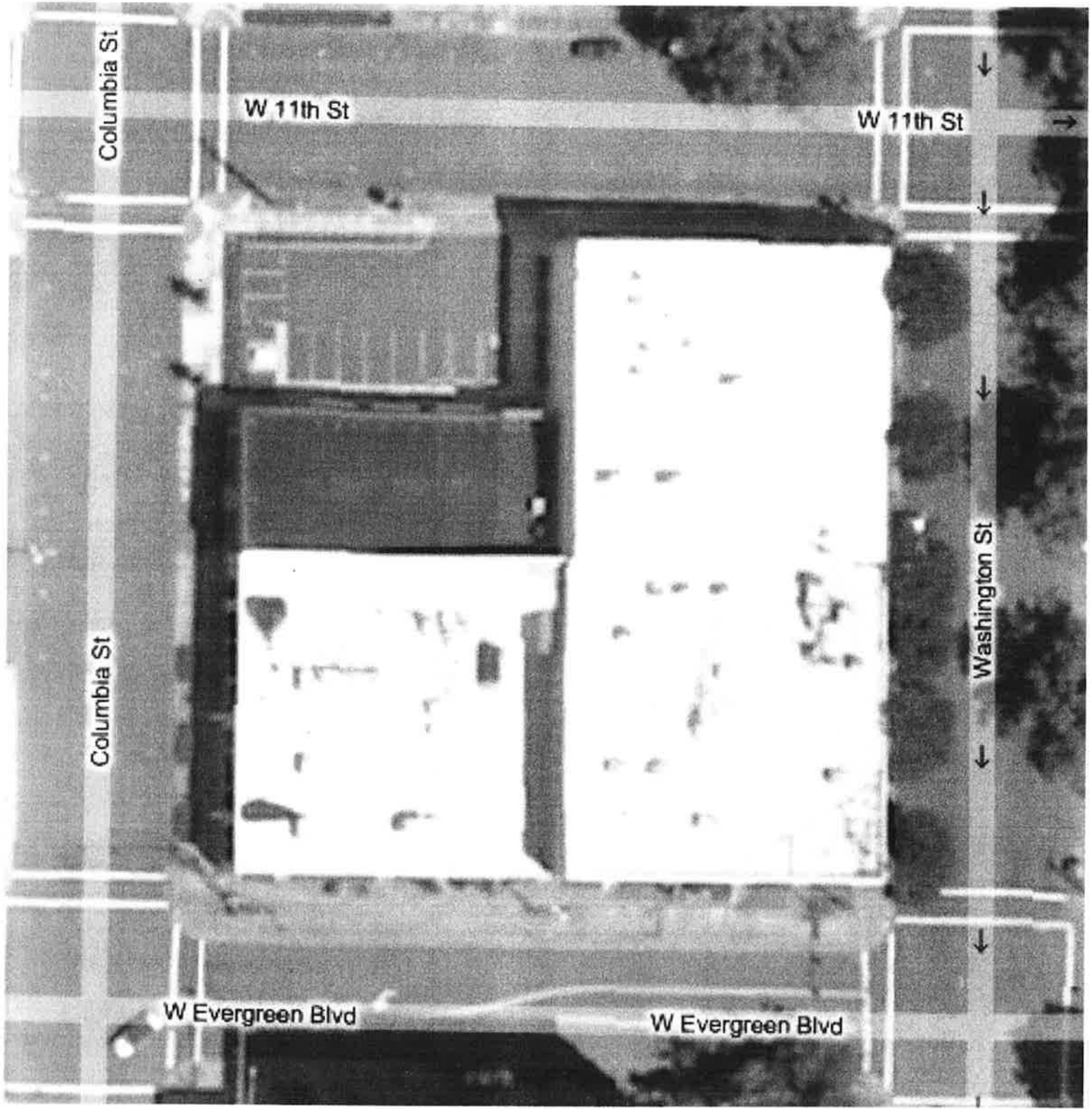
Planned: March 10, 2015  
 Information shown on this map was collected from several sources. Clark County accepts no responsibility for any inaccuracies that may be present.  
 Scale: 1" = 300'  
 Clark County  
 Geographic Information System  
 NW Qtr of Section 27 T2N R1E WM











Columbia St

W 11th St

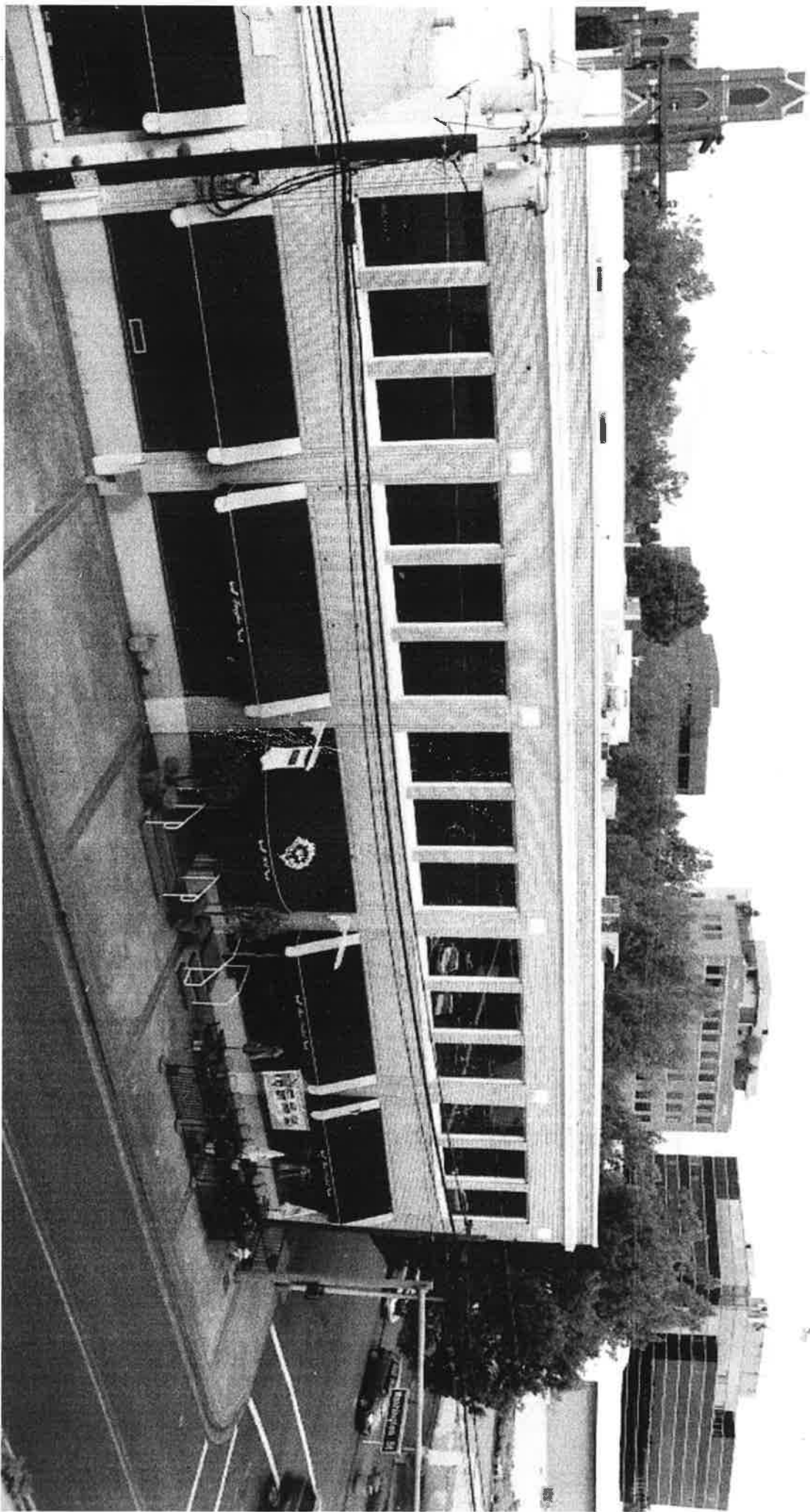
W 11th St

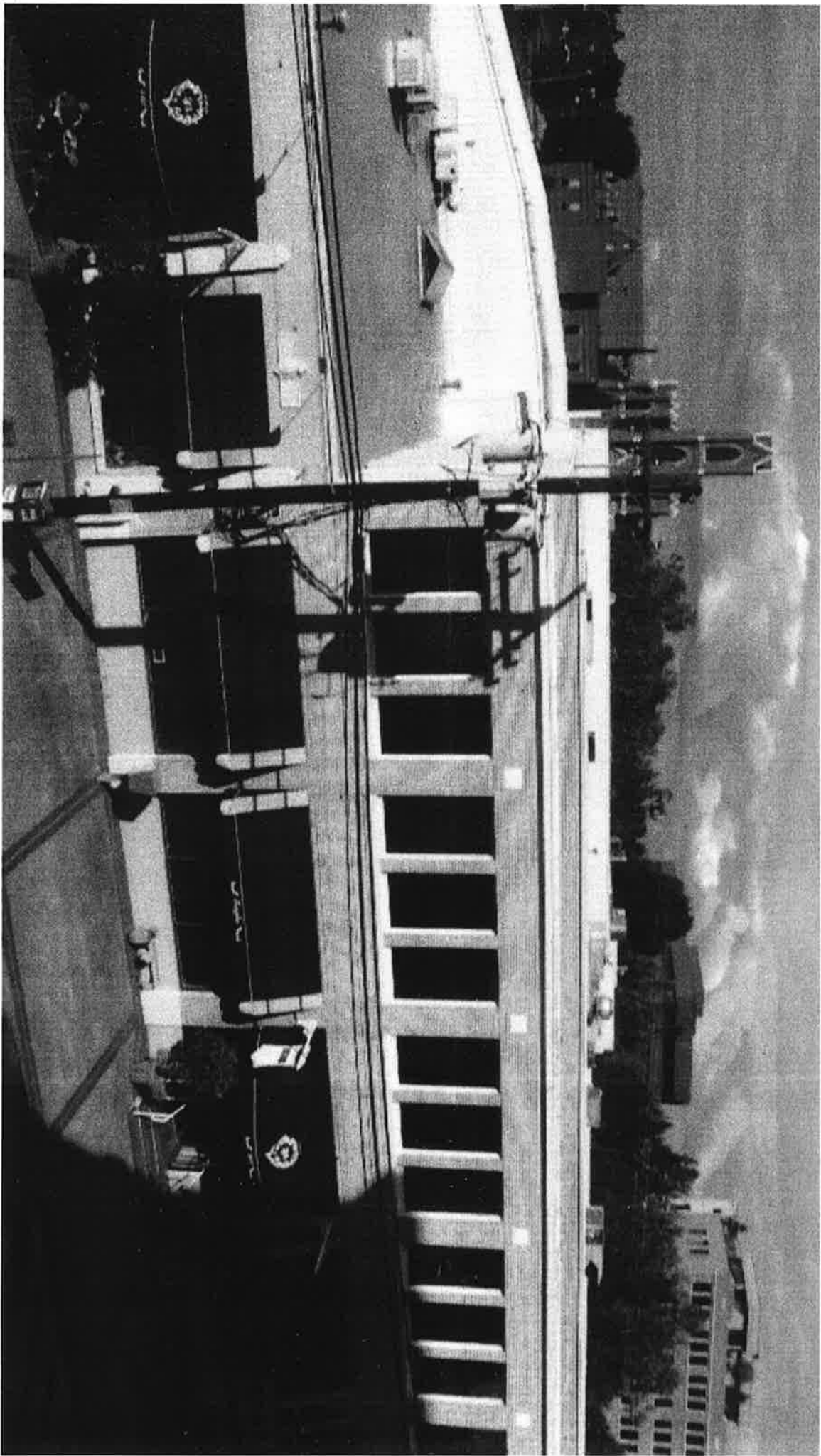
Washington St

Columbia St

W Evergreen Blvd

W Evergreen Blvd

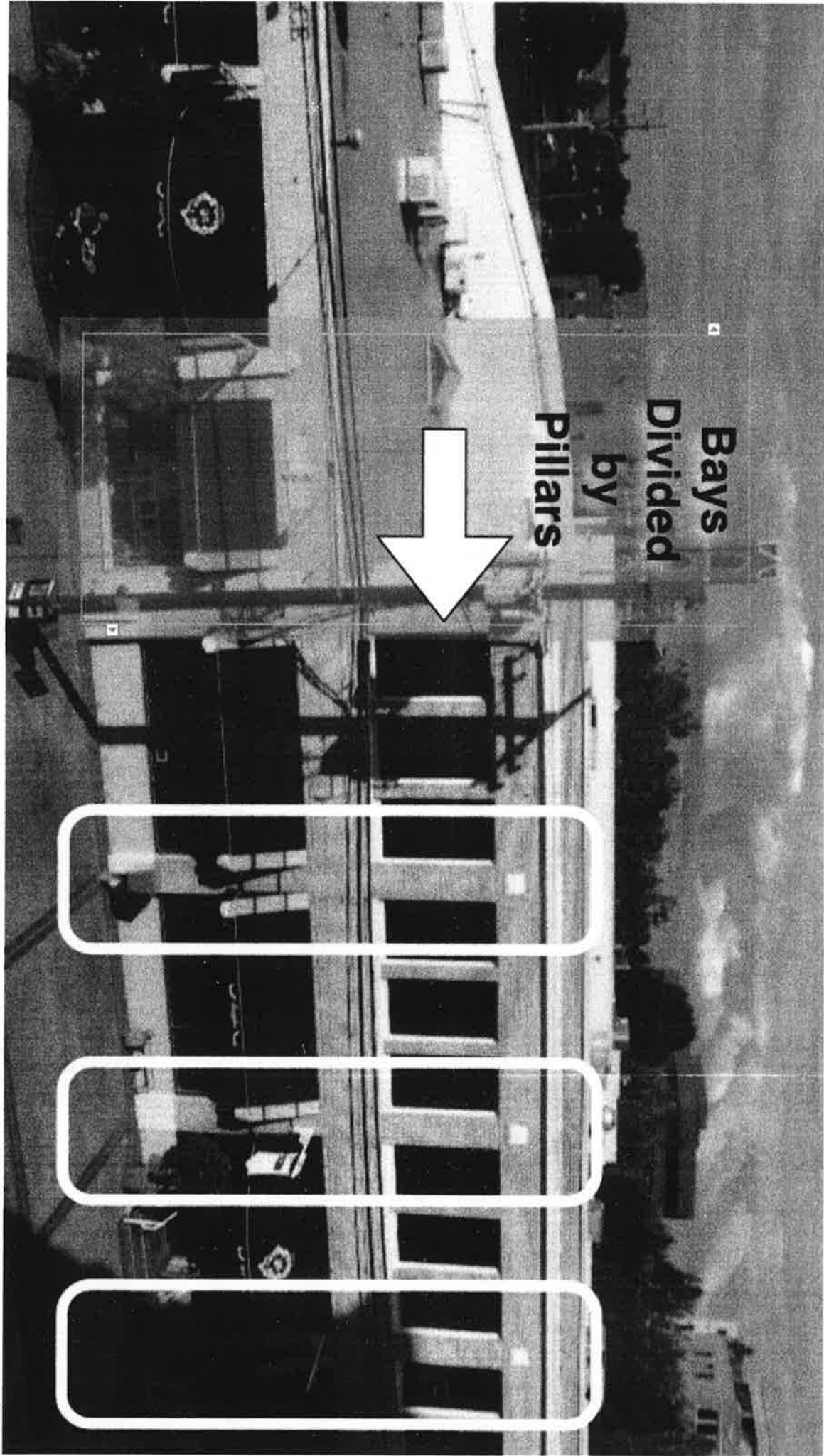
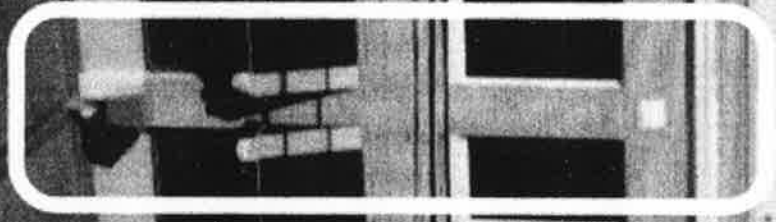
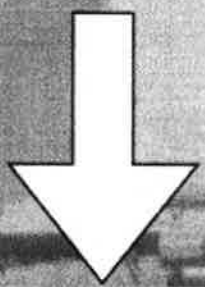


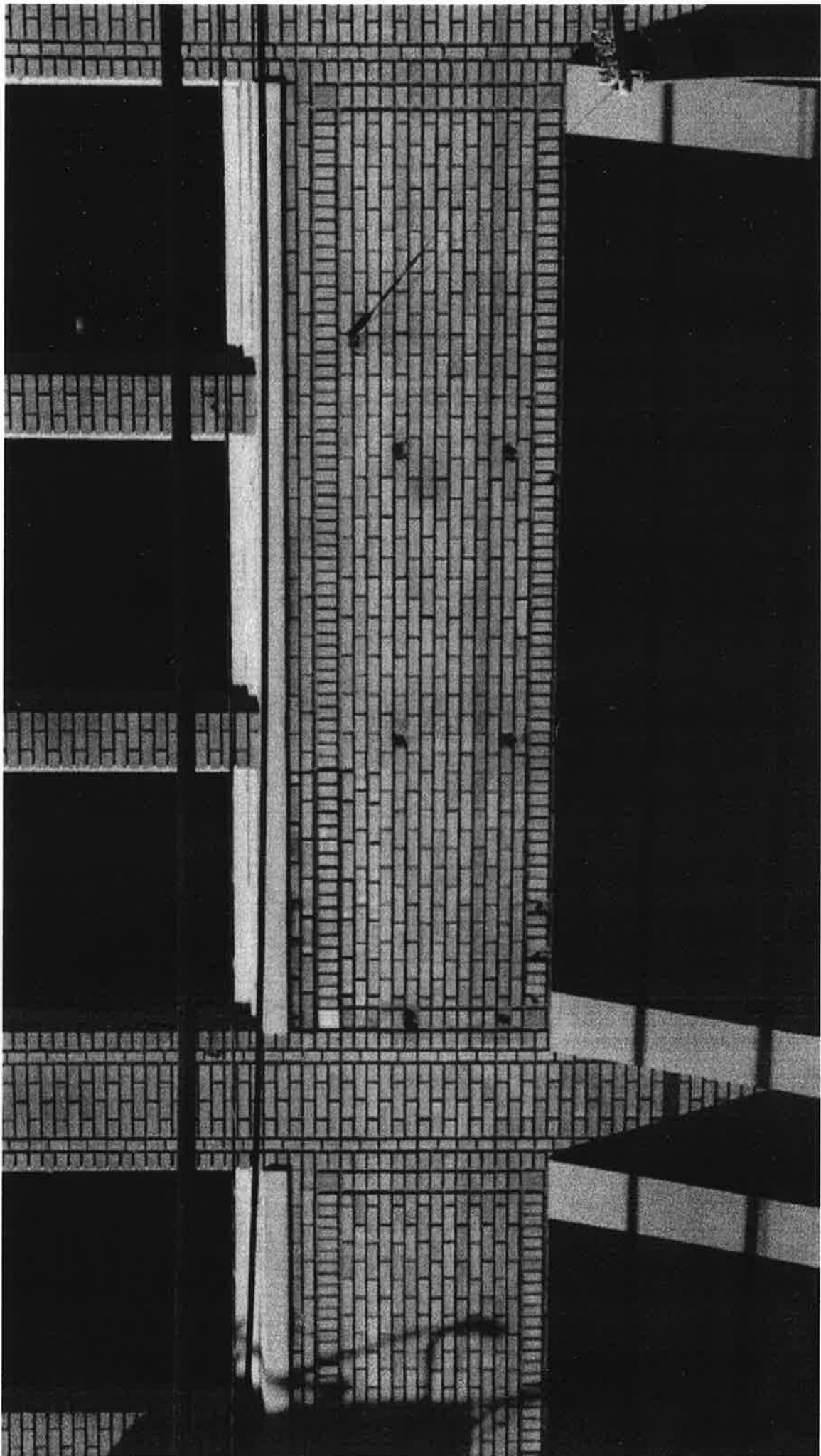


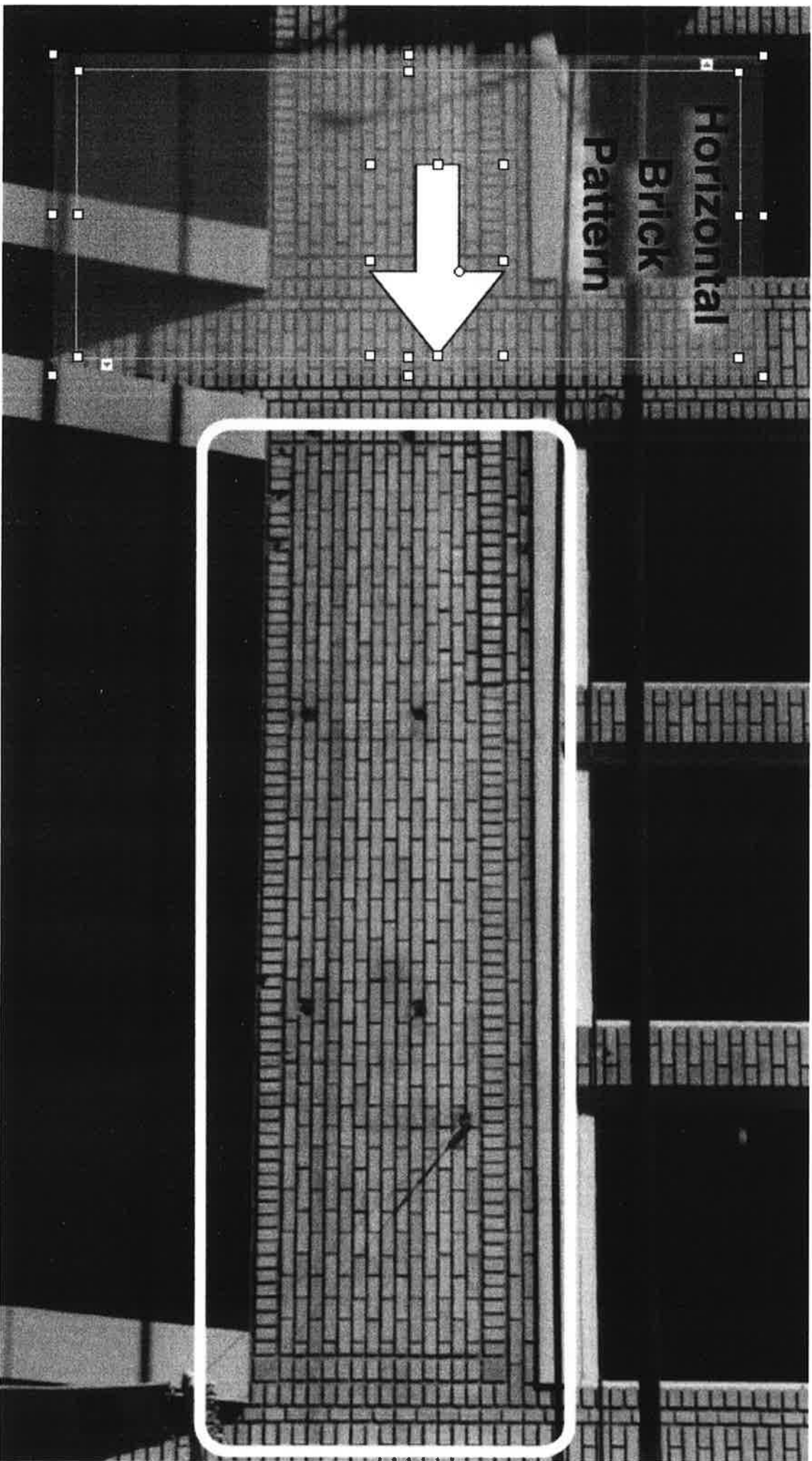
**Bays  
Divided**

**by**

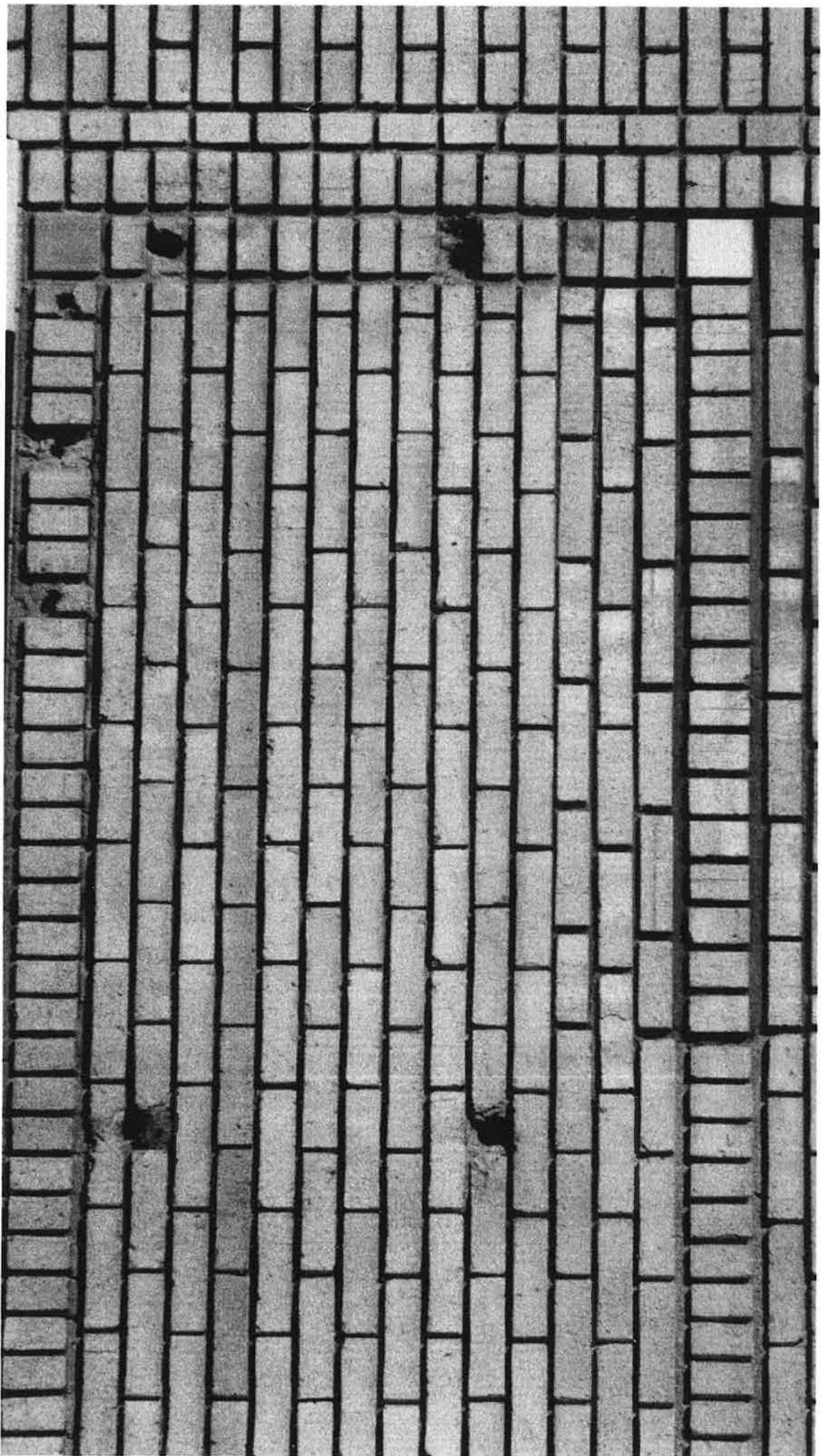
**Pillars**

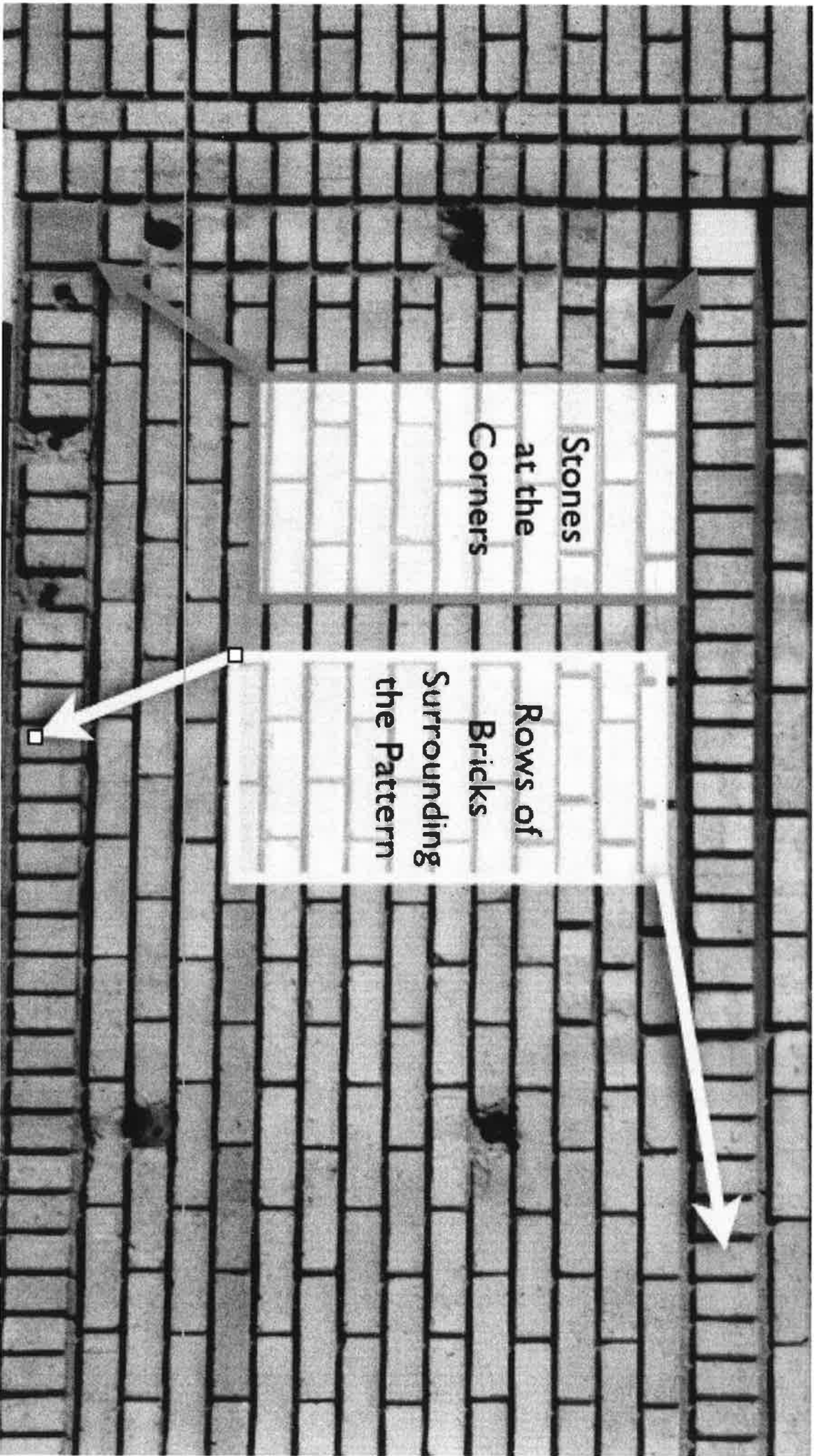






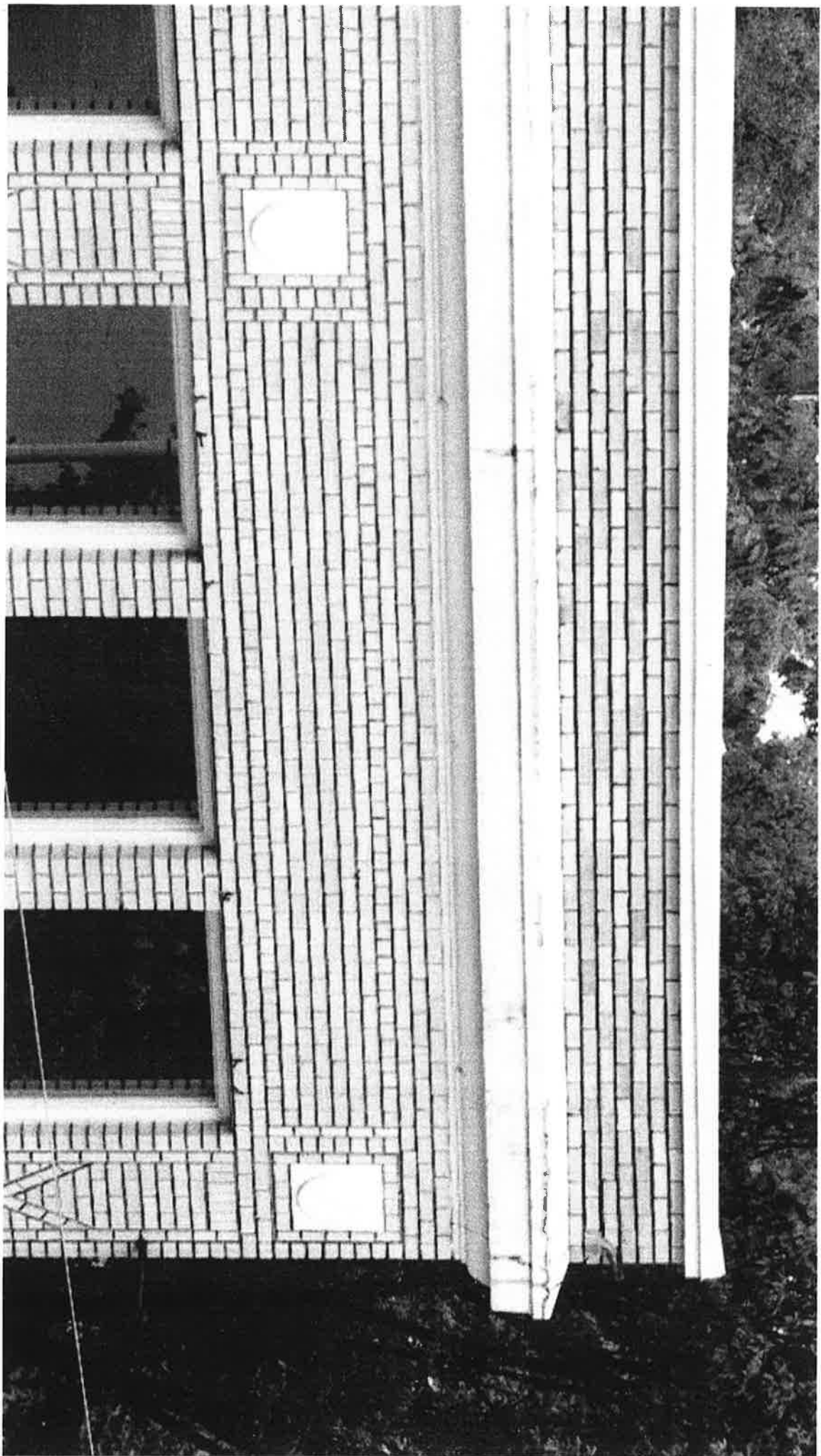






**Stones  
at the  
Corners**

**Rows of  
Bricks  
Surrounding  
the Pattern**





March 10 & 23  
1923

Duplicate Entry

GENERAL INDEX-DIRECT

PAGE

1

Index No.	Month	Day	Year	TYPE INDEX				GRANTING	GRANTEE	Name of Person Led	REMARKS	DESCRIPTION	
				ABF	JXL	ROR	RTU					Substance	Vol. Page
0892	Jan	12	1921					John Patrick B. Carr	James Carr	200	112	6000	112
0893	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0894	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0895	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0896	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0897	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0898	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0899	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0900	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0901	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0902	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0903	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0904	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0905	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0906	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0907	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0908	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0909	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0910	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0911	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0912	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0913	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0914	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0915	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0916	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0917	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0918	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0919	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0920	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0921	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0922	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0923	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0924	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0925	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0926	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0927	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0928	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0929	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112
0930	Jan	21						John Patrick B. Carr	James Carr	200	112	6000	112

MARCH 10, 1923

1923

② Lewis Shattuck > Fidelity S. W. Loan [7 & 8 BIK E Wyche & Stephens  
 B Shattuck Dickson > Public Motor CO (Filed incorporation)

GENERAL INDEX-DIRECT

PAGE

Date of Reception	Month Day Year	GIVEN NAMES					GRANTOR	GRANTEE	Name of Instrument	Where Recorded	Reference	DESCRIPTION
		AGE	SEX	INITIALS	PROF.	STU						
Direct												
147	Jan 13	1923	Abner				Shattuck	W. J. W. & S. W. Wyche	Page 194 471	200	2 tracts in lots 8 & 14 E	
261	" 19	"	Chas				Shattuck	Carol, Mason	Page 194 471	200	20 a. in lot 22 S 2 E	
369	" 25	"	Ray				Shattuck	Cadley, A. B.	Page 192 499	200	Shattuck's note on lot 21	
620	Feb 5	"	Elle				Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	
1220	" 28	"	Frank				Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	
1336	Mar 3	"	Frank				Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	
1547	" 10	"	Frank				Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	
1895	" 23	"	Frank				Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	

1547 " 10 " Lewis Shattuck, w. J. W. & S. W. Wyche  
 1895 " 23 " Shattuck - Shattuck Notes & Public

Date of Reception	Month Day Year	GIVEN NAMES					GRANTOR	GRANTEE	Name of Instrument	Where Recorded	Reference	DESCRIPTION
		AGE	SEX	INITIALS	PROF.	STU						
3093	May 8	"	William			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
3202	" 15	"	William			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
3849	June 7	"	Charles			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
4824	July 20	"	E. G.			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
4869	" 21	"	Wm.			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
4928	" 25	"	Wm.			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
4929	" "	"	William			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
6686	Oct 4	"	Henry			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
7963	Nov 21	"	Glenn			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
8101	" 27	"	Paul			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
8350	Dec 7	"	A. R.			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	
8913	" 28	"	Wm.			Shattuck	W. J. W. & S. W. Wyche	Page 192 499	200	28 x 88.2, W. 2	Tract in lot 16 1 4 E	

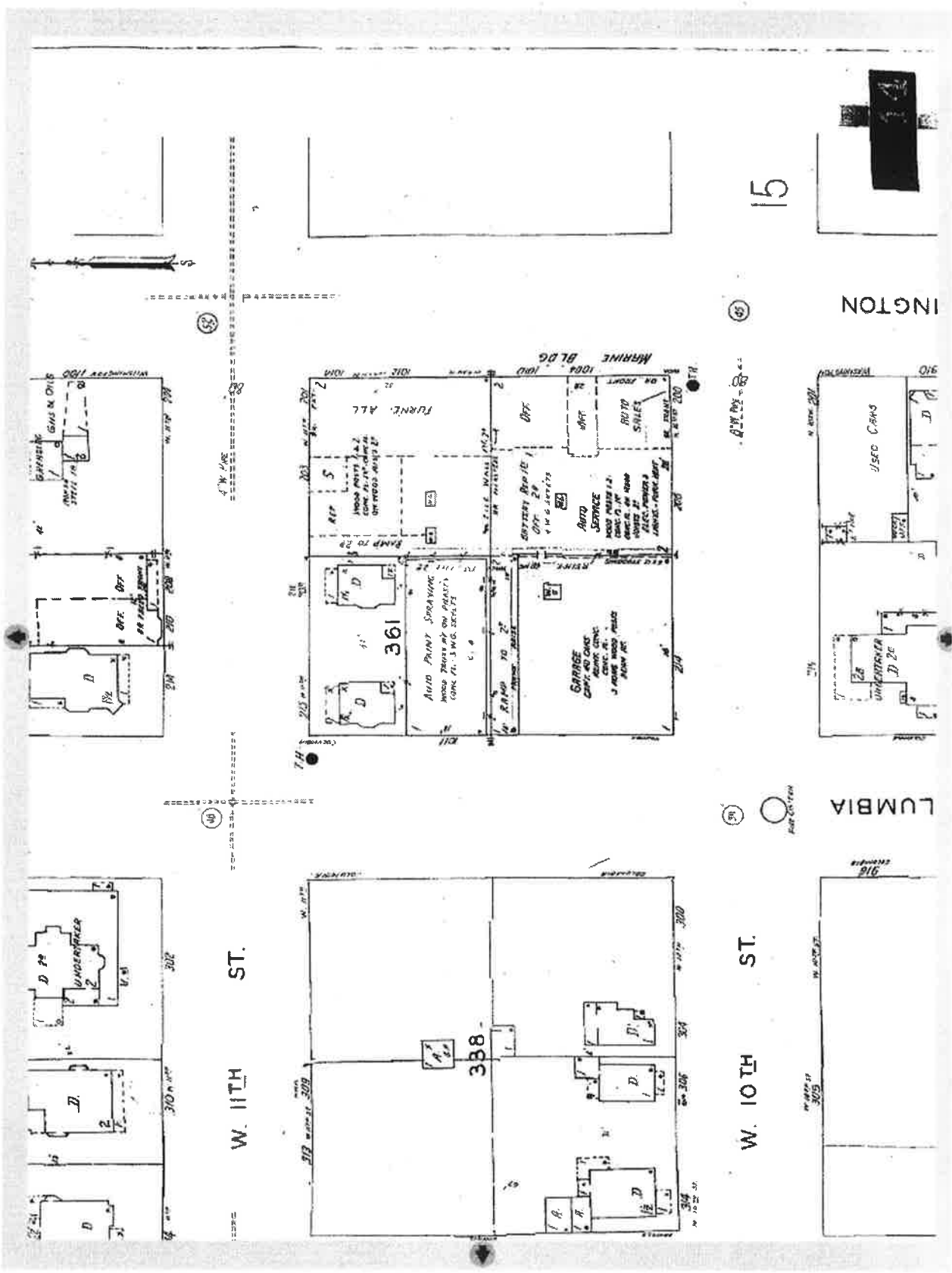
3093 May 8 " William Shattuck  
 3202 " 15 " William Shattuck  
 3849 June 7 " Charles Shattuck  
 4824 July 20 " E. G. Shattuck  
 4869 " 21 " Wm. Shattuck  
 4928 " 25 " Wm. Shattuck  
 4929 " " " William Shattuck  
 6686 Oct 4 " Henry Shattuck  
 7963 Nov 21 " Glenn Shattuck  
 8101 " 27 " Paul Shattuck  
 8350 Dec 7 " A. R. Shattuck  
 8913 " 28 " Wm. Shattuck











15

65

66

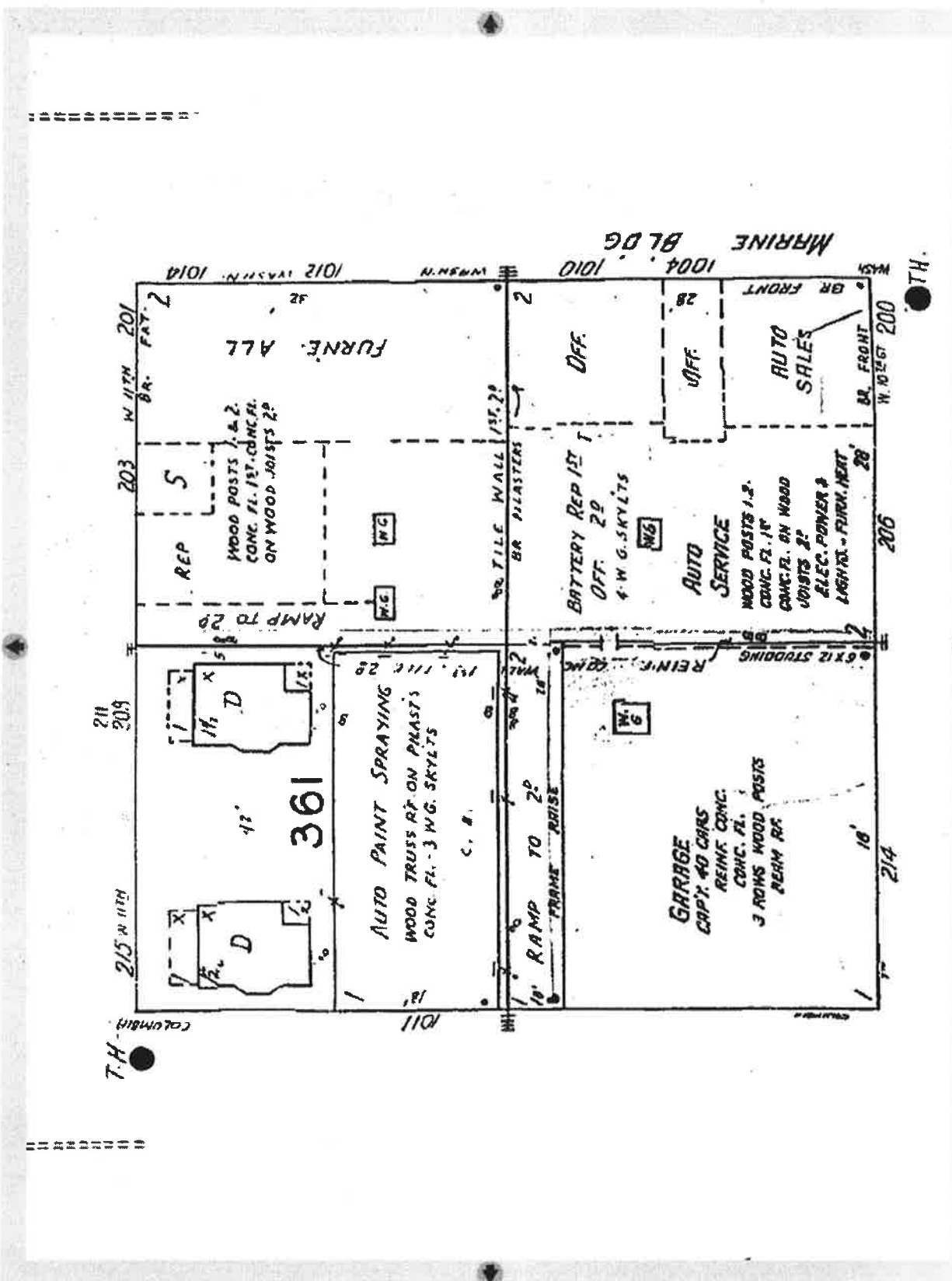
INGTON

LUMBIA

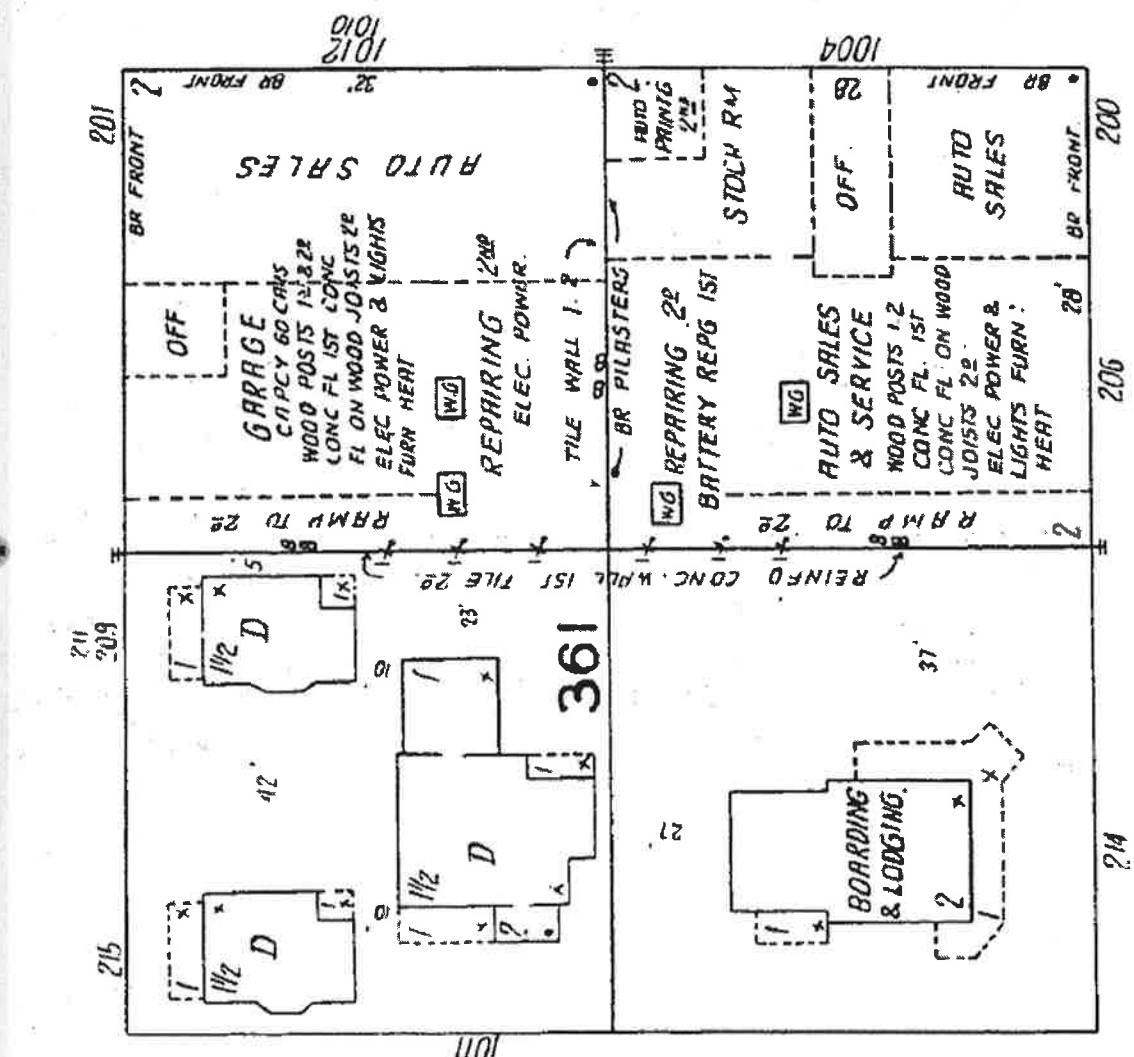
W. 10TH ST.

W. 11TH ST.

Samben 1928/49 w/shot  
Evergreen & WASHington



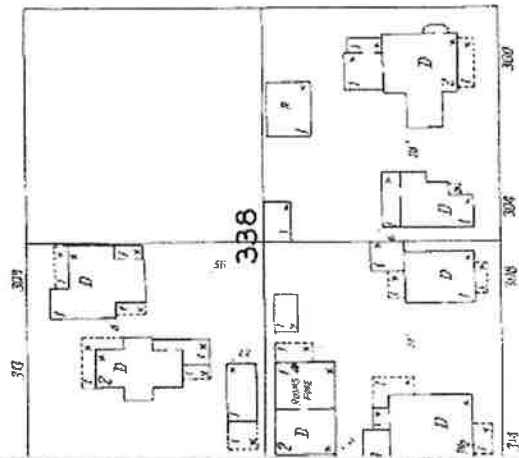
Smiler 1928/49 C/O  
Evergreen/Washington



SANBORN 1928 C/U  
EVERGREEN / WASHINGTON

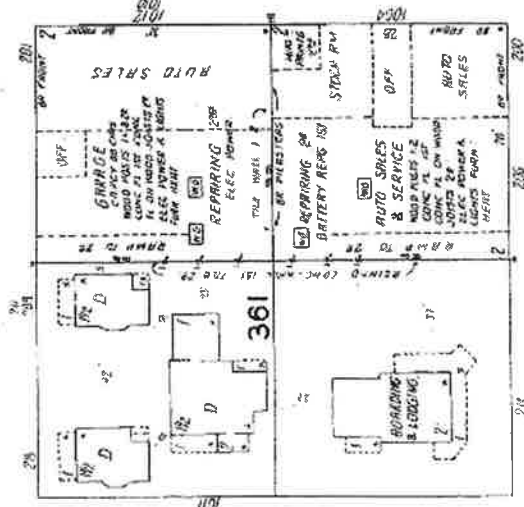
302

W. 11TH ST.



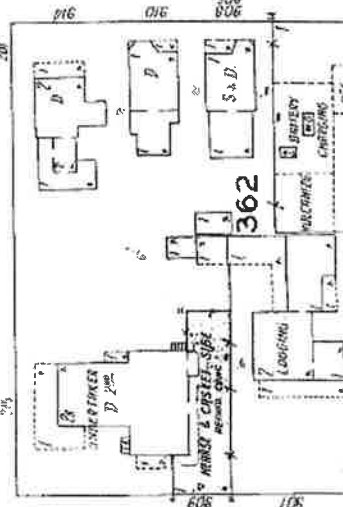
716

W. 10TH ST.



718

WASHINGTON



35



COLUMBIA



W. 10TH ST.

15

Samborn 1928 Shot  
Evergreen / Washington



↓ Shattuck Store in Gresham  
1901 Letter head

L. SHATTUCK

OFFICE OF

C. SHATTUCK

**Shattuck Bros.,** LONG DISTANCE TELEPHONE

IMPORTERS AND DEALERS IN

**General Merchandise...**

FIRE INSURANCE AGENTS  
NOTARY PUBLIC

OFFICE OF  
Gresham Cheese Manufacturing Co.

FINE TEAS AND COFFEES  
GROCERIES AND TOBACCO  
CONFECTIONERY AND CIGARS  
GRAIN, FEED AND SEED

BOOTS, SHOES AND RUBBERS  
DRY GOODS, HATS AND NOTIONS  
SCHOOL BOOKS AND STATIONERY  
HARDWARE AND CROCKERY

OILS, GLASS, DOORS AND WINDOWS  
STUMP POWDERS, CAPS AND FUSE  
PLUMBING, TINNING AND GLAZING  
LIME, PLASTER AND CEMENT

WILSON HEATERS AND COOK STOVES  
RAMBLER AND CRESCENT BICYCLES  
OLIVER PLOWS AND EXTRAS  
HEATH & MILLIGAN PAINTS

Gresham, Oregon, Feb 27<sup>th</sup> 1901

Mr Frank L. Sorey

Dear Sir I received your letter a few days since and will reply. I have no recollection of Porter from the March from Bragg School house until the Order was given to Capt Kirk to parole Callman on the prairie I do not remember any camp or troublesome if as Mr Wine says the Order to Parole Callman at camp he would not have been on the prairie when the Order was given to Kirk with Order I am very positive about. Does it not occur to you that if Callman had been given his liberty as Mr Wine says he Callman would not have tunneled up somewhere since the courtmartial was held in the vicinity of Palmyra. Capt Davis informed about the trial he being a member of the court

J. Shattuck

From Source?

Letter written by Shattuck's DAD  
(John Wesley)

# MAYOR OF GRESHAM AGAIN.

## Lewis Shattuck and Full Set of Officials Are Elected.

GRESHAM, Or., Dec. 6.—(Special.)—The first regular annual election of city officers was held here today. A full ticket was elected, interest in the contest being very slight. There was practically no contest over the nominations made on the Citizens' ticket, all political parties being represented. Following is the result:

Mayor, Lewis Shattuck; Recorder, H. L. St. Clair; Treasurer, J. D. Regner; Marshal, B. W. Emery; Councilmen, T. R. Howitt, G. W. Kenney, Charles Merrill, J. G. Metzger, J. H. Metzger, De-Will Ross.

The city government, since incorporation, has conducted all municipal affairs in a creditable manner, resulting in the indorsement of Mayor Shattuck's policy, and giving him a re-election. The city has about \$400 in its treasury, and is endeavoring to provide funds for a fire department and other necessities. A City Jail will be built within the next two months.

*(36 years old)*  
*Mayor*

*Walter Craig Dec 7, 1904 Mayor of Gresham*



# CLUB FORMED AT GRESHAM

New Organization Will Take Up  
Publicity Campaign.

GRESHAM, Or., April 11.—(Special.)—The Gresham Commercial Club and Development League was organized last week for the purpose of promoting the interests and prosperity of Gresham and vicinity. The club is officered by Lewis Shattuck as president and H. L. St. Clair as secretary. An adjourned meeting was held in the Grange Hall, to which the whole community was invited, resulting in an overflowing house.

There were several speakers invited out from Portland to address the gathering for the purpose of educating the members of the club in the newer and most approved methods of boosting a community. The first speaker was W. Wynn Johnson, who gave a brief but instructive talk, outlining plans for civic improvements and betterment of conditions.

"It is remarkable," he said, "what reforms the people of different cities have accomplished through their clubs."

He predicted a population for Gresham of 3000 in less than three years, and was optimistic in his belief that before many years more the city limits of Portland would embrace not only Gresham, but much of the country beyond.

President Shattuck announced the policy of the club to be one of improvement for all the surrounding country, and not a selfish boost for Gresham alone. Without an equal growth of all localities there would be no city growth, and all the people should co-operate, thereby increasing land valuations to double their present figure.

N. L. Shafer, president of the Gresham Oil & Gas Company, made an address, outlining proposed methods of developing oil and gas wells in this vicinity.

MORN  
Apr 13, 1909  
Commercial Club  
President

# PUBLIC MARKET BOOSTED

Gresham Fair and Granges to Aid  
East Side Enterprise.

Movement for the establishment of a large public market at a central point on the East Side, started at the meeting of the East Side Business Men's Club Thursday, has taken form. A general meeting of the farmers of Multnomah County will be held in the near future at the rooms of the club to adopt plans.

At the excursion of the business men Friday to Gresham a conference was held with Ray Gill, president of the Gresham Fair Association, and Lewis Shattuck, president of the Gresham Commercial Club. They promised to aid the movement. Mr. Shattuck will place the subject before the Gresham Commercial Club, and expects to interest the farmers of Eastern Multnomah and Clackamas counties. Mr. Gill will bring up the subject before Multnomah County Pomona Grange at the meeting at Corbett's next Wednesday.

Evening Star, Lents, Woodlawn, Russellville, Rockwood and Fairview are the larger and more important Granges of the county, and the proposal will be presented to them as they hold meetings. A general meeting will be called in October.

The plan is to obtain a block or two blocks in the central part of East Portland on a railroad and establish a central market. No plans have been adopted or suggested as to financing the enterprise, but it is expected to consider suggestions at the coming conference.

Two locations have been suggested, one on East Eighth street in Hawthorne Park, where there is a wide-gauge railroad, and one in the district between Union avenue and East First street north of Hawthorne avenue. This site has railroad spurs on all the streets.

President  
of  
Comm Club  
of Gresham

MSRM Oleg  
SEP 24 1911  
Shattuck Aids  
Enterprise

Geological Survey in the Yakima valley during the summer, and ran a line from Portland to Bull Run and Mt. Hood country in the fall. He entered Willamette University Law School in the winter of 1907, became a member of the debating team and served as chief clerk of the engrossing committee of the house in legislative assembly of that year. Again joining the Geological Survey during the summer, he went to Alaska and assisted in making a topographic map of the Fairbanks quadrangle; returned to Salem that fall and finished the law course in May, 1908. He took a special state bar examination and was admitted to practice law three days thereafter, but returned to Alaska for the summer with the Geological Survey—this year with the hydrographic branch. His duties were to measure the volume of water in the streams between Circle City and Fairbanks, Alaska.

That fall he returned to Oregon and entered the law offices of Coshow & Rice at Roseburg, his home town, and began the practice of his chosen profession. In 1909 he was appointed city attorney of Roseburg and also served as assistant chief clerk of the 1909 session of the Oregon legislature. In 1910 he was elected representative from Douglas county and served in the lower house during the session of 1911. In 1912 he was elected state senator, defeating his opponents, both in the primary and in the election, by overwhelming majorities. He served in the senate during the session of 1913 and until 1915, when Supreme Justice George M. Brown, then district attorney for Douglas county, was elected attorney-general, and Neuner was appointed district attorney to fill the unexpired term. He was twice reelected by increasing majorities and held the office until 1923, when he resigned to enter private practice. It was during his tenure as district attorney that he came into prominence by prosecuting several important murder cases, among them State vs. Brumfield, which attracted international attention. He was also active in the collection of taxes from the government for the county in the revestment of O & C and Southern Oregon land grants. He figured conspicuously in the good road movement and aided in developing a program for his county and the state. Shortly after his resignation as district attorney of Douglas county, he was appointed a special assistant to Attorney General I. H. VanWinkle, and represented the state in prosecutions and litigation in various counties where the attorney-general was required to have his office represented. He still retains a well-improved prune and stock ranch in Douglas county and takes a very active interest in all movements of cooperative marketing and agricultural relief measures.

In 1912 Mr. Neuner was married to Miss Myrtle E. Campbell of Roseburg, and to them have been born three children—George William, aged fourteen years, Betty, aged seven, and Carol Mae, aged four years.

Mr. Neuner is a staunch republican and had been active before he launched from the ranch on Days Creek to get an education. In fact, he has been active in all public activities, and was the originator and organizer of the Umpqua Chiefs, the Douglas County booster organization. He is a past district deputy grand exalted ruler of the Elks for Oregon south, a member of the Woodmen of the World, the Kiwanis Club and Chamber of Commerce.

In February, 1925, he was appointed United States district attorney for Oregon, which position he now holds. He has made an enviable record, being careful and painstaking in the preparation of his cases and determined and resourceful in their prosecution. He is closely devoted to his profession, in the practice of which he has shown distinctive ability, and he commands not only the respect of his professional colleagues, but also the uniform confidence and esteem of the public.

#### E. E. SLERET

Among Clark county's successful and influential citizens stands E. E. Sleret, vice president of the American Security Bank of Vancouver and an extensive land owner,—a man whose activities have tended to promote the general progress and prosperity of his section of the valley. Mr. Sleret was born in Gresham, Oregon, in November, 1867, and is a son of G. W. and Barbara (Baumgartner) Sleret. His father came from Illinois to the coast in 1861, driving a horse team, one of the first teams to be brought into this part of the country. He was a blacksmith by trade and established the first shop in Oregon east of the Willamette river. He was also a farmer, owning a large ranch near Gresham, and was successful in his business affairs. Although an

★ E. E. is Brother in law to Lewis Shattock

EE Sleret  
 His long of  
 C. R.  
 From Draw  
 to Dallas  
 Pg 151-152  
 1

active supporter of the democratic party, he never sought nor held public office. His death occurred in 1885 and he was long survived by his widow, who passed away in 1923. They became the parents of nine children: John and George, who live at Gresham, Oregon; Mary, deceased; Jennie, who is the wife of Fred Ruegg, of Gresham; Carrie, who is the wife of J. W. Townsend, of Portland, Oregon; E. E.; Mrs. Eva Idleman, of Nampa, Idaho; Olive, the wife of Lewis Shattuck, of Vancouver; and Nellie, the wife of A. L. Lindsay, of Nampa, Idaho. The first four were born in the east.

E. E. Sleret attended the public schools of his native town and then assisted his father in the blacksmith shop, also working the farm after his father's death, his brothers, George and John, taking over the blacksmith shop. Mr. Sleret remained at Gresham until 1912, when he went to Portland and established a Ford agency at East Eighth and Hawthorne streets, his being the only Ford agency in Multnomah county at that time. In 1914 he located in Vancouver, where he formed a partnership with his brother-in-law, Lewis Shattuck, under the firm name of Shattuck & Sleret, and operated a Ford agency until 1922, during which time he was very successful in his business affairs. He then sold his interest in the firm and acquired stock in the American Security Bank of Vancouver, of which he became a director. He was later made president of that institution, which position he held for two years, but in 1926 he retired from active banking although now is vice president. He has invested heavily in land, owning three farms in Oregon and five in Washington, and now makes his home on one of his farms just outside of Vancouver, where he has an attractive residence, commanding a beautiful view of the Columbia river.

In 1898, at Gresham, Mr. Sleret was united in marriage to Miss Matilda J. Shattuck, who was born near Albany, Oregon, and is a daughter of J. W. and Mary C. (Allen) Shattuck, both of whom are deceased, the father dying in 1913 and the mother in 1927. Mrs. Sleret's maternal grandfather, W. F. Allen, was a member of one of the earliest families to settle in Portland. Mr. and Mrs. Sleret are the parents of two children, Helen and Mildred, both born in Portland and now attending high school. Mr. Sleret is a member of the Benevolent Protective Order of Elks and the Independent Order of Odd Fellows, and in the latter has passed through the chairs of the lodge at Gresham and has served several times as a delegate to the grand lodge. He is a man of sound and clear-headed judgment in business affairs, whose opinions are held in high regard by his associates, and he has always commanded the confidence and respect of all who have had dealings with him. As a citizen he is unselfish and public-spirited, standing for those things which contribute to the public welfare, while as a neighbor and friend he has ever been constant and reliable.

#### JOHN W. PARKER

John W. Parker, vice president and general manager of the Portland Vegetable Oil Mills Company, is one of this city's progressive and energetic business men and by his untiring efforts has achieved success. Mr. Parker was born in Marshall county, Illinois, on the 1st of November, 1876, a son of Samuel and Anna (McHale) Parker. The father was for many years a prominent newspaper editor and writer in Illinois and both are now deceased.

John W. Parker received a public and high school education, after which he spent some time in the study of law in the office of United States Senator William E. Mason of Chicago. His first employment was with the Western Electric Company, with which concern he was connected for six years in both manufacturing and financial departments. In 1909 he came to Portland and for a time worked as a bond salesman for the Realty Associates, after which for ten years he was engaged in the bond business on his own account. During the World war he served as assistant comptroller and treasurer of the Standifer Corporation at Vancouver, Washington, after which he became connected with the Portland Vegetable Oil Mills Company, serving first as secretary and treasurer, later as vice president, and in January, 1927, became vice president and general manager, in which capacities he is still serving.

Mr. Parker married Miss Lillian Miller, a native of eastern Oregon. The republican party receives his support and fraternally he is a member of Trio Lodge, No.



← E. E. (1912)  
Sleret set up  
Ford agency  
in Portland.

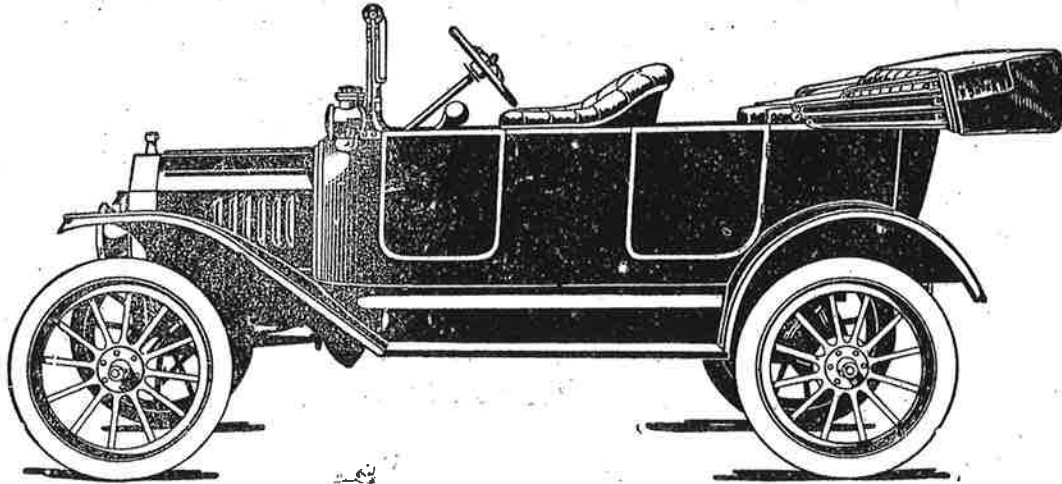
← sold out  
Vanc. Ford  
to Frank  
Shattuck

E. E. Sleret

Columbia River  
Valley  
The Dalles  
Pg 151-152

E. E. SLERET

LEWIS SHATTUCK



# Universal Auto Co.

## FORD AGENCY

THE UNIVERSAL CAR

Repairing, Tires, Gasoline, Oils, Accessories

ALL WORK GUARANTEED

Full Stock Ford Parts Constantly on Hand  
Trouble Calls Promptly Attended to

9th and Washington

Tel. 16

VANCOUVER

Prior to  
moving to  
Evergreen &  
W. 1st - 1916  
1916  
Polk  
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# VANCOUVER IN HARNESS

**CAPTAINS AND HELPERS READY  
TO UNDERTAKE BIG DRIVE.**

**Employees of Standifer Construction  
Corporation Pledge One Day's  
Pay to Red Cross.**

VANCOUVER, Wash., May 19.—(Special.)—Vancouver and Clarke County will go over the top and oversubscribe their quota of \$25,000 in the Red Cross drive is the prediction of the executive committee.

The employees of the Standifer Construction Corporation here have pledged one day's work to the Red Cross, and it is probable that this same ratio will prevail at nearly all other industries in Vancouver, including the railroad workers.

A dinner will be held Monday evening by the captains and their workers.

Eleven teams have been named in Vancouver. They are:

No. 1—Judge R. H. Back, Joseph C. Eaton, Charles W. Hall, H. W. Arnold and Peter J. Flynn.

No. 2—James O. Blair, Arthur W. Calder, G. R. Percival, Arthur H. Fletcher and A. L. Miller.

No. 3—Allison Burnham, E. J. Burdick, E. L. Frazer, W. M. Marshall and Charles B. Sears.

No. 4—M. S. Cohen, Clinton C. Fleet, W. G. Drowley, Myron B. Kies and Rhonie S. Thompson.

No. 5—Lloyd DuBois, James J. Padden, James McSparren, Walter W. Sparks and Edward R. Schofield.

No. 6—W. J. Kinney, Floyd A. Swan, Roy C. Sugg, W. S. T. Derr and J. Guy Bennett.

No. 7—Charles A. Kirch, E. H. Wright, M. M. Connor, N. W. Merrifield and W. J. Knapp.

No. 8—C. W. Ryan, E. L. Brown, J. B. Atkinson, Rev. C. C. Curtis and Gilbert Daniels.

No. 9—J. E. Crahen, Elmer E. Beard, J. H. Jaggy, C. L. Pio, Lewis Shattuck and A. G. Potter.

No. 10—Joseph J. Donovan, Fred W. Tempes, Joseph J. Carter, George Lloyd Davis and Perl M. Elwell.

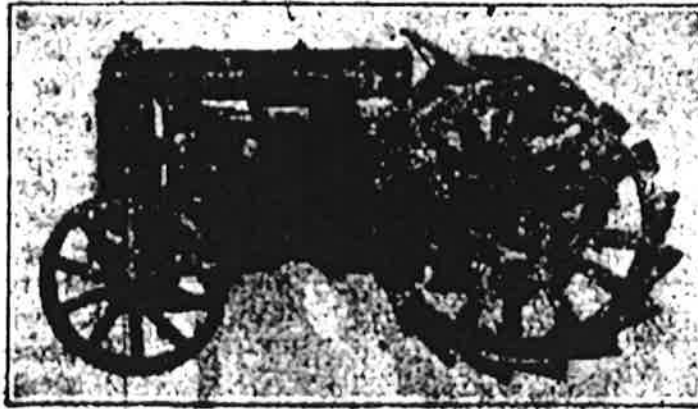
No. 11—W. E. Ryan, C. J. Clear, J. W. Dougherty, E. C. Cobb and William E. DuBois.

Outside of Vancouver captains have been appointed as follows:

Fishers, H. C. Lieser; East Mill Plain, Robert Webster; Camas, A. Bankus; Washougal, T. S. Keep; Proebstel, Harvey Terrill; Sifton, J. C. Price; Orchards, John Burnett; Hockinson, John Hongell; Brush Prairie, George Braddock; Battle Ground, H. C. Cornell; Heisson, M. Morrison; Yacolt, P. P. Nelson; Amboy, George White; Hall, M. R. Lynch; La Center, James Kane;

Pioneer, Charles Greeley; Ridgefield, J. W. Blackburn; Felida, Chapin Mills; Manor and Barberton, J. K. Alexander.

*OPES  
MAY 20, 1918  
SHATTUCK  
PART OF  
Pledge drive  
w/ others*



# Fordson The Farmer's Power Plant

"To make farming what it ought to be—the most pleasant and profitable profession in the world."

That is Henry Ford's vision of the Fordson Tractor and what it means to the farmer. The farmers of America have done wonderful work. They have labored hard and patiently and their efforts have made prosperity commonplace for the nation.

The limitless forces of gasoline, kerosene and electricity are now ready to loose the bonds of long hours in the field, uncertain crops and shortage of labor.

The farmer's wife can now enjoy more of the beauties of life.

The tractor will make it hard to keep the boys and girls away from the farm. Conveniences now commonplace in the cities are brought to the farm and farm house by the tractor.

Mr. Ford bought thousands of acres of land, experimented for years on 62 different models of tractors at a cost of millions of dollars, before he found in the Fordson Tractor a machine he had proven a success. Mr. Ford did the experimenting with his own money. The Fordson is ready to do your work.

Ask your Fordson dealer to show you the Fordson. There are many Fordson owners near you. Ask them what their tractor has done for them.

Made by  
**HENRY FORD & SON, INC.**  
Dearborn, Mich.

## UNIVERSAL AUTO COMPANY

Clarke County Dealers

Ninth and Washington

PHONE 16

TRACTORS/Universal Auto Co/old address  
COLUMBIA MAY 19, 1920

317 Main Street

# Ford

## THE UNIVERSAL CAR

The Ford Model T One Ton Truck with its manganese bronze worm-drive is really a necessity for the farmer because it solves his problem of economic transportation from the farm to the city. And in farm work alone, it will be found a 'great money' saver as well as a big labor saver. Has all the merits of the Ford car multiplied by greater capacity with greater strength. No extra cost in operation. We'd like to talk it over with every farmer. Bring your Ford car to us for necessary repairs and thus get the genuine Ford parts and reliable Ford workmanship.

**UNIVERSAL AUTO CO.**

**FORD AGENCY**

Ninth and Washington St., Phone 16.  
Vancouver, Wash.



*9th & WASH*

*Old Account*

*Columbus  
April 14  
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## NEW GARAGE BUILDING FINISHED BY JUNE 15

According to Lewis Shattuck, the new home of the Ford car and the Fordson tractor will soon be ready. The building which adjoins the Greely building will be finished about the 15th of June and will then be ready for occupation though a few pieces of machinery will be moved this week.

The entire upper floor will be used for repair work and incline drive ways to the upper story do away with elevators.

The Tenth and Washington corner of the lower floor will be used for display and an automobile salesroom while the other corner will be used for displays of accessories.

The auto salesroom will be finished in white plaster with a paneled ceiling and walls in harmony. All of the wood work will be white.

## ANNAPOLIS CADETS GET THEIR DIPLOMAS TODAY



*New  
Garage  
Building*

*Columbian  
June 3  
1920*

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## PRUNARIANS MAKE GIFTS

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Watches Presented to Lewis Shattuck and R. E. Dunbar.

VANCOUVER, Wash., July 8.—(Special.)—A beautiful engraved gold watch was given Lewis Shattuck, retiring president of the Prunarians, at their weekly luncheon last night. The speech was made by Henry Crass. As R. E. Dunbar was putting down his notes as secretary, Lloyd DuBois began saying some praiseworthy things about him, and when he was through, he handed Mr. Dunbar a gold watch similar to the one received by Mr. Shattuck. Mr. Dunbar was so taken by surprise that for a few moments he could say nothing. He thanked the donors in a few well-chosen words.

M. S. Cohen was installed as president at last night's meeting, and Mr. Dunbar was installed as secretary to succeed himself.

Mr. Cohen outlined the work of the Prunarians for the coming year and complimented The Oregonian for the "splendid write-up" of the prune festival in a recent issue, of which DeWitt Harry was the author.

*Oregonian*

July 9, 1920  
Shattuck gets  
watch from  
Prunarians

# DAIRY ELECTS TRUSTEES

Annual Turnover Is More Than  
\$1,000,000 Capitalization.

VANCOUVER, Wash., Dec. 3.—(Special)—The Columbia Dairy Products company, which turned the brewery here into a dairy products manufacturing plant, including ice cream, elected trustees last night for the ensuing year. These trustees, J. S. G. Langsdorf, Philip Christ, R. L. Hollenbeck, D. C. Adams, Lewis Shattuck, O. R. Lee and Ira Harper, are to meet and elect officers.

This company now operates plants in Vancouver, La Grande, Or., White Salmon, Wash., and Weiser, Idaho, and has a large number of receiving stations in Washington, Idaho and Oregon.

The company is capitalized for \$1,000,000, and the annual turnover was over that amount. It is expected that the turnover for 1921 will be over \$2,000,000.

About 80 per cent of the stock in the company is owned by the producers, the remainder being held by bankers, business men and employes.



*Okeyama*

*Dec 4  
1920*

*Dairy  
Trustee*

# BONDS TO BE BOOSTED

## COMMITTEE GETS BEHIND VANCOUVER SCHEME.

### Election June 15 to Determine Whether Warehouses and Dock Will Be Built.

VANCOUVER, Wash., May 6.—(Special.)—Plans for advertising the special election to vote bonds not to exceed \$130,000 to build a dock and warehouses here on the Columbia river, were laid at a special meeting held last night in the chamber of commerce.

The election will be June 15, but the registration books will be closed May 24. The law requires that voters must register once every presidential election year providing they vote at every general election.

When the G. M. Standifer Construction corporation came here it built five ways on the public levee and also docks and covered several acres with heavy piling and flooring. Part of this is to be utilized in building the municipal docks and it is understood that there are already two firms willing and ready to lease the dock if it is built.

There has been much agitation for and some against the dock, but it now seems that the majority are in favor of voting the bonds.

A committee of 10 was appointed by Clement Scott, president of the Vancouver chamber of commerce, last night. They are: John H. Elwell, chairman; W. S. Short, W. H. Hornbrook, C. H. Moran, L. M. Hidden, Henry Crass, Lewis Shattuck, A. H. Fletcher, Dr. C. S. Irwin and A. Burnham.

*(In Joe Group of Men)*

*Argonians*

*MAY 7 1920  
Shattuck  
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ate in Nevada and will seek a place on the Republican ticket. In 1918 she ran as an independent from the same

# PICNIC FOR STUDENTS AT STATE SCHOOL WAS DECIDEDLY SUCCESSFUL

## VANCOUVER PEOPLE MAKE TREMENDOUS HIT WITH STUDENTS AT STATE INSTITUTION.

The children at the State School for the Deaf were given a picnic last Saturday by the **Prunarians** and the Chamber of Commerce of Vancouver, and according to those who are familiar with the workings of picnics, the affair was not only a success, but was the most successful picnic ever given for the students of the state institution.

A committee headed by Guy Bennett had charge of the transportation, and 25 autos were secured to handle the crowd. The picnic was held at Bonnevillie, and the big hatchery there was given a thorough inspection.

A luncheon was served, this being in charge of Superintendent Clarke of the State school. This was held at Eagle Creek, the furthest point reached.

According to Mr. Clarke, the picnic was more than appreciated by the students of the school.

"Coming after our long sojourn of sickness," Mr. Clarke said, "the children were able to enjoy the outing as they have never enjoyed one before. Everything was perfect and we all wish to express our thanks to Mr. Bennett and Mr. Shattuck and those associated with them.

"There were 124 children in the party, and this was the entire membership of the school. Not one accident or unpleasant event occurred throughout the day, and I believe we will all remember the occasion all our lives."

## TEMPES IS SELECTED AS L. O. F. GRAND PATRIARCH

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*Collected  
June 7, 1920  
Shattuck  
Chamber of C  
Helps Deaf  
Kids*

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## ASSOCIATION IS FORMED

Clarke County Business Interests  
Will Be Promoted.

VANCOUVER, Wash., Feb. 25.—  
(Special.)—The Greater Clarke County association last night elected Lewis Shattuck president; Robert E. Dunbar, vice-president; C. C. Fleet, secretary-treasurer, and J. J. Paddon, W. C. Stumberg, A. L. Curtin, Clay Sparks, W. Swank (Camas), Charles Greeley (Ridgefield) and H. Gregerson (Battle Ground) as trustees.

The objects of the association will be to handle credits throughout the country, get publicity, increase local industries by buying local products and get legislation needed by retail merchants by co-operating with similar organizations throughout the state.

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*O'Regan*

Feb 26, 1921

New? (Clarke Co. Business Association) Shattuck C. County  
Publicity Assoc.

# RULER OF ELKDOM VANCOUVER GUEST

William M. Abbott Is Welcomed to Convention.

## MASSED BANDS HEARD

Musicians to the Number of 450 Entertain Large Crowd—Entertainment Is Various.

VANCOUVER, Wash., Aug. 20.—(Special)—William M. Abbott, grand exalted ruler of the Elks of the United States, was the honored guest today of the Washington state convention of Elks in session here. Mr. Abbott was met at the Columbia river interstate bridge by Lewis Shattuck, chairman of the reception committee.



and 30 Elks of the Elks Marching club, and they headed the procession to the registration headquarters at Tenth and Washington streets. In the car with Mr. Abbott were Theodore A. Johnson, president of the Washington association of Elks; Clement Scott, first vice-president, and probably next president; Dr. C. S. Irwin, general chairman, and C. A. Pender, exalted ruler of Vancouver lodge.

Mr. Abbott was escorted to the convention hall, where he received an ovation by the delegates. President Johnson called upon distinguished Elks present for short speeches. Among these were Albert Johnson, representative from this district, and W. E. Kenney, special officer of congress and acting sergeant-at-arms of the congressional party, which has just disbanded after investigating the immigration question. Mr. Kenney organized the first Elks unit of congress.

There are 20 Elks in the house and 16 in the senate. The Elks of the house presented Mr. Kenney with a solid gold case in which to carry his life membership card. Mr. Kenney will appear in the parade tomorrow morning at 10 o'clock.

The reports of the state president, treasurer and secretary were read and presented to the convention, after which the programme in Esther Short park was held.

### Bands Are Massed

All of the bands attending the convention were massed in the southwest corner of the park and played a number of selections until Mr. Abbott and state officers appeared. Mrs. Ruth Osborn Boyer, adopted

"daughter" of the Seattle lodge of Elks, entertained the large crowd before the arrival of the speakers. She sang and played her own accompaniment on a harp.

A sound amplifier received a try-out when she sang. When she had finished and the applause had died away, Walter Schwarz announced that the amplifier was the same one used by President Wilson when he last visited Los Angeles.

Quick as a flash Mrs. Boyer retorted: "And if you couldn't hear me, that was the reason." Mrs. Boyer's remark brought hearty laughter.

President Johnson presided at the exercises in the park and called upon Albert Johnson to speak in behalf of Governor Hart. Others who spoke were Henry L. Kennan of Spokane, chief justice of the grand lodge forum of Elks; Mayor Percival Roberts E. Evans of Tacoma; Mayor Baker of Portland and Major Bates of Tacoma.

### Exalted Ruler Welcomed.

Mr. Abbott, the grand exalted ruler, received a hearty welcome. He told of the work being done by the Elks in the United States and what it did as an order during the war.

Following the speaking the massed bands of 450 musicians played four selections—"Caesar's Triumphal March," Director Warren Dutton of Hoquiam; "Alabama Coon Waltz," Director J. H. Maulsby of Everett; "Blue and Gray Patrol," Director Albert P. Adams of Seattle; "Stars and Stripes Forever," Director F. E. Birtrand of Anacortes; "Auld Lang Syne,"

Handwritten notes at the top right of the page: "Aug 21 1920", "Shattuck", "EKK ruler", "D".

Director Lathe Cassidy of Bellingham, and national airs, Director J. Kunselman of Vancouver.

The afternoon was given over to the frolic at Columbia Beach, where the Elks journeyed, went in bathing and enjoyed the cool bank of the Columbia river.

#### Entertainment Is Provided.

The officers for the ensuing year will be elected at the session tomorrow afternoon and the next meeting place will also be selected. All unfinished business and reports of the bylaws and resolutions committee will be taken up and disposed of.

During the afternoon, while the delegates are attending to business, the other Elks will be attending the races at the Clarke county fairground, or the motorboat races on the Columbia river, for which prizes and cups have been hung up. There will be a band contest in Esther Short park at 1:30 o'clock. The judges will be F. G. Butler, bandmaster of the Twenty-first infantry; S. S. Jenkins, bandmaster First infantry; M. H. Stoudenmeyer, bandmaster Elks band of Portland. First prize is \$125 and second \$75.

The motorboat races will be at 8 o'clock, and an automobile trip will be taken by several hundred persons through the pruned belt of the county at 5 o'clock. At 7:15 a bowling contest will be held at Fourth and Main streets; at 8:30 o'clock an informal dance at the Elks' temple will be given by the Vancouver lady Elks. Dancing on the street in front of the purple garden will be held at the same hour.

The most important event of the three days' convention, from a spectacular point of view, will be the parade at 10 o'clock tomorrow morning with several thousand taking part. Several hundred dollars in prizes will be given for various floats, characters, decorated automobiles and special stunts.

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## Inaugural Ball Arranged.

VANCOUVER, Wash., March 1.—(Special.)—An inaugural ball will be held here Friday evening to celebrate the inauguration of President Harding, by the **Prunarians** in Prunarian hall. Telegrams will be sent to Mr. Harding telling him of the ball and of its object to advertise Clark county prunes. The committee on arrangements for the ball are democrats, consisting of W. H. Hornibrook, formerly minister to Siam; **Lewis Shattuck**, J. Wilson Gardner and Judge George B. Simpson.

Original March 2, 1921  
Shattuck Accepted Ball (or  
Harding)

**This Agreement,** made and entered into this 25th day of November

1921, by and between **UNIVERSAL AUTO COMPANY,** Vancouver, Washington, parties of the first part and Geo. Huntley of Vancouver, Washington, party of the second part.

Witnesseth. That said parties of the first part have this day conditionally sold and delivered to said party of the second part, and said party of the second part has this day purchased and received from said parties of the first part, subject to the conditions hereinafter specified, one passenger car manufactured by Ford Motor Co. factory No. 2550, on the following terms and conditions, to-wit:

1st. The price hereby agreed to be paid to said first parties by said second party for said car is \$ 100.00 of which amount the sum of \$ 25.00 has been paid on account.

2nd. The remainder of said purchase price of said car shall be paid in United States Gold Coin as follows, viz: the sum of \$ 75.00 on the 1st day of May 1921, and a like sum each and every 30 days thereafter until the whole of said purchase price shall have been paid. All payments to be made promptly on maturity at the office of said first parties.

3rd. Said second party at his own expense shall immediately procure a policy or policies of insurance upon said car for not less than \$ 1000.00 against loss or damage by fire, or theft, in responsible companies satisfactory to said first parties, which shall provide that loss or damage thereunder, if any, shall be payable to said first parties or their assigns as their interest may appear, and such insurance and indemnity shall be maintained by said second party until all of said payments on said car shall have been discharged in full.

4th. It is expressly agreed that said sale and delivery are and shall be upon condition that all and singular the terms, stipulations and covenants herein contained to be kept, observed and performed by said second party, shall be kept, observed and performed by him in strict accordance with the terms hereof, as to which time is hereby made the essence of this agreement; and the title and right to take and resume possession of said car is and shall remain in said parties of the first part until the whole of the purchase price of said car shall have been paid to said first parties, together with interest on any and all installments thereof at the rate of eight per cent. per annum from the date hereof; and should second party default in payment of any of said installments or in the performance of any other condition of this agreement, or sell or attempt to sell or otherwise dispose of or mortgage or encumber said car, or should the same be attached or levied upon or removed or attempted to be removed from Spokane County, Washington, which the party of the second part stipulates the County of his residence (except when being used by said second party for ordinary and usual touring purposes), then and in either of said events said first party may at once and without previous demand or notice, and without being taken or deemed guilty in any manner of trespass, and without prejudice to any remedies for loss, injury or damage resulting to said first parties from or on account of any preceding breach of covenant, re-take said car under their title and right of possession herein reserved, and any and all sums theretofore paid by said second party shall be kept and retained by said first parties in lieu of the use of said car at rent and charges, and to apply towards such damages as may have been suffered.

**In Testimony Whereof,** the parties have hereunto set their hands and seals this day and year first above written.

Executed in presence of: Shattuck & Co. et al. (Seal)  
(Universal Auto Co.) (Seal)

Agreement  
Ford / Universal 1921  
Shatt / Skret

## Garage Man Injured.

**VANCOUVER, Wash., Jan. 10.—**  
(Special.)—Lewis Shattuck, part owner of a local garage, narrowly escaped a death this afternoon while loading a tractor on a truck. The tractor fell, throwing Mr. Shattuck to the ground and breaking his arm.

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Oregon  
Jan 11, 1922  
Shattuck Escaped  
Death

(Special.)—Clayton L. Pic was elected exalted ruler of Vancouver lodge of Elks, No. 523, at a meeting last night. Other officers elected are: C. A. McDonagh, leading knight; Arthur Clark, loyal knight; Lewis Shattuck, lecturing knight; Frank Blaker, secretary; James P. Clancy, treasurer; George B. Simpson, trustee; William Lillie, Tyler; Arthur Pender, representative to the grand lodge; Perl M. Elwell, alternate representative; Arthur W. Calder, state representative. The officers will be installed Tuesday, April 4.

Oregonian

MARCH 9

1922

Sheet 2 of 2  
ELECTED KNIGHT

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## SPELLING BEE ARRANGED

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Vancouver Elks Lodge to Hold Contest Tonight.

VANCOUVER, Wash., May 1.—(Special)—An old-fashioned spelling bee will be held by the Vancouver Elks at their temple here tomorrow night. Members of the lodge will be divided into two camps, one of which will be headed by Lewis Shattuck and the other by J. W. Shaw. A team of ten members will be chosen from each side to uphold the spelling honors of its supporters. The losing side will be compelled to provide the winner's supper.

N. W. Merrifield will pronounce the words and act as judge of the contest.

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Organized  
MAY 2, 1922  
Shaw House  
Spelling  
Bee

# INTERSTATE BRIDGE WILL REDUCE DEBT

\$50,000 to Be Paid on  
Bonds Held Privately.

## FREE SPAN MOVE GROWS

Majority of Sentiment in Clark  
County Declared to Favor  
Elimination of Tolls.

VANCOUVER, Wash., Dec. 20.—(Special.)—A payment of \$50,000 on Interstate bridge bonds held by private parties will be made in January, County Treasurer Eshelman said today. This will reduce the debt to \$195,000, of which sum \$60,000 is owed to the state of Washington.

Sentiment for a free bridge is growing in Clark county, and if a proposal to sell the bridge to the state were put to a vote it would carry overwhelmingly. Allison Burnham, secretary of the Clark county free bridge club, declared today. Instead of 90 per cent of the farmers opposing removal of tolls, the majority in county districts against a free bridge would be small and the vote might favor it, he said.

### Bridge Program Considered.

A free bridge program that would meet the approval of all was being considered, W. B. Du Bois, president of the free bridge club said. It will be proposed to ask the legislature to appropriate \$250,000 for purchase of the bridge by the state, contingent on like action by Multnomah county and Oregon and the approval of the voters at the general election in 1928.

C. W. Ryan, state representative from Clark county, said that Clark county would receive \$400,000 for the bridge, if the basis of settlement was the same as was proposed for Multnomah county, but the bill that will probably be introduced,

using the structure, was advocated by Governor Pierce here tonight. The governor said that no time should be lost in giving consideration to the proposal.

"I am at the present time and always have been, opposed to the principle of toll bridges and roads," said Governor Pierce. "It is my opinion that the interstate bridge should be taken over by the state of Oregon and placed under the jurisdiction of the state highway commission.

"I was told recently that the outstanding bonds, issued at the time the interstate bridge was built, now aggregate approximately \$100,000. These are long time bonds and could be retired at their expiration. There is no valid reason why the interstate bridge should be continued indefinitely as a toll structure."

In connection with the proposal to place the interstate bridge under the state highway commission, the governor warned against any attempts to disturb either the motor vehicle license tax or the gasoline fuels tax. He said that the revenue from the taxes would be required for new highway construction, maintenance, administration costs and for retirement of bonds outstanding against the interstate bridge.

Governor Pierce said that while he had not yet given much thought to the interstate bridge situation, he might have something to say regarding the proposal to take over the structure in his farewell message to the legislature, which meets here next month. Any legislation needed in connection with the proposal to take over the bridge could be considered at the next session of the legislature, he said.

"The sooner some action is taken to the end of taking over the interstate bridge and eliminating the present unsatisfactory toll system, the better it would be for all concerned," Governor Pierce said in conclusion.

### Ross Island Picnics of 1860 Recalled.

Mrs. Kate B. Lake, 80, Remembers Many Merry-makers.

IN CONNECTION with today's dedication of Ross Island bridge, it is interesting to recall that Mrs. Kate B. Lake, 80, who lives with her daughter, Mrs. A. H. Garton at 312 East Eighty-second street, back of Mount Tabor hill, attended two picnics on Ross Island about the summer of 1860, and that she remembers many of her fellow merry-makers on both these occasions.

*Oregonian*  
*Dec 21, 1926*  
*See page 2*  
*Shellock*  
*SUPPORTS*  
*TOLL FREE*  
*Bridge*

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will carry an appropriation of not more than \$300,000. An effort will be made to obtain approval of the measure by all factions in order to prevent its defeat by petitions of protest, Mr. Ryan said.

Representative Hall said he had not considered any proposed bridge legislation as he was leaving that to Mr. Ryan, who is chairman of the house road and bridge committee of the legislature. The following leading business men expressed themselves in favor of a free bridge:

#### Free Span Promise Recalled.

Lloyd DuBois, president of the Washington Exchange bank—Clark county will never receive the full benefit from the bridge until it is made free. The voters were promised that it would be made free when the bonds were paid and that promise should be made good.

Lewis Shattuck, auto dealer—Development of Vancouver and Clark county, both industrially and agriculturally, is being retarded by bridge tolls. There should be no barrier between Vancouver and Portland.

H. N. Swank, real estate dealer—Clark county development is being retarded by bridge tolls.

Henry Crass, attorney—Removal of tolls would be as much additional benefit to Vancouver, and Clark county as was the case when the bridge replaced the old ferry, and the full benefit will never be realized until tolls are removed.

B. O. Caso, farmer—Bridge tolls are out of date and are a hindrance to the development of the agricultural sections of Clark county. The bridge should be made free as soon as possible.

C. C. Hutchins, secretary of the local branch of the Washington Automobile club—Several substantial manufacturing plants have been kept out of Vancouver by bridge tolls.

That a strong sentiment in favor of a free bridge exists, was shown by the fact that in a few hours 3000 signatures were obtained to petitions asking the county commissioners to place a proposal to sell the bridge to the state on the Clark county ballot for election November 2. The petition was rejected by the commissioners.

### GOVERNOR FOR FREE SPAN

#### Principle of Toll Bridges and Roads Opposed.

SALEM, Or., Dec. 20.—(Special.)—Taking over the Interstate bridge between Portland and Vancouver, Wash., by the Oregon state highway commission, and elimination of tolls now exacted from persons

Mrs. Lake, who was Miss Kate Burton, was born in the year 1846 on her father's farm home at North Yamhill, Or., and was sent to receive her education at the old Portland academy. She attended the old Taylor-street Methodist Episcopal church, and one summer, about the year 1860, Mrs. Lake is not sure of the exact year, she, along with other Sunday school children, went to Ross Island on two Sunday school picnics.

Among those who were then present were Professor and Mrs. O. B. Frambes, Professor Deardorf, Henry L. Pittock, founder of The Oregonian, and Miss Georgina Burton, afterward his wife; Frank Aken and Miss Cline, afterward Mrs. Aken; Sam Moreland, afterward judge, and his brother Julius; Sarah Keatley, afterward wife of Captain William Pope; Josie Dubor, Kate Shaw, Mury Roberts, Ed Connell, Maria, Esther and Fattie Campbell, one of these three sisters was afterward Mrs. Ben Holladay; the three Bennett girls, Sam Paterson, Governor and Mrs. Gibbs, Theodore and Alice Silvers, and others.

Refreshments consisted of fried chicken and meat and ham sandwiches, and drinks consisted of milk and water hauled by bucket from the Island well.

Miss Kate Burton and J. R. Lake were married in March, 1870. He was proprietor of a foundry located at First and Yamhill streets. As a school girl, Mrs. Lake boarded with Mrs. Blanchard, Second and Salmon streets. Mrs. Lake says she will be glad to hear from any of the survivors of these historic Ross Island picnics.

#### Buggy Wreck Suits Basis.

VANCOUVER, Wash., Dec. 20.—(Special.)—C. L. Hutchinson, a farmer of Amboy, alleged that he was damaged \$1832.50 when a buggy in which he was driving was struck by an automobile driven by Mrs. Lida Woodbeck. W. W. Woodbeck, her husband and H. O. Woodbeck, her son, are included in the suit. The buggy was wrecked and he was seriously injured, Mr. Hutchinson alleged. The accident occurred near Amboy.

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Mfg. & Sales Co.

67 Sixth St.

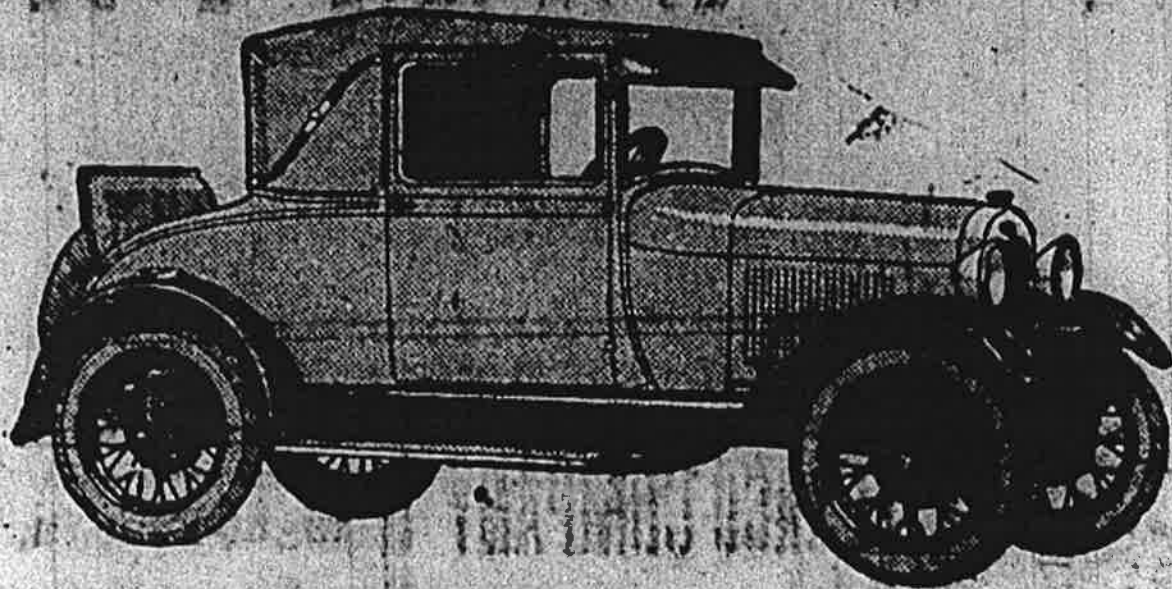
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*Oregonian  
Dec 21, 1926  
Shattuck  
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## The Mechanical Fineness of the NEW FORD spells *Economy*

Greatest care is taken in every part of the NEW FORD to make it mechanically 'perfect' as well as pleasing to the eye. It is the advanced expression of a wholly new idea in modern, economical transportation.

In the homely, yet expressive words of the man in the shop when he pays his highest tribute to a piece of machinery: "It is a sweet mechanical job."

Prompt Delivery on Most Models

# Shattuck-Dickson Motor Co.

1004 Washington Street, Vancouver, Wash.

Phone 16

the energy exerted on the pistons during the power stroke. Should the compression leak be in an inlet valve, the fuel charges will be driven back into the manifold after heating and

the exhaust where it may ignite and backfire.

Should the piston rings leak, the compression of the fuel charges will be weakened, and in addition to this

bricating oil and thereby destroying much of the oil's intended qualities.

Compression leaks should be remedied with as little delay as possible.

*Colombian*  
NOV 29 1928  
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# COMMITTEES FOR CHAMBER NAMED

## Ten Separate Groups to Function in Serving Civic Group

Committees for the chamber of commerce activities during the coming year have been named by Austin B. McCoy, president, as follows, the first named in each case being the chairman:

**Civic**—Dr. J. T. Allen, Gordon Powers, James O. Blair, J. B. Atkinson, W. McPhaden and W. J. Knapp.

**Finance**—H. D. Warren, H. J. Keeler, Lloyd DuBois and L. Snattuck.

**Legislation**—Allison Burnham, Dale McMullen, G. M. Davison and Chester Palmer.

**Retail Merchants**—Byron Sadler, J. Bernstein, J. B. Spellman, W. F. Sloan, H. H. Burgy and C. E. McCall.

**Military**—W. A. Schwarz, John Hood, C. S. Irwin, Joe Knapp and E. J. Berry.

**Agriculture**—C. A. Mills, B. O. Case, E. M. Diedterich, Henry Huber, W. H. Wood and Henry Gill.

**Publicity**—F. H. Gay, Dr. A. C. Wagner, Goy Bordick, Allen Manning, R. N. Hooper and E. W. Smith.

**Rivers, Harbors and Transportation**—E. N. Blythe, W. B. DuBois, W. J. Kinney, Ray Matlack and George Cadwell.

**Industrial**—George Hutton, C. C. Otto, P. M. Elwell, David Crockett, John Wilkinson, C. C. Pelton and C. B. Alexander.

**Trade Extension**—L. Bergsvik, A. W. Henderson, R. H. Inman, Carl Frost, J. P. Breckel, Al Ausve and T. L. Lingham.

Additional directors, not named at the first meeting after the chamber election, have also been announced by Mr. McCoy. They are Dr. J. T. Allen and David Crockett.

# FINGERPRINT MAN

*Calendar  
Dec 18, 1928  
Shattuck  
Named to  
C of C  
Committee*

# TWO SHATTUCK AGENCIES JOIN

Merger of the Wesley Shattuck Ford agency of Ridgefield with the Shattuck-Dickson agency in Vancouver was announced today by Lewis Shattuck, partner in the local concern. The agency in Ridgefield, conducted by Wesley Shattuck, son of Lewis, will be discontinued and headquarters for this section of the county will be established here.

A total sum of \$11,000 is involved in the deal which includes the purchase of the shop and equipment at Ridgefield by William Tetz for a reported consideration of \$4,000. Tetz will operate a general garage and trucking line.

Wesley Shattuck, who has conducted the agency in Ridgefield for the last three years, will come to Vancouver as sales-manager of the Shattuck-Dickson agency.

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# CHAMBER MEET SET FOR JAN. 14

The chamber of commerce, following recommendations of its finance committee, will hold a general get-together evening dinner meeting probably Monday, January 14. Plans for the meeting, at which suggestions for the activities of the chamber during the coming year are to be discussed, are in the hands of a special committee of which Lewis Shattuck is chairman. Other members are J. P. Breckel, J. B. Spelman, Ralph Carter and Gordon Powers.

Mr. Shattuck had not yet formulated detailed arrangements for the gathering, but he said this morning that all business and professional men of the city, whether members of the chamber or not, would be invited to attend and express their views on how the chamber may best work for the development of Vancouver during the coming year. As plans are completed they will be announced.

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# COMMITTEES FOR KIWANIS NAMED

Low's Shattuck, newly installed president of the Kiwanis club, announced committees for the coming year's activity at the Thursday luncheon meeting of the organization at Hotel Evergreen. Brief discussion was also had of projects in which the club is particularly interested, though these matters will be gone into at greater length at subsequent gatherings.

Judge George Simpson made the most notable talk of the day, stressing the responsibility of the club in its plans to back playground development and work for the benefit of local children. President Shattuck also spoke briefly of other projects, more about which will be heard at the next meeting.

Committees named for the coming year by Mr. Shattuck as follows, the first named in each case being the chairman:

House—Robert Inman, John Camp, Jack Propstra.

Kiwanis Kids—Clarence McCall, Dr. C. B. Alexander, Dr. L. E. Hockette, O. M. Hadden.

Public Affairs—Chaplain Elmer Huste, Walter Day, R. Quarnberg, Otis Thompson.

Classification—Roy Sugg, Gilbert Daniels, L. Clarke.

Civic Improvement—Jay Sly, Charles Foster, H. L. Nelson, Richard Case.

Education—J. Reese, Edward Dudley, George H. Quigley.

Grievance—Fred Wark, Blaine Ackley.

Membership—Lief Berawisk, Harold Kessler, Wesley Brown.

Attendance—William Dort, Jesse Kinn, Lou Ringer.

Music—Gene Smith, Ray Laws, David Crandall, Al Manning.

Business Standing—Charles C. Otto, George Evans, Emery Chapman.

James Corbett, N. A. Shute, R. A. Mathews.

Agriculture—Clarence Norgren, Clyde Wood, Z. P. Anderson, Ray Wolf.

Patrol—Ed Rider, J. B. Blair, Ben H. Kreis.

Interclub Relations—Judge George B. Simpson, Brigadier-General James H. Reeves, Hiran Swank.

Entertainment—F. W. Westwood, Fred Steickling, Guy Buedick, Steve Thompson, J. W. Knapp.

Reception—Eugene J. Barry, Pete Johnson, John Conrad, Fred Wager.

Program—W. C. Bates, E. N. Blythe, Joe Duncan, Alex Sorum, Carl Frost, Luther Deck.

Sam Bernard, past president of the organization, was named chairman of the conventions committee, and will select his own aides in preparing for the district trustees' gathering which will be held here later this month.

## Oregon To Spend Money On Roads

PORTLAND, Ore., Jan. 4.—(AP)—Approximately \$1,240,000 will be spent for 70 miles of roads in Oregon during 1929, according to an agreement reached by the Oregon highway commission and representatives of the government here late Thursday. Of the total the state will furnish \$660,000, the government the remainder.

Work on the roads will begin as soon as the snow melts, it was said. The annual allocation of forestry funds was also made.

## Runaway Boys Are Caught At Portland

PORTLAND, Jan. 4.—(AP)—Chester Kellogg, 16, today surrendered to police here saying he ran away from his home in Spokane. He was turned over to Edmund J. Ford, of Portland, his uncle.

Lloyd W. Frazier, 15, who admitted he ran away from his Seattle home, was picked up by police and sent to a detention home.

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# LOAN GROUP PLANS TO MOVE OFFICES

Contemplating a huge increase in business and growth of their concern during 1929, the Metropolitan Savings and Loan Association now located at 105 West Fifth street where they have been for three years, have announced their plan to move into the new Sugg or Metropolitan building now under construction on the southwest corner of Eleventh and Main streets. The move will be made, according to R. N. Hooper, treasurer of the company about March 1, or as soon after as possible.

This association received a charter in 1925 and in the two years past, officials stated, have made a growth of over 100 per cent. The officers of the company are Lewis Shattuck, president; E. E. Sletet, vice-president; Fred Strickling, second vice-president; C. C. Brown, third vice-president; R. C. Sugg, secretary; R. N. Hooper, treasurer, and Dr. R. A. Laws and Dr. R. W. Armstrong, directors.

The new location at 1010 Main street will be larger, and the most modern of quarters. This move was considered necessary by the officials not only because of the enormous increase of business in 1928, but also because of their fine outlook for 1929. Day Hilborn, local architect is now designing the fixtures for the office. The fixtures will resemble in some features those of the banks, and are being designed especially for this office with view to convenience and attractiveness.

Alta S. Barchus, for two years connected with the association in the insurance business is also making the move, and will have her offices in the new location at 1010 Main street.

## FREE SPAN HELPS

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# CHAMBER PLANS FOR YEAR TOPIC BEFORE BANQUET

## Possibilities of What May Be Gained to be Told by W. B. Dodson In Talk

Plans are rapidly being perfected by the special committee of the chamber of commerce in charge of the annual dinner, to be held next Monday evening in the gold room of the Evergreen hotel. Lewis Shattuck is chairman of the committee in charge, and promises a rousing program and an excellent repast. Dinner will be served promptly at half past six, and everybody interested in the advancement of Vancouver is invited. Tickets, at 75 cents each, are now in the hands of committee members and directors of the chamber and may be readily obtained. Manager Newman of the Evergreen says his chef will extend himself to put out the finest meal ever served in the city for the price.

W. B. D. Dodson, of the Portland chamber of commerce, will be the principal speaker of the evening, and will talk on what can be done in the line of creating outside markets for local products, and in presenting the advantages of the community to outside investors, manufacturers and business men. In behalf of the Portland chamber Mr. Dodson has traveled extensively throughout the East recently, and he will tell local chamber folk of the great impression the Northwest is making on the financial

(Turn to Page Six Please)



*Columbia  
Jan 11, 1929  
Shattuck &  
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# Chamber

(Continued from page 1)

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world that centers in New York. There will also be brief talks by local folk.

## Enthusiasm To Rule

This is the first annual meeting of the chamber to be held in the community hotel. Others have been held in such halls as formerly were available—at the Legion building, the dining room of the Methodist church, and in other places. All these meetings have been marked by great enthusiasm and have been thoroughly enjoyed, and the committee in charge of this year's meeting ex-

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pects that past records will be eclipsed, both in regard to attendance and in enthusiasm.

Mr. Shattuck stresses that everybody is invited who has a personal interest in Vancouver's development, and that, of course, means all business men and property owners in the city.

### Big Year Foreseen

Though statements regarding dues have not yet been sent out by the chamber of commerce to its members, Austin S. McCoy, president is greatly pleased at the interest being shown in the organization's activities. Many business men not solicited for membership have volunteered to join, and this morning's mail brought to the president's desk letters containing an even hundred dollars in membership fees.

"Everything looks like a big year for the chamber," said Mr. McCoy, "and I am much gratified at the response that business men of Vancouver are showing to our plans. We are starting off finely, and with all this support and co-operation I am sure that the chamber will be able to accomplish much for the up-building of the community during the coming year."



*Calvin  
Jan 11 1929  
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the state.

# FORMER RULERS TO BE IN CHARGE

Past Exalted Rulers of the Elks will "show how it's done" at the annual meeting tomorrow night in the Elk's hall at which time the former executives of the organization assume the controlling power. W. W. McCready, the first ruler of the Elks here will be in charge and all of the offices will be assumed, temporarily, by past rulers.

The meeting will be called to order at 8 o'clock and will be followed by a "feed."

The Past Exalted Rulers are:

W. W. McCready, M. L. Coovert (deceased), N. J. Taylor, William Marshall, Mox Cohen, C. S. Irwin, Gilbert Daniels, J. J. Padden, Tom Joseph Carter, A. M. Baker, William Shaw, Walter Schwarz, George Simpson, J. J. Donovan, Clement Scott, W. M. Salisbury, Herbert Lieser, C. A. Pender, P. M. Eiwel, C. L. Pio, Charles McDonah, Arthur Clarke, Lewis Shattuck, Ralph Lieser, Cedric Miller.

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# C. C. GROUP WILL ATTEND MEET

All plans and arrangements for the big chamber of commerce development fund drive, which is estimated should bring \$7,500 into the coffers of the organization are to be made at the regular noon meeting of the club at the Evergreen Monday.

The committee—Lewis Shattuck, George Cadwell, and Ralph Percival—appointed by Austin McCoy to take complete charge of the drive has made temporary plans to cover every name on the list in one day, and these plans are to be submitted to the members of the organization Monday noon.

Monday morning the board of directors of the chamber are planning to attend an organization meeting of the Columbia Valley association in Portland. This meeting is being held to bring together all those interested in the development of the Columbia river for navigation, reclamation and hydro-electric power. One of the principal topics at the meeting will be the discussion of plans for development of a line of barges on the upper river leading to the ocean docks at Vancouver and Portland.

H. R. Richards, president of the

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## DONT IDENTIFY KILLER

CHICAGO, Feb. 23.—(AP)—Dr. Loyal Tacker, a dentist found in Detroit in a dazed condition today after disappearing from near his home last night, did not identify a man wanted in connection with the Moran gang killings, but instead a man who was in the county jail at the time of the slaying. John Egan, chief of detectives said today when informed Dr. Tacker had been found.

## Chamber

(Continued From Page One)

Pacific Northwest Agricultural Rate Conference has called the meeting and requested each chamber of commerce, agricultural co-operative organization, warehouse association, and all groups affected by the development of the Columbia river.

It is planned to organize the Columbia Valley association somewhat on the lines of the Mississippi Valley

association, which, in past years, has accomplished many developments on the Mississippi river and its tributaries.

## Kidnaping

(Continued From Page One)

had been in jail as a suspect for several days.

The authorities today were far from accepting Mrs. Sharp's confession as clearing up the case, although they believed she had truthfully told the truth in major matters. Police recalled, however, a story Sharp was said to have told a business acquaintance recently to the effect that "my wife is coming into a lot of money within the next ten days." They thought that might refer to a reward for return of the child to her parents. All the rewards offered, a total of \$4,000, were sonnet, however, upon arrest and conviction of the kidnapers.

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# TEAM CAPTAINS APPOINTED FOR C. OF C. DRIVE

## Thirty-Five Groups To Canvass City Monday For \$7,500

Appointing thirty-five team captains, who are to direct the work of as many committees during the chamber of commerce \$7,500 development fund drive, the organization is planning to concentrate all energy upon next Monday, March 4, the day set aside to conduct what is expected to be one of the largest and most important drives ever held here.

Lewis Shattuck, Ralph Percival, and George Cadwell have been appointed on a committee to supervise the work and arrange all plans for the drive. Early Monday morning, the committees are to meet at the chamber of commerce rooms, where they will receive all instruction and equipment necessary.

The salary of a full-time chamber of commerce secretary, who is to handle all publicity work and other details for the city of Vancouver, is one of the outstanding uses for the money to be raised on this drive.

"The biggest tourist season that Vancouver has ever experienced will soon be upon us," Lewis Shattuck stated this noon, "and at the present time the chamber has no publicity matter whatsoever to distribute to the visitors."

Austin McCoy, president of the chamber, said that the city of Yakima, Washington, spent \$33,000 in chamber of commerce work last year.

The team captains appointed were: H. D. Warren, Guy Burdick, G. E. Lloyd, William Sloane, W. McPhaden, Fritz Sinn, Ray Mathick, Carl Frost, David Crockett, J. Bernstein, William Crapo, P. H. Gay, A. Burnham, W. B. Dufols, S. J. Boddy, A. W. Henderson, J. G. Huley, W. L. Garrison, H. J. Kester, P. W. Sinclair, William Spellman, C. C. Otto, E. J. Berry, W. Myers, A. E. Sorum, W. C. Stumberg, P. M. Ellwell, Ned Blythe, A. C. Wagner, Lytleton Tempes, P. J. Flynn, L. Bergsvik, George W. Hutton, Myron Sadler, and H. L. Crulz.

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# GROUPS PREPARE FOR BIG DRIVE

Vancouver has been divided into 25 sections in preparation for the big chamber of commerce development fund drive to be held next Monday, according to Lewis Shattuck, chairman of the committee in charge of the drive.

A sum, said to be small in proportion to that raised by the chambers of commerce in other cities this year, must be raised at this time, insists George Cadwell, another member of the committee, for never have the finances of the chamber been so low, and never was there a more opportune time for money to be used effectively.

A list of all the business firms in Vancouver has been prepared by the finance committee, and the probable amount that these firms will be able to give has been estimated, and the total amount is \$7,500, the sum needed to carry on the work of the chamber this year.

Men on the various committees not including the team captains are: George McCoy, B. O. Case, Henry Rasmussen, A. G. Berry, Leonard Clark, John Hood, Al Curtin, Dede Carter, L. J. East, W. J. Knapp, J. H. Baird, Mr. Sizer, J. Farrell, William Hodekin, C. R. Zener, R. N. Hooper, R. E. Tweedy, Frank Lundberg, Roland Quarnberg, David Tallot, E. J. Poystra, M. J. Padden, Joe Hall, Gordon Powers, C. C. Turley, Lloyd DuBois, C. S. Irwin, Lou Westermann, Morris Wolf, K. Carlisle.

J. W. Judy, N. W. Merrifield, Charles Baskerville, John A. Hoop, G. W. Daniels, Elaine Ackley, J. T. Vetter, P. Johnson, M. B. Kies, Lind Stetcher, Chapin A. Mills, Ray Woolf, H. A. Shute, E. E. Chapman, N. E. Allen, A. A. Bakke, R. E. Merrifield, E. Bealey, Dr. Underwood, J. H. Pennington, Guy Bennett, J. J. Poucher.

J. B. Duncan, J. P. Wineberg, J. E. Larson, Ed Ryder, Dr. R. A. Laws, William A. Thompson, John Todd, C. A. Exby, W. R. Everle, J. B. Atkinson, Allen Manning, Ross Reder, E. A. Hamilton, G. A. Evans, Henry Gill, W. J. Kinney, H. H. Burgy, H. J. Campbell, James O. Blair, C. E. McCall, Charles Dietrich, John M. Conrad, J. J. C. Armstrong, B. L. Dorman, F. H. Brown.

J. A. Sly, Chris Tasiopoli, George Snyder, L. C. Sparks, Clyde Nickerson, J. P. Kiggins, Ray Stiger, J. W. Shaefer, Sam Davis, Gerald Forbes, Clinton Kleet, Jr., J. J. Donovan, James Gardner, M. B. Cohen.



*Columbus*  
*Feb 27*  
*1929*  
*Shattuck*  
*CoFC Drive*

...ing. High A ...

## Shattuck Honored

When the district convention of ... clubs was held here last ... the body-dedicated the follow- ... day to Lou Shattuck, ... of the local organization.

Let me call you Lizzie

In debt for you

Let me hear you rattle

As a Ford should do

Keep your headlights glowing

And your tail light, too

Let me call you Lizzie

In debt for you.

## Pearson Attends Meeting

J. S. Pearson of the local firm of ...

Keweenaw Honors Shattuck -> Columbian

1929

in localities not requiring permits.

# SHATTUCK WOULD "SELL" TOURISTS

Vancouver should emulate Los Angeles by making a determined effort to induce summer visitors to make their permanent homes here. Lew Shattuck, a member of the chamber of commerce committee which is actively undertaking that work asserts.

"Tens of thousands of tourists of financial means come here every year," Mr. Shattuck said, "but we make little or no effort to "sell" them this wonderful city. The commercial, industrial and agricultural advantages of this region should be told to the visitors. The climatic and scenic advantages will be apparent."

Shattuck said that July and August should be the most active months of the year for real estate brokers. He declared the custom of "shutting up shop" during summer months should be abandoned, pointing out that Vancouver's many advantages are best manifest during that period.

Service station men, and all others who contact the tourists in any manner should first become sold on the city and county themselves, Shattuck believes, and then be able to tell the visitors all about it.

A city with live, wide awake, boozing residents will impress the tourist much more than one with residents who are "half sold" themselves on the possibilities and advantages, Shattuck concluded.

## PLANE CRASHES

OTTAWA, July 6—(P)—The treaty

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*Shattuck  
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*Columbia  
July 8, 1929*

The Nationally Famous  
**Silver Fleet**

Will Arrive in Vancouver at 8:30 a. m. Monday  
Morning, May 27, Corner Tenth and  
Washington Streets

**15 Silver Cars—19 Pilots  
On Great Demonstration Run**

Selected because of their popularity and dependability, the 15 cars of the Goodrich Silver Fleet have so far covered approximately 15,000 miles. Through all kinds of weather from mountain freezing to desert heat, over all kinds of roads from concrete highways to hub deep mud they have maintained schedule time.

The dealers listed below ask you to see these cars, talk to the pilots. Ask them about the

car you are interested in—they can tell you much. Each pilot has been at the wheel since January 23d, and for over 15,000 miles. GET FACTS, straight from the man at the helm. We believe this is the greatest "Bringing Home the Facts" demonstration ever brought before the American public.

These cars will be on display Monday, May 27, at the corner of 10th and Washington, at 8:30 a. m.

You are cordially invited to view them and  
**G-E-T T-H-E F-A-C-T-S**

**WHIPPET**

PERKINS MOTOR CO.  
117 E. 5th St., Phone 1475

Willys-Knight and Whippet Dealers

**BUICK**

WILCOX MOTORS, Inc.  
1014 Washington St., Phone 108

**CHEVROLET**

COLUMBIA CHEVROLET CO.  
200 E. 5th St., Phone 223

For your

**SILVERTOWNS**

SHATTUCK-DICKSON MOTOR CO.  
1004 Washington St., Phone 1800

**FORD**

Authorized Sales and Service  
SHATTUCK-DICKSON MOTOR CO.  
1004 Washington St., Phone 1800

**STUDEBAKER**

LINEHAM MOTOR CO.  
215 West 4th St., Phone 167

Shattuck AD Columbia MAY 25, 1929



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# Watch How the NEW FORD Holds the Road

NEW FORD  
TUDOR SEDAN

**\$525**

(F. O. B. Detroit)



• The new FORD is a great car to drive because of the way it holds the road even at high speeds.

This roadability is due to the low center of gravity, the semi-elliptic transverse springs, the Houdaille hydraulic two-way shock absorbers, and the low ratio of unsprung weight to sprung weight.

Come in and arrange for a demonstration. You'll find this roadability feature of the new FORD as outstanding as its beauty, speed, comfort, safety, reliability and economy.

Perfect Balance Is a Great Thing in a Motor Car!



## Shattuck-Dickson Motor Co.

Open Sundays and till 10:00 P. M. Evenings

1004 Washington Street Phone 1800

Shattuck AD

Camden MAY 25, 1929



# Shattuck Dickson Motor Co.

Authorized Ford Agents  
Sales and Service

Washington Street at Tenth  
"The Ford Corner"

Sold To **John Kolenkamp**  
Address **R #1**

**Brush Prairie, Wash.**

**July 17, 1929**  
**Vancouver, Washington**  
Salesman **House**  
Posted

No.

Terms **Cash**

PHONE 11

1 New Model A Ford Town Sedan - Black

Freight and Delivery Charges

Extra Tire, Tube, Cover, Gas and Oil

Bumpers

Motor No. 1851183  
Switch Key No. 960  
Door Key No. 21211A

Credit:

Cash Deposit

Balance

\$655.00
114.80
19.00
15.00
\$843.80

\$25.00
\$18.80
<u>4843.80</u>



Shattuck Dickson Invoice  
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# PRICES REDUCED

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## MONTH-END SALE

Check over this list of "Buy With Safety" used cars. Bought Right—Sold at especially low prices, these and many other cars in our lots are values you should investigate.

- 1925 Jewett Tudor Sedan 4 Wheel Brakes. Runs in Fine Shape \_\_\_\_\_ \$175
- 1923 Overland Tudor. New Paint \_\_\_\_\_ 175
- 1924 Buick Tudor. New Paint and Radium Tires \_\_\_\_\_ 225
- 1925 Franklin Deal Sedan \_\_\_\_\_ 290
- 1924 Light Six Studebaker touring. New paint \_\_\_\_\_ 100
- 1929 Model A Ford Touring \_\_\_\_\_ 450
- 1923 Model A Tudor \_\_\_\_\_ 445
- 1924 Model A 4-door \_\_\_\_\_ 550
- 1924 Chevrolet Tudor \_\_\_\_\_ 385
- 1925 Chevrolet 4-door like new \_\_\_\_\_ 475
- 1929 Chevrolet 6 tudor, hydraulic shocks \_\_\_\_\_ 550

Lots of cars with licenses and ready to go from 25 to 50 dollars.

1912 Hub Touring Glass Inclosed Special Price 140.

Terms and trade—See Russ Purvis

### USED CAR DEPARTMENT

## SHATTUCK-DICKSON MOTOR CO.

1005 Washington St. Phone 1800  
Resident Phone 1807-J

## MEMORIAL DAY OFFERINGS OF EXCEPTIONAL VALUE

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SHATTUCK AD MAY 28, 1930

**Memorial Day**  
**May 30th, 1930**



**Get All the Value**  
**Your Money**  
**Will Buy**

**W**HY be satisfied with tires that cost as much as Kelly-Springfields but don't deliver Kelly mileage?

Kellys retail for just about the same price as most other tires, and they'll give you more long, carefree mileage than any other tires we know of.

That's the reason we handle them.

If your old tires are about shot, come in and let us show you at what a moderate cost you can equip all around with Kellys and insure a more carefree trip.

**KELLY TIRES**

**Shattuck-Dickson Motor Co.**

Authorized  
1004 Washington Street



Sales and Service

Telephone 1800

*Columbus  
May 28 1930  
Shattuck Dick  
AD*

*Jack R. Dant*

FOREWORD

Copyright © 1991, Jack R. Dant, Portland, Oregon  
ISBN 1-879560-02-X

Manufactured in the United States of America

This is not a complete history of the many companies from which States Steamship Company evolved. Such an accounting would be too cumbersome to carry, let alone read. But it gives one a sense of the dynamics, the intensity of competition—and the politics—that goes with sending ships to sea “down to their marks.”

States Steamship Company, with Dant & Russell, Inc. and their various subsidiaries, were created by many, many people who invested part—some all—of their working lives in making these companies successful. This book tells how they brought an indispensable contribution to the economy, and to the history of the Northwest over most of the 20th century. I had the privilege of watching first-hand—for the most part—how it was done.

Since it was possible to include in the narrative the names and performances of only a fraction of the personnel involved, a compromise is offered: if a looked-for name does not appear within the story line, there is a good probability that you will find it referred to in the Appendix.

My role in preparing this chronicle is that of observer/reporter who ratifies what we are told. It is a truly American story about the birth, growth, and maturity of an organization and its founder. As his son, I felt compelled to contribute what I could: taken responsibility for the Company came to be mine. I felt good preparing it. I hope you will, too, reading it.

Jack Dant

Portland, Oregon  
Summer, 1991

*Book* *SeaHores* by *JACK R. DANT*  
*son of Charles*  
*1991*



Charles Elmer Dant

It was the need for "wheelbarrows" to carry his lumber products that led to the founding of States Steamship Company, and an historic role in the Northwest's turbulent shipping industry.

## CHARLES E. DANT

Much of this book concerns a dedicated worker: my father. He was a visionary, committed to filling his days with what he did for a living to the exclusion of almost everything else, in order to make the visions three-dimensional.

Maybe this was inherited. Maybe his father, Alexander Dant, was compulsive about work; there is no history to refer to. Alexander was born in White Fish Falls, Ontario, now known as Morton. He spent some time in Maine as a youngster, farming, before moving to Michigan.

My grandmother, Catherine McDonald, was born in Avoostock, Maine. She became a school teacher and she, too, went to Michigan. Alexander and Catherine later met and were married there in the mid-state Michigan woodlands.

Alexander had become a logger and tugboat operator in various Lake Huron bays. This paid more than teaching. He and Catherine set up housekeeping in a log cabin in Fairview, where my father was born, 20 miles from Bay City.

In any event, for all of his lifetime, my father's work took precedence over almost everything else. Growing up, I wondered about his air of preoccupation. And I learned his absorption was with what he was doing or planning to do in his business. We children became adjusted to this detachment, and I don't think it ever struck us that he was any different from our friends' fathers.

The five of us, top to bottom—Tom, Dorothy, Robert, me, and Kathryn—seldom exchanged private thoughts about Father; our mother kept us as preoccupied with ourselves as he was with his business affairs.

Maybe Mae Moore Dant was anything but detached. She was involved, and thoughtful, and wise, quick to take our part with Dad when that became necessary. Which wasn't all that often, really, considering we were all healthy and active, prone to mischief like all kids.

Mother was dark-haired, slim and pretty. She wasn't tall but gave that impression with good posture and a modest pompadour. She wore pince-nez and dressed for the street or for photographs we have, mother was quite imposing.

She remained firmly in charge of herself all of her life, which included enduring thirty years of diabetes, until she turned ninety and decided she'd done everything she felt like doing. Her real career had been my father.

Actually, Dad was never neglectful of her or of family schedules, like being home for dinner when he wasn't traveling. And when he was present, our manners were socially acceptable, I think, and we ate in a pleasant, low-key atmosphere.

Afterward, Dad would devote some time to family discussion, getting caught up on things, then would go to bed early, a lifetime habit. He got up early, too, and walked the four miles to the Porter Building offices in downtown Portland; that was his other compulsion—walking. He was usually driven home in the evening.

v

Bob Semposse by Jack R Dant  
1991  
Folder of Charles

2

But he shared little of his almost non-existent free time with the family. Parties, movies, excursions were all Mother's provinces. Of course he was kind to our young friends when they came to visit. Our allowances were rather modest, but we all were offered college opportunities. And we lived very comfortably.

Dad seldom drank alcoholic beverages around home. During prohibition he kept the traditional "Medicinal Purposes" whiskey on hand. After repeal, he would serve guests drinks, and have a glass of wine evenings, saying it helped him sleep. After one or two of these at special gatherings, he would recite "Casy at the Bar," or quote Greek philosophers.

Drinks during working hours were unusual but not unheard of if he happened to be in appropriate company. Like San Francisco pal Charlie Wheeler, of McCormick Lumber and Steamship, who remembered their strolls on Market Street. Passing the door of the Palace Hotel bar, Dad would sometimes hesitate, put his pockets, and lead the way in, saying he needed matches for his pipe. Result of the little siberfyge—maybe a schooner or two for himself and the other Charlie.

I really didn't get to know my father until I was out of college. And for a time, this was like an acquaintance. I spent a lot of my young life by his side and seldom heard him refer to the past; except to recall business matters from memory, which was faultless in that regard. Yet to say he was without sentiment would be unfair; he just rarely used it to reminisce.

When my brothers and sisters went away married, before my own marriage at 31, while Mother escaped Oregon winters in Palm Springs, Dad and I sometimes batched-it together in Portland. We passed pleasant, quiet evenings playing two-handed bridge or dominoes, not talking much.

My father built a lumber and shipping "empire"—he would never have forgiven me for using the word—with integrity, energy, a strong personality, and daring; it was seldom that he finished any project completely, before starting another that offered just a bit more challenge.

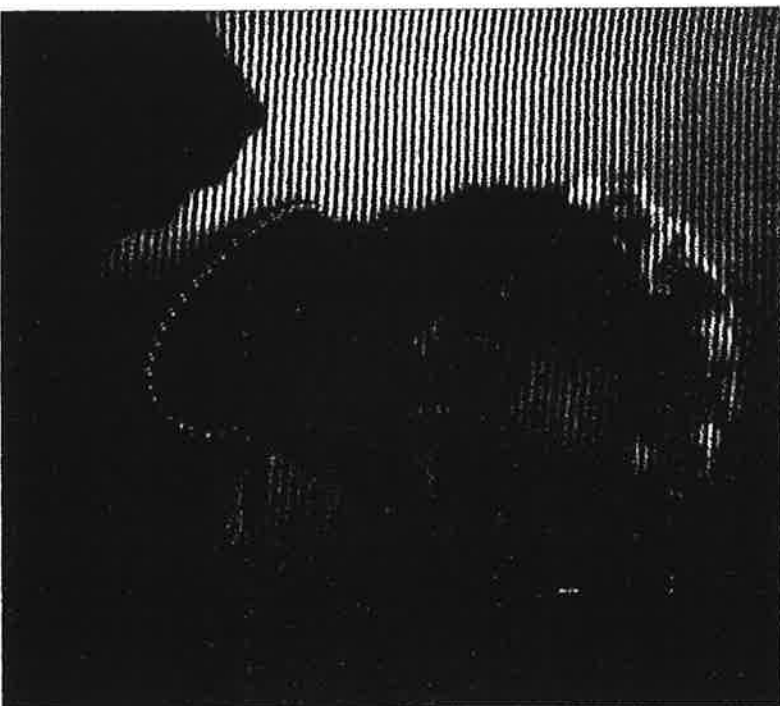
His workers and executives said so one that he was a generous and considerate employer. And he had the ability to choose talented and honest associates—with an exception or two. And even these usually got a second chance to recover his confidence, once lost.

He mistrusted and avoided the press, one reason why a Portland newspaper observed that his name was more familiar in Liverpool and Rome and Philadelphia than it was at home.

If he was a "giant" in his business, as he was referred to from time to time, he was a reluctant one. I have my father to thank for the training, resolute, and inspiration that enabled me to enjoy my own successes with States Steamship Company when that time came. I thank my mother for her moral support and my wife, Mary, for her apparently inexhaustible reserves of forbearance and encouragement. And I thank the hundreds of people I worked with at States Steamship Company for 32 years.

Jack R. Dant  
Portland, Oregon  
Summer, 1991

vi



Maybelle M. Dant

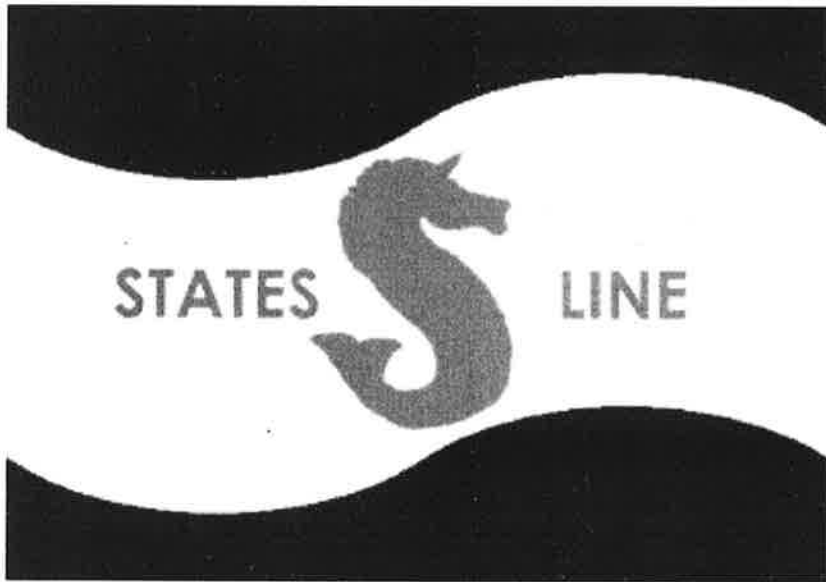
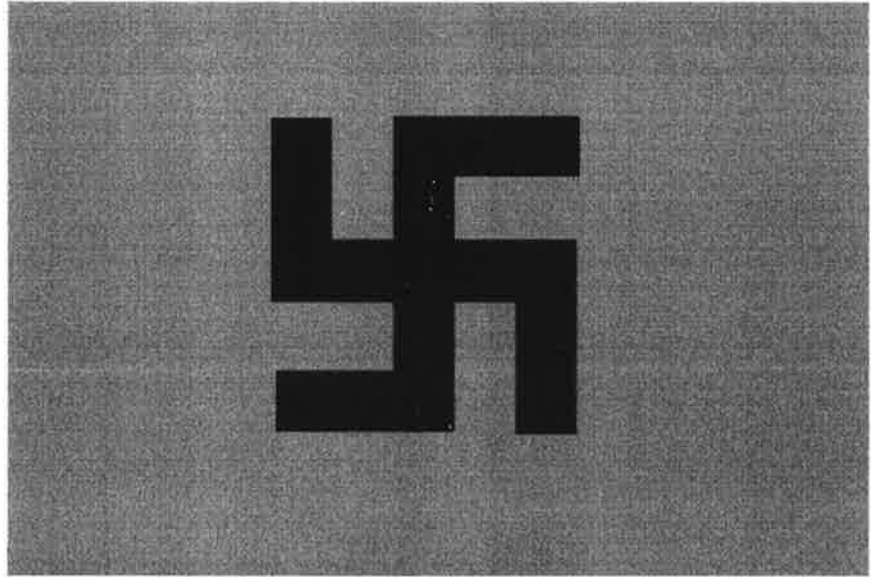
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Best SEAHORSE by JACK DANT  
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States  
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Logo  
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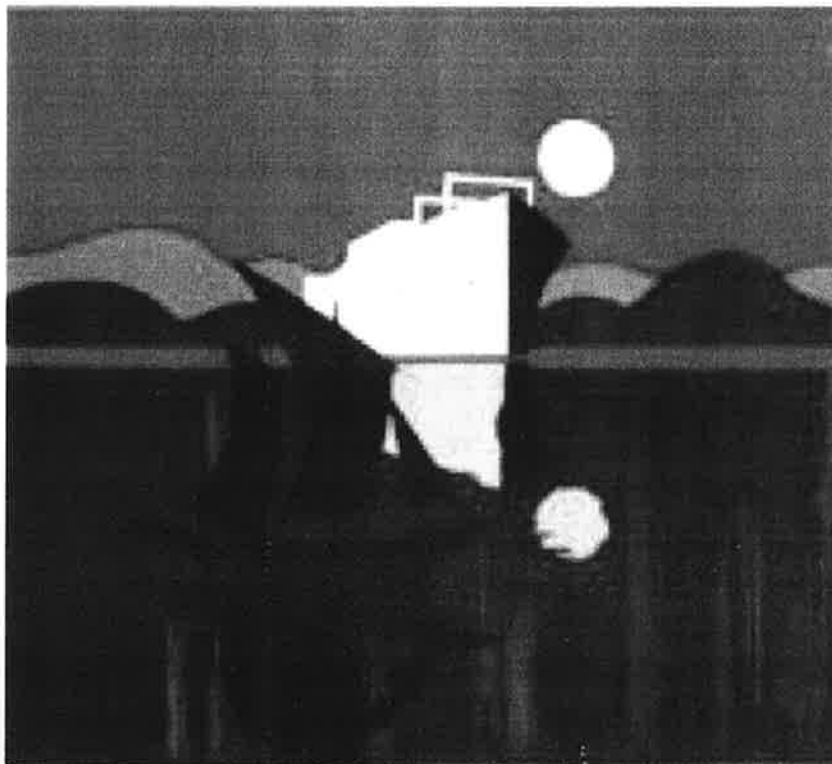
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HERE ARE THE ANSWERS TO  
MANY QUESTIONS ABOUT

**TRAVELING ON**

STATES **S** LINE

**CARGOLINERS**



STATES STEAMSHIP COMPANY

*Brochure  
cover*

States Steamship Co., San Francisco (originally Portland, Oregon) (1921-1979) was founded by the lumber merchant Charles Dant of Portland to handle his lumber schooners as well as the vessels he had leased from the U.S. Shipping Board for his Columbia Pacific Steamship Company. Columbia Pacific, founded in 1919, operated from Portland to the Far East and Europe. In 1928, Dant dropped the Columbia Pacific name and operated everything under the name States Steamship Co, or States Line. The line never really grew very large. SS ended its European service by the 1930's and eventually focused mainly on service to the Philippines. It suffered from strong foreign competition and the failure of its owners to make the shift to containerization in the 1970s. High fuel prices in the late 1970s finally drove the company into bankruptcy.



Schedule  
date: APR 1936

Wikipedia



# New States Steamship Home Ruined

## Blaze Starts in Wright & Grandy Shop at 11th And Washington Streets

A blasting, searing interior fire reportedly started by a plumber's blowtorch raged through the major portion of the Wright and Grandy Motors company at Tenth and Washington streets from 11 a. m. to 1 p. m. today, completely gutting the repair shop and second story to the extent of estimated \$30,000 to \$60,000 damage.

The holocaust, which exhausted and endangered both city and volunteer flame-fighters, destroyed the new offices of the States Steamship company and consumed the bulk of repair equipment and all office fixtures of Wright and Grandy.

### Two Firms Suffer

Loss appeared approximately equally shared by the steamship company, recent purchasers of the building from Shattuck and Dickson at a reported figure of \$52,500, and Wright and Grandy, which continues to lease the lower floor. George Grandy, co-owner of the motor company, estimated loss of his firm to be from \$25,000 to \$30,000, while Fire Chief Pierre DuPaul said his estimate of damage to the building, itself, to be close to \$30,000.

A States Steamship official said full insurance coverage was carried, while Grandy stated his firm had at least partial coverage.

No firemen were overcome as the mushrooming fire belched forth smoke from 11 a. m. to noon, although urgent attempts were made to control the interior blaze before it could eat into the second story. With downtown traffic re-routed from Washington to Broadway streets and the Francis Manary car, Finley's and Limber's ambulances standing by, more than 75 fire fighters—the bulk of them volunteers and rapidly summoned members of the defense fire crew—battled the blaze.

### Fire Gets Upper Hand

The attempt failed, however, at noon sharp. At that moment, a huge column of flames shot up through the roof to the extent of 50 feet or more and it then

Turn to Page 3, Column 7

## Objection to Shop Sustained

*Many  
Purchasers*

*< Recent  
Purchase >*

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firefighters*

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flame*

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Shot up*

*Columbian  
Fire @ States  
& Grandy's  
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*Dec 3, 1941*

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# New States Steamship Home Ruined

Continued from Page 1

became evident that a major loss would be sustained. Wright and Grandy mechanics and employes hurriedly pushed six new-model cars out of the showroom to safety; equipment of the body shop fronting on Tenth street was removed; and strenuous efforts to get "on top" the fire were launched.

From noon to 1 p. m. the blaze raged in inferno style, destroying the newly-remodeled quarters of the steamship company and licking on through the roof. The fact that the old cement floor dividing the first and second stories of the building had been recently removed in favor of new wood flooring was cited by firemen as a major factor in spread of the fire.

## Plan to Rebuild

The building, itself, remained standing and steamship officials, who hurriedly summoned insurance men to the scene, indicated they would rebuild and continue with plans to shift their Portland offices to Vancouver. The shift, scheduled for December 31, will have to be postponed, however.

Gordon Livingston, employe of Wright and Grandy, gave an eye-witness account of the fire's outbreak. Livingston said plumbers of the Urban Plumbing and Heating company, Portland, were melting lead near the north wall of the repair shop, preparatory to steam pipe installations. The torch came in brief contact with a pile of litter near the wall and immediately flared up, he said. Livingston rushed with a fire-extinguisher, but it was too late, he testified. Once the wall was afire, the alarm was sent in.

All equipment of both Vancouver stations, barring one truck left behind for other alarms, and a pumper from Vancouver Barracks helped.

off" meeting Friday night followed by a theater party at the Castle. Each boy will be responsible for the residents on his Columbian route and the length of the campaign will depend on the response of the public, according to Jerry Wetzel, president of The Columbian carriers' 100 Per Cent club.

noon - 1:00  
New floor  
Did not help

Rebuild

(Started w/)

Columbian

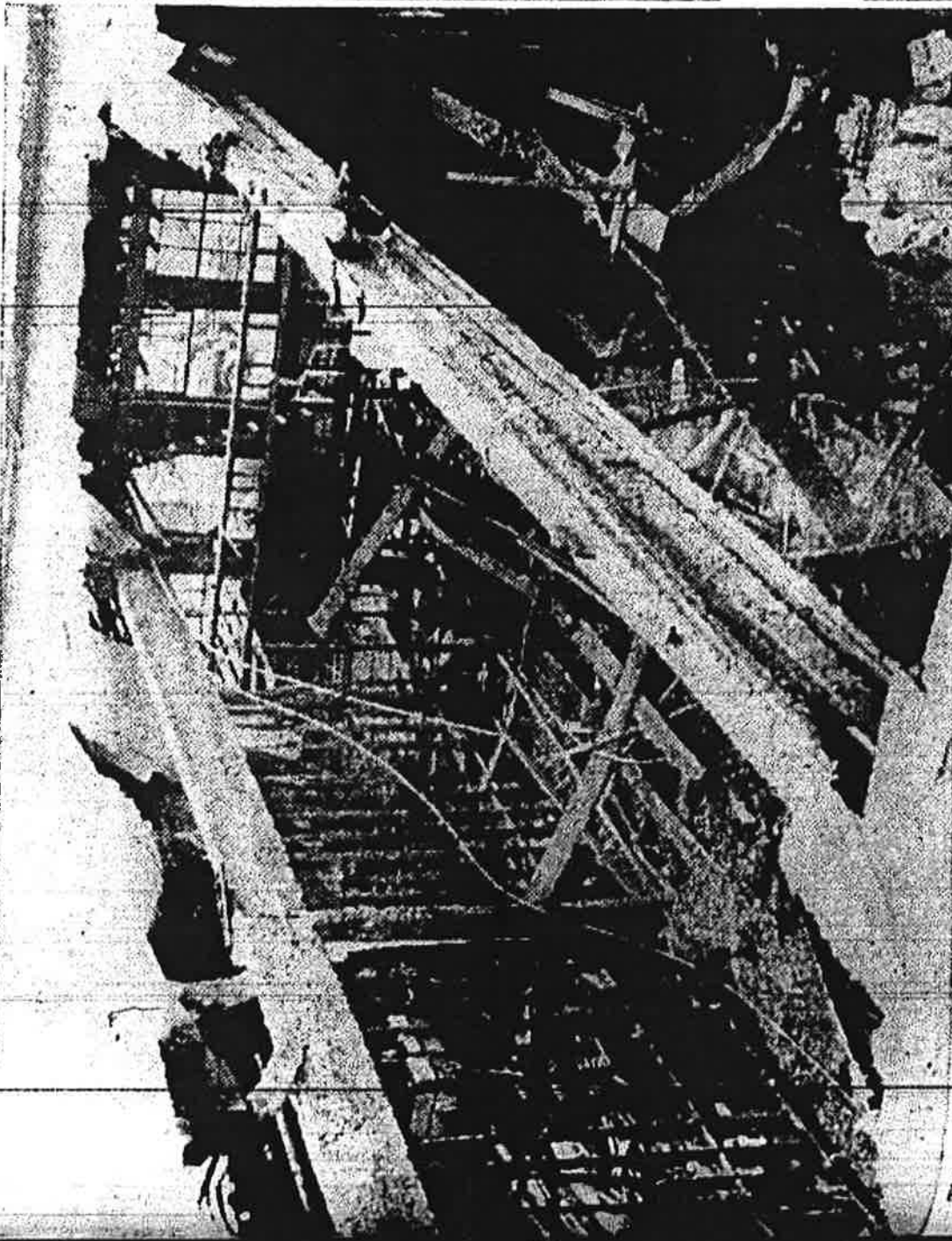
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...schools for living persons.

# Ruined Interior of New Steamship Office



This is all that is left of the partly built offices of the States Steamship company on the second floor of the Shattuck building after a \$50,000 fire razed the center of the structure yesterday noon. Although down stairs the fire did not spread to any great extent from the service shop of the Wright & Grandy Motors, it developed into an inferno when it reached the newly constructed interior work of the second floor, and quickly burned through the rain soaked roof as if it were tissue paper. Sheets of the wet roofing paper can be seen hanging into the shambles of the modern office-to-day. Reconstruction work was started without delay this morning. (Columbian photo.)

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## ● Yesterday's Fire

A fire is like a football game. The home-town team is made up of the firemen while the opposing team is the old fire demon, himself, in person. The "game", of course, may start at any time, day or night. Usually the fire has made considerable yardage and sometimes several first downs before the home-town team can arrive on the scene.

Moreover the rules aren't very strict—in fact there are no rules at all—and the fire can use all the dirty tricks in the book in addition to others that aren't even written. The "hidden ball" stunt, with variations, is one of the favorites. The play quite often starts in a place relatively inaccessible and then a smoke-screen is thrown up to prevent the locals from discovering what the strategy is, if any.

The home-town boys are presumed to be well-drilled and have several tricks of their own handy, including the water-bucket. But no matter how well they have been coached, they are on their own after the game starts in-so-far as chalk-talks and theoretical lectures are concerned.

Time is the essence in this kind of a football game. The longer it lasts, the worse is the beating taken by the home-town team. There can be no "time-outs" to talk over strategy and rally the forces. Action, action, and more action—that must be the primary order.

One of the most striking similarities between a football game and a fire is the inevitable presence of the "Monday Morning Quarterback Club". After every game (or fire) the self-styled quarterbacks get together and discuss and cuss the contest just concluded. Their's is a simple and delightful occupation, involving no preparation and hardly any risk of being proved wrong. As a matter of fact the quarterbacks are sometimes right which is not surprising since hindsight is nearly always better than foresight.

We have heard all kinds of comments on the "game" that was played at Tenth and Washington yesterday through courtesy of Wright and Grandy and the States' Steamship company. Some of the players were quite bitter because they didn't have more trained reserves. Some of the outside "quarterbacks" insisted the coaching was at fault and that the locals should have resorted to more of an aerial game instead of leaving their best passer (the new aerial ladder) in the clubhouse. Others say the locals kept battering futilely at the left side of the line when the right side was weakest all the time.

But there's one point on which all will agree—the home-town team met an exceptionally "tough" opponent. And the fact that the opponent was well oiled didn't help any, either. There's another thing that can't be denied—the locals finally won. Maybe they did it the hard way; maybe the execution of their plays was not perfect; maybe the Monday Morning Quarterbacks could have done better. We don't know.

About all we're sure of is that a fire is like a football game.

Columbian  
Dec 4 1941  
Editorial  
Compares Football  
to Fire  
Anchor QB

# \$50,000 Blaze At Vancouver

VANCOUVER, Wash., Dec. 4 (Special)—Fanned by a bitter south wind, a \$50,000 fire Wednesday damaged the top floor of the States Steamship company's new building at the corner of 9th and Washington streets, despite the best efforts of the combined fire departments from the city, the barracks and Barnes General hospital.

The four-alarm fire broke out at 11:20 A. M. as a plumber was wielding a blowtorch on plumbing for the steamship company's \$15,000 suite of offices.

## Garage Starting Place

Starting in the Wright & Grandy garage on the ground floor, the flames cut through to the second floor, where about two dozen carpenters were busy remodeling the 100 by 100 foot brick building into offices for the steamship company, which bought the whole building in October for \$52,000.

Some of the carpenters escaped down the stairway before the flames trapped them. The rest escaped through windows onto the roof of the one-story section of the garage, thence by ladders to the street.

Despite the fire, States Steamship company and allied companies will move their offices into the building before the end of December, an executive declared Wednesday. He said damage to the new offices would delay the work somewhat, but not seriously.

*Fanned by  
Bitter  
S. Wind*

*Blow torch*

*Escaped*

*Referen  
Dec 4, 1941  
\$50000 STATES  
Bldg Fire*



# Steamship

## Roof, Floor To Be Done By Next Week

A 50-man crew of carpenters, plumbers, electricians and other skilled laborers will be at work Tuesday on the States Steamship company building, razed by fire last week, in order to have the offices on the second floor ready for occupancy by January 20 or sooner, Charles B. Wegman, owner of Wegman and Son, Portland contractors, said today.

A 30-man crew is already rushing the work of putting on a new roof, and by the end of next week both the roof and the rebuilt dimensional work on the second floor should be complete, he said.

### Firm Continues Business

Wright and Grandy have moved all their offices, shops and parts department into the 100 by 100 foot service floor on the southwest corner of the building and will temporarily continue their business there until all the minor refinishing work on their original office, parts and repair quarters is completed, it was learned.

Heinrichs and Beedle, Vancouver contractors, rushed work on the temporary quarters but who would rebuild the permanent quarters for Wright and Grandy wasn't definitely decided as yet, Wegman said.

In rebuilding the roof, all stringers are being replaced and covered with firtex for heat insulation, Wegman added. The cover itself will be a class C mopped-on tar roof.

### To Replace Stringers

Only a few stringers will have to be replaced to support the second floor, he continued, but all the present 2 by 16-inch joists will be replaced with laminated 2 by 4-inch joists to support the flooring.

This will be done by laying two by fours side by side on edge from one side of the building to the other, he said. This will eliminate any blind spots where fire can burn under the flooring and between the joists where firemen can not reach it, he said.

In order to rush the job as much as possible, Wegman said that he may possibly put on a night shift soon.

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*Columbian  
Dec 8 1941  
States Rebuild  
Hampden F&K*

plans might have to be revised.

## New Vancouver Firm Has Loss

With 17 lives feared lost a collision in the Atlantic Wednesday sank the freighter Oregon, owned by the Pacific-Atlantic Steamship company which is soon moving its headquarters into the Shattuck building in Vancouver along with its sister corporation the States Steamship company, it was learned today.

The new motorship is said to have sunk after a collision with a naval vessel off Nantucket about 100 miles on the east coast, while on the last 20 miles of her journey to the United States from South Africa, the Associated Press reported.

The ship was one of four owned by the local company, The States Steamship company, owned by the same corporation headed by S. P. Fleming of Portland, has three vessels in near commerce.

F

K

*Columbia*

*Dec 13, 1941*

*States loses ship*

**Fleming**

**STATES STEAMSHIP COMPANY**  
(STATES LINE AND CALIFORNIA EASTERN LINE)  
**PACIFIC-ATLANTIC STEAMSHIP CO.**  
(QUAKER LINE)

on December 22, 1941, Will Change the Address of Their Principal Office in  
Columbia-Willamette Rivers Area to

**FIFTH FLOOR, ARTS BUILDING**  
**1104 1/2 MAIN STREET**  
**VANCOUVER, WASHINGTON**

*Pending Completion of the Remodeling of Their Permanent Offices in Vancouver, British Columbia, Notice of Which Will Be Given Later*

**MAIL ADDRESS: P. O. BOX No. 250**  
**VANCOUVER, WASHINGTON**  
**TELEPHONE: ATWATER 1361**

*Oregona*  
*Dec 19, 1941*  
*AD Announces*  
*Temporarily*  
*move to*  
*ART Building*

# Lines New Office

Steamship company  
Pacific-Atlan-  
ship company and Cal-  
tern line, will open  
Monday morning in  
of offices in the  
of the Marine  
1010 Washington  
Seavoyer, after many  
Portland.

Companies moved across  
river just before  
to temporary offices  
building, awaiting  
remodeling of the  
street building, for-  
automobile sales, serv-  
ice building.

## by 100 Feet

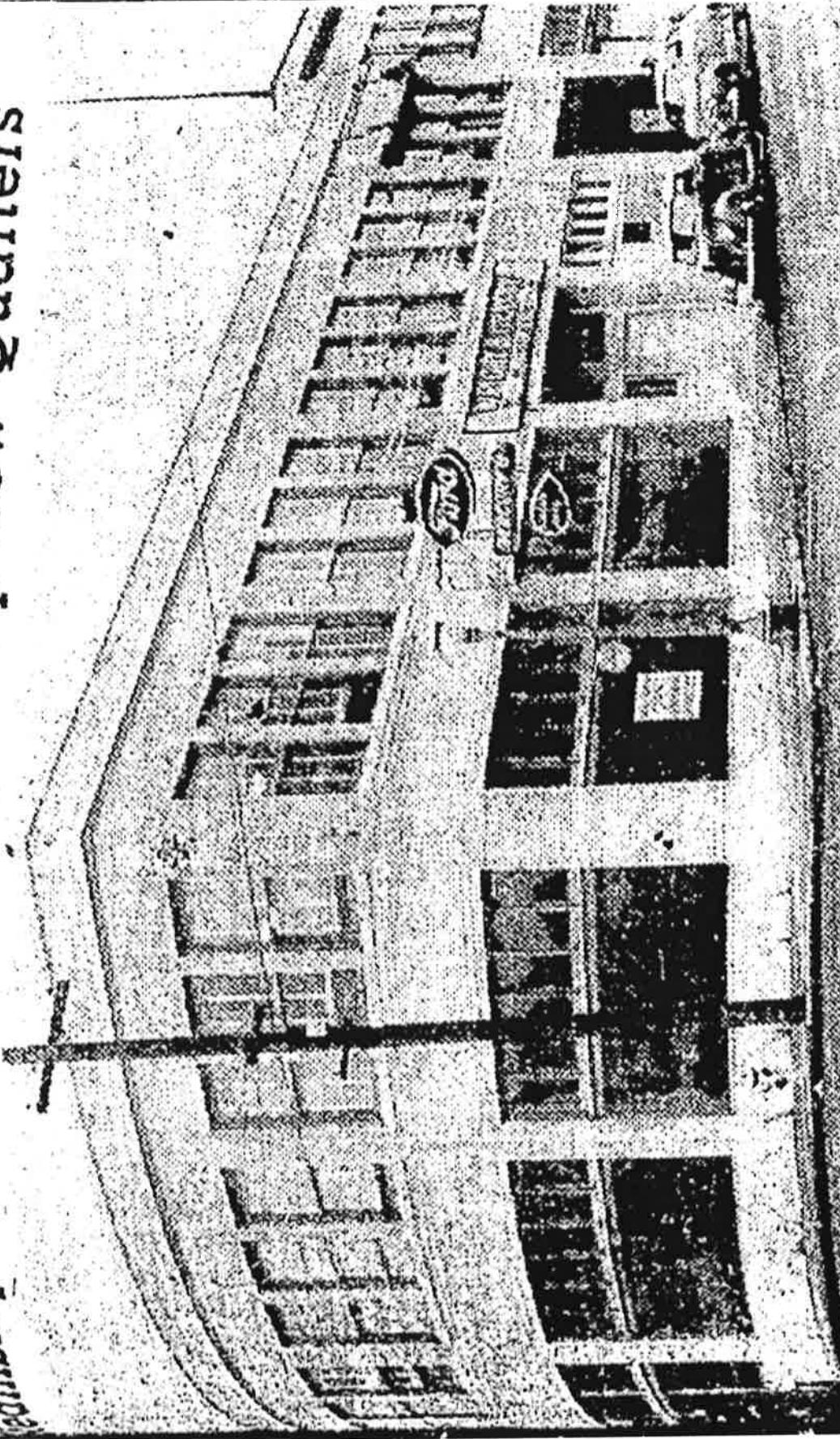
Steamship offices are  
largely to an L-shaped  
with windows on two  
the 100 by 100-foot  
Twenty-one execu-  
clerks will be housed  
the rear of the build-  
ing of Dant & Rus-  
sell agents, will be  
while Hall, Murphy  
& Co. insurance agents,  
occupy a portion of the  
second floor. An automobile  
sales building will occupy the rest of  
the floor.

Stevedoring com-  
pany of the steam-  
ship company, and the States  
office remain on  
the floor of the Porter  
building while the operating  
office under Captain H.  
remains at municipal  
square.

200' x 150'  
100' x 100'

Oregonian  
States Officially  
moves into  
Building  
Jan 26 1948

# Steamship Companies Open Up New Quarters



Building at Vancouver, Wash., which is to be occupied Monday by States, Pacific-At-  
and California Eastern lines. New offices have been built into the second floor of the  
Hall, Murphy & Co., Inc., insurance firm handling steamship insurance, will oc-  
cupy second floor space.

Photo in  
pages  
officially  
States  
Jan 26 1911  
Organizer

## Charles E. Dant

From the first world war until his death Monday, Charles E. Dant had a greater practical influence on the trade carried on by the Columbia river ports than any one other man. It was his genius that he stepped out and did in no uncertain terms what other men talked about. He was unorthodox and individualistic, and proud of it. While committees talked about foreign trade and about changes and innovations in the lumber industry, the Dant interests inaugurated this trade and put into effect these innovations.

He was a believer in competition, along the traditional line of Herbert Spencer. It was his conviction that men progressed by the free play of ambition, and if he had a weakness it was his impatience with weakness. He would want us to say that of him.

It was one of his peculiarities that he was better known in San Francisco or New York than in Portland. The most powerful shipping and industrial firms of Wall street would put out the carpet if his name were sent in, yet at home great numbers of people had never heard his name. That was his way of operation. And Portland and the Columbia river ports, in saying farewell to Mr. Dant, may well consider who is going to carry on the practical and effective work of which he so long was the moving power. As for himself, he expended in his lifetime the energy of many men and this community has changed and grown because of his operations. His was a tremendously vigorous life and may he sleep well.

*Oregon  
May 23  
1945  
DMT  
ABIT*

# Charles Dant Dies Suddenly

Charles E. Dant, 67, president of the States Steamship company and of the Dant & Russell Lumber company, collapsed at 3:15 A. M. Monday while being driven home by his chauffeur after a fishing trip. He was dead on arrival at a Portland hospital at 4 A. M.

Long prominent in shipping and lumber circles, Dant died following a week end of his best-loved sport and relaxation from a strenuous business life. A close friend and companion on his last fishing trip to his cabin on the Deschutes river near North Junction, H. B. Van Duzer, had left Dant only ten minutes before the collapse.

Funeral services will be held Thursday at 10 A. M. in Finley's Morninglight chapel. Commitment at Riverside cemetery mausoleum will be private.

Additional details on page 7.

*Oregonian*  
May 22  
1925  
Dant  
Article  
①

# Funeral Set For C. E. Dant

## Ship, Lumberman Dies Monday

(See Story on Page 1 Also)

Charles E. Dant, shipping and lumber operator, who died Monday shortly after returning to Portland from a fishing trip, was born near Bay City, Mich., January 15, 1878, and spent his boyhood on a farm, attending a little district school a few months each winter.

In Michigan he went on the road selling lumber for local sawmills. He came to Portland about 1902 as representative for a Michigan concern and later went into business for himself, forming a partnership with the late Charles S. Russell. The new firm, which started in a small way, grew rapidly, sending cargoes to the orient, Europe and Atlantic seaports.

### Leader in Shipping

Dant was active in forming the China-Pacific company. He had a leading part in forming the Columbia-Pacific Shipping company which was merged into the States Steamship company, the trade of which was considered a big factor in keeping Portland to the forefront as a commercial center. He had made numerous trips abroad, in 1930 to China and Japan, in 1935 to Hawaii and China, and in late 1937 and early 1938 he and Mrs. Dant went on a five-months' trip around the world, to Egypt, Palestine, Syria, Turkey, Greece, Singapore and Manila.

Dant was a director of the Fir-Tex Insulating Board company, vice-president and director of the Pacific Atlantic Steamship company and director of the California Eastern Steamship company.

He married Mabelle Moore in Bay City, Mich., and with Mrs. Dant made his home in Vancouver.

### Widow, Children, Survive

Surviving besides the widow are five children, Thomas Dant of Portland, Robert Dant of Portland, Jack Dant of the United States navy, Mrs. Dorothy McNary of Vancouver and Mrs. Kathryn Kerr of Washougal, Wash.; his brother, James A. Dant of Detroit, Mich., and his sister, Lena Dant of Bay City, Mich.

*Oregonian*  
*May 22*  
*1945*  
*Dant article*  
*(2)*





Story Column 2

**CHARLES E. DANT**

**Lumber, shipping figure, dead.**

*Oregonian  
May 22  
1965  
Dant  
pic*



Silver Dome  
States Stamp  
Embossed Logo



Close up  
States Steamship  
Silver Dome  
Embossed Logo

itors are right.

## Local Firm Has Contract

Dant & Russell, Ltd., with sales office in Vancouver, has been awarded contracts totalling some \$180,000 in lumber contracts to furnish Ponderosa pine to the government, according to officials in the local office. This lumber comes from mills located all over this Pacific area.

## Kiwanis Chief Coming

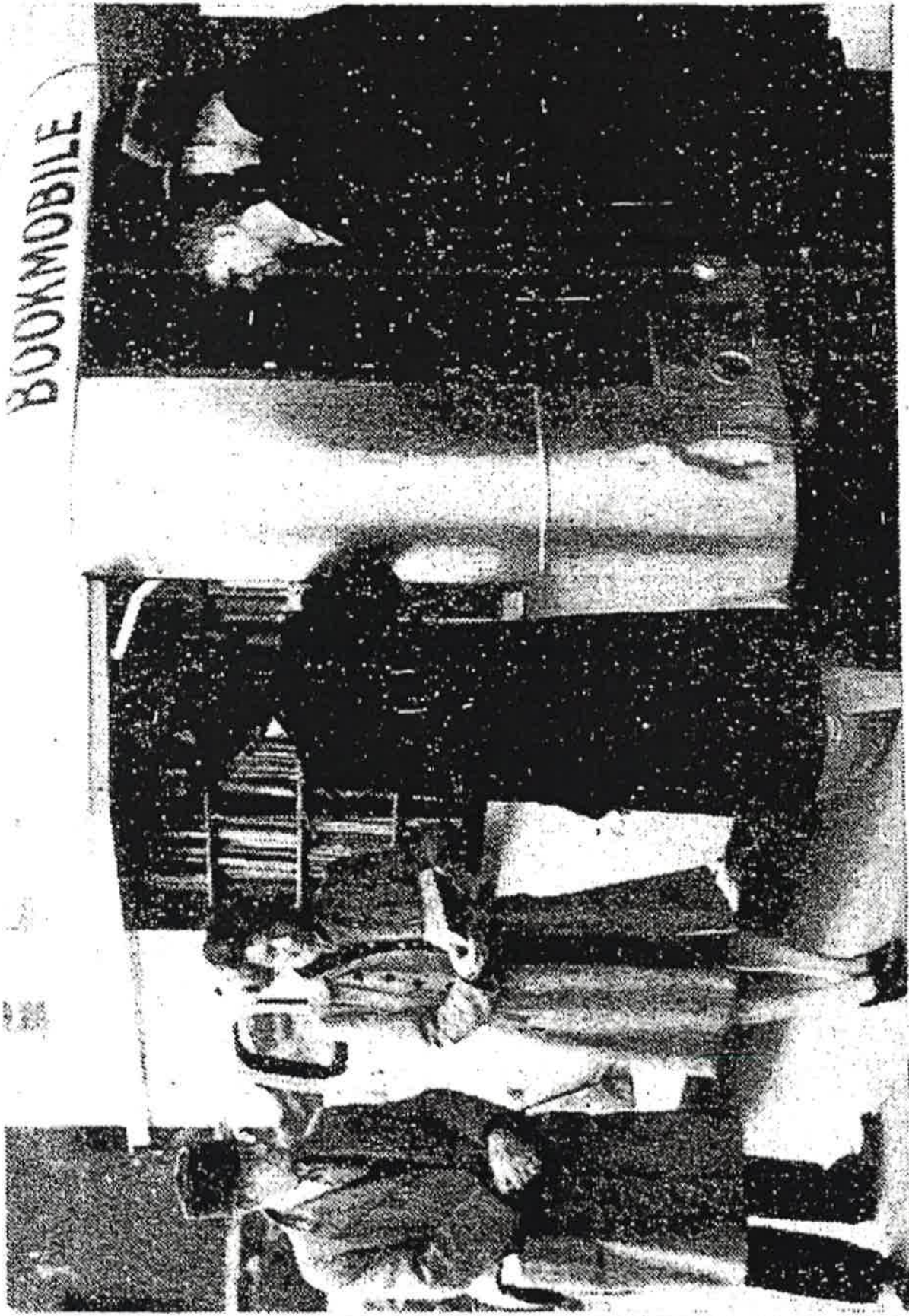
Columbian  
MAY 23, 1951

STATE Steamship  
DANT'S Lumber  
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# Bookmobile Launched on Courthouse Steps

BOOKMOBILE



VANCOUVER, Wash., Nov. 25 (Special)—Clark county's traveling library started its first regular route Tuesday from the front steps of the county's new capitol itself. Participating in the "launching" were, from left to right, Chairman Lewis Shattuck of the board of county commissioners; Eva Santee, Vancouver city librarian, who promoted the program; Mrs. Alta Grim, acting state librarian; Wesley C. Brown, county superintendent of schools, and Commissioner Claude Bone.

1941  
Oregon  
Nov 25 1941  
Shattuck  
Bookmobile



uary, 1942.

### Vancouver Well Represented

Twenty-eight Vancouver representatives were among 200 delegates who discussed "Southwest Washington as a Resource in National Defense" at the semi-annual area institute in Longview Saturday. Lewis Shattuck, William Elliott and Claude Bone, county commissioners; George Lloyd, of the Red Cross; Barent Burhans, county welfare administrator, and 21 on the welfare staff were those who attended from here. Panel discussions and talks comprised the program.

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Dec 9, 1941

Lewis  
Shattuck  
Bureau  
© Old  
Cemetery  
in  
Vancouver  
1948



LEWIS SHATTUCK  
DEC. 1868 - AUG. 1948



Only **FORD**  
in its field . . .

- ✓ offers fine car V-8 Power
- ✓ offers Automatic Ride Control
- ✓ offers Automatic Mileage Maker economy
- ✓ offers seats with five-foot hip room
- ✓ offers Double-Seal King-Size Brakes
- ✓ offers choice of 3 great drives:

Conventional • Overdrive\* • Fordomatic\*

Check it feature for feature —

*You Can Pay more  
but you can't buy better!*

\*Optional or extra cost. Fordomatic available on V-8 models only.  
Equipment, accessories and price subject to change without notice.

May is National Car  
Safety Check Month.  
Check Your Car.  
Check Accidents.

"Test Drive" the **51 FORD**

**GRANDY MOTORS**

10TH & WASHINGTON

PHONE 4-1545

Grandy AD

Columbian MAY 1951



"It's the type of engine  
powering America's finest cars!"

"It certainly has  
fine car beauty!"

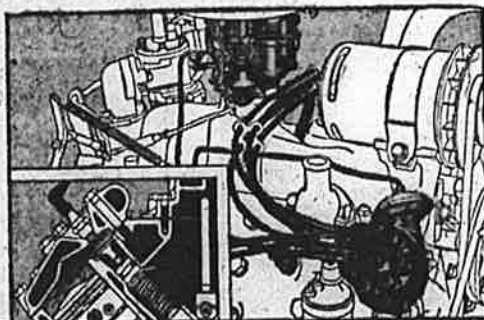
"Ford's built  
over 8 1/2 million  
V-8's!"

# America's Lowest Priced Eight FORD V-8

You can pay more  
but you  
can't buy better

● One by one, America's costliest cars are switching to V-8's. Their makers are learning that this type of engine just can't be beat for get-up-and-go and fuel savings. But why pay more for a V-8 when Ford offers you one of the finest for hundreds less than most sizes? And you benefit from Ford's 18 years experience in building more V-8's than all other makers combined!

But, a "Test Drive" will show you that power isn't the only reason why owners have become so fully convinced that you can't buy better than Ford. You'll experience the safe, smooth stops of Ford's Double-Seal King-Size Brakes. You'll feel the comfort of Ford's Automatic Posture Control. And you'll be delighted with Ford's quick, easy Key-Turn Starting.



### Advanced AUTOMATIC MILEAGE MAKER

With all their power and zip, both Ford's V-8 and Six engines offer penny-pinching savings. Ford's Automatic Mileage Maker squeezes the last ounce of power out of every drop of gas automatically by matching timing to fuel charges!

### New FORDOMATIC® DRIVE

Here's the newest, finest, most flexible of all the automatic drives . . . an "automatic" that's advanced in development. You'll find it offers trigger-quick getaway . . . passing power when you want it . . . and smooth jerk-free performance.

\*Optional at extra cost. Fordomatic available with V-8 only.  
Equipment, accessories and price subject to change without notice.

### New AUTOMATIC RIDE CONTROL

The road you see may be rutted . . . but the road you feel is smooth. For, with Ford's new Automatic Ride Control, new spring suspension and shock absorber action is continuously self-adjusting to changes in road conditions.

Come in and "Test Drive"  
the '51 FORD

## GRANDY MOTORS

10th & WASHINGTON

PHONE 4-1545

Grandy AD

Columbia June 4 1951

# Fund Drive Starts Fast

VANCOUVER, Wash. (Special) — Vancouver's United Good Neighbors campaign got off to a running start Wednesday with more than \$26,000 in the kitty.

The goal of the 1966-67 drive is \$249,000 which will benefit 21 UGN agencies in the city and Clark County. First money in the campaign was from Alcoa's Vancouver plant and was presented to drive officials at a "kickoff luncheon" at the Quay Restaurant.

The luncheon was a joint meeting of Vancouver Rotary, Kiwanis, Lions, Chamber of Commerce and UGN officials.

Harold Whitfield, Vancouver realtor, is president of the UGN and Bill Marshall, auto dealer, is chairman of the 1966-67 drive.

The goal of \$249,400 is a 26 per cent increase over last year's goal.

*OKGorzo Oct 6, 1966  
MARshall chair's Fund Drive United Good Neighbors*

**CAR INVOICE**



**BILL MARSHALL FORD, INC.**

1004 WASHINGTON STREET • P.O. BOX C  
 VANCOUVER, WASHINGTON 98690  
 Vancouver: Telephone 694-8501  
 Portland: Telephone 285-4508

**Nº 397**

**SOLD TO:  
 ADDRESS**

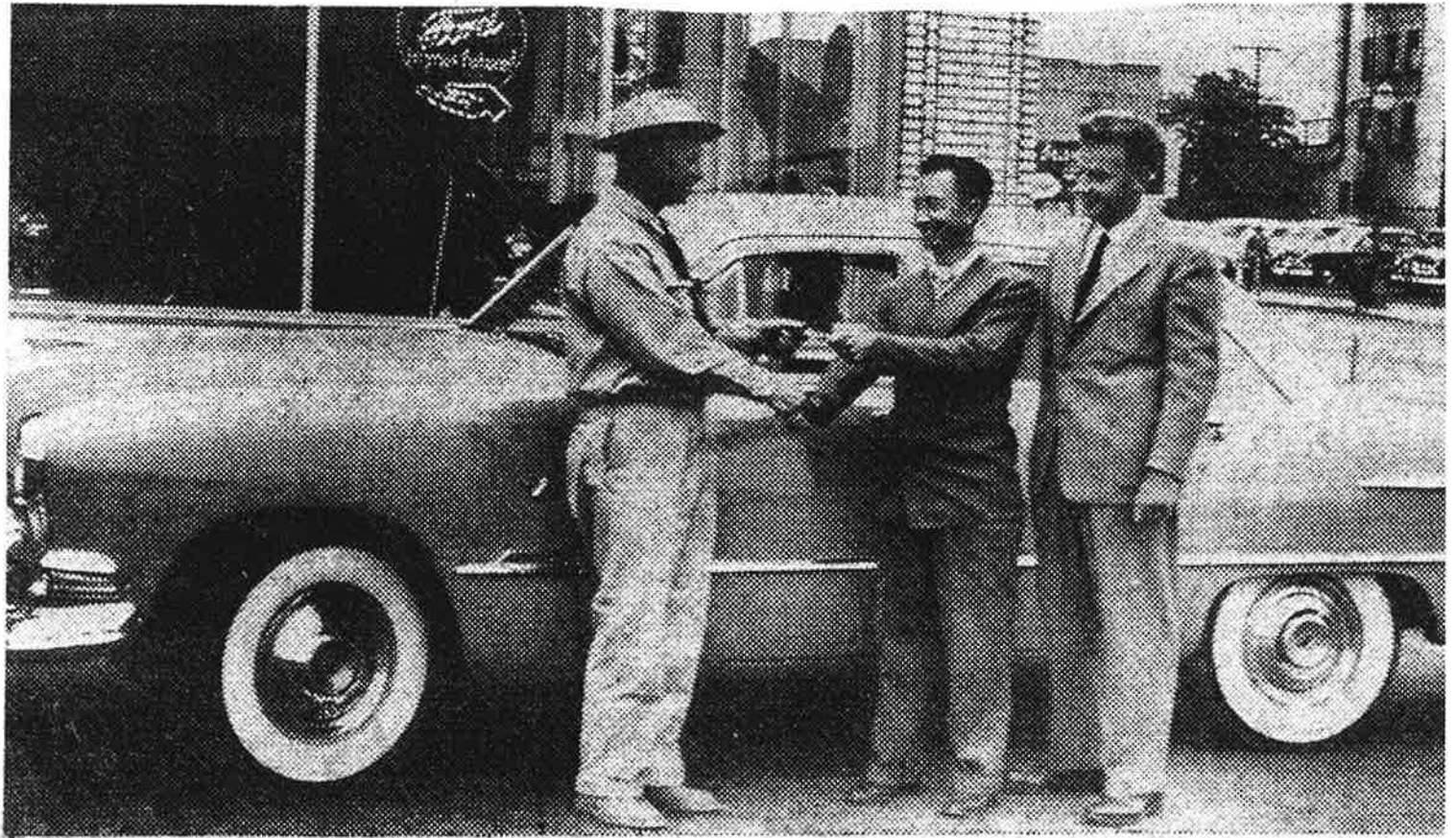
**DATE**

**SALESMAN:**

MAKE	MODEL	NEW OR USED	M.V.I. / SERIAL NO.	KEY No.
<p><b>INSURANCE COVERAGE INCLUDES</b></p> <p><input type="checkbox"/> FIRE AND THEFT      <input type="checkbox"/> PUBLIC LIABILITY — AMT.</p> <p><input type="checkbox"/> COLLISION — AMT. DEDUCT.      <input type="checkbox"/> PROPERTY DAMAGE — AMT.</p> <p><b>OPTIONAL EQUIPMENT AND ACCESSORIES</b></p> <p><u>GROUP</u>      <u>DESCRIPTION</u>      <u>PRICE</u></p>				
<p><b>PRICE OF CAR</b></p> <p>OPTIONAL EQUIP. &amp; ACCESS.</p>				
<p>SALES TAX</p> <p>LICENSE AND TITLE</p> <p><b>TOTAL CASH PRICE</b></p>				
<p>FINANCING</p> <p>INSURANCE</p> <p><b>TOTAL TIME PRICE</b></p>				
<p><b>SETTLEMENT:</b></p> <p>DEPOSIT</p> <p>CASH ON DELIVERY</p> <p>TRADE-IN</p> <p>LESS LIEN</p> <p>TYPE</p> <p>M.V.I. SER. No.</p> <p>PAYMENTS:</p>				
				<b>TOTAL</b>

FORM SA-131 (9-68)  
 THE REYNOLDS & REYNOLDS CO.  
 CELINA, O., DALLAS, LOS ANGELES, LITHO IN U.S.A.

*Bill Marshall*  
*Ford*  
*1968*



**PRESENTED WITH NEW FORD — Harold Stolee, Vancouver RFD 4, (center) is shown receiving new automobile awarded by E. C. Elsener, chairman of the Clark county fair board (left) as Bill shall, (right) manager of Grandy Motors, looks on. (Vanity Fair-Columbian p**

*Photo  
Bill Marshall  
& others  
Columbian*

*UNKNOWN DATE*



1933 FORD SALESMAN TRADES CAR FOR MODEL A UNKNOWN

FEATURED PRODUCT

# A Test Drive Usually Means a Sale



Brett Stevenson

It's a cold winter day, December 4<sup>th</sup>, 1970 in Vancouver, Washington. A 32-year-old blonde mother walks onto the lot at Bill Marshall Ford and says she wants to look at the new 1971 Ford Pinto. The salesperson walks her over to a red Pinto and says, "Want to drive it?" She nods, and climbs into the driver's seat, while the salesperson sits in the passenger seat. They drive around the block and she likes the car. "I'll take it!" she says with a smile. The salesperson draws up the paperwork; she signs, takes the keys, and drives away.

No internet leads back then, no BDC, no auto responder emails, and no long thread of emails back and forth. In those days it was just the customer on the lot,



The Test Drive Generator software actually makes it simple for a car shopper who visits your website to simply schedule a test drive. One of the secrets of Test Drive Generator is that it doesn't want, or like, help. One of the things they tell dealers who sign for the service is, *leave the customer alone*. Once a customer schedules a test drive, don't call him or her, don't email, don't bug them. Stay out of the customer's way until their scheduled appointment.

With the original test dealerships, Test Drive Generator CEO, Bryan Dawson, discovered that if the customer schedules a test drive, they will show up for the appointment unless you scare them off. "One of the things customers like about Test Drive Generator is that

they can discover a vehicle on your website, research it, come and test drive it, and buy it. They don't want a salesperson contacting them until its time for the test drive," says Dawson. "A test drive is an 'almost' done deal."

The software tends to catch the car shopper once they find a car they like on your website. Starting the interaction with a car shopper at the test drive point, instead of way back when they are an internet lead, reduces the time, from contact to sale, by a lot.

If you would like to talk to someone at Test Drive Generator, call them at 877-696-0415. They will provide you with the results of their test dealerships. The numbers are impressive. Check out [www.TestDriveGenerator.com](http://www.TestDriveGenerator.com).

**REGISTER NOW**

**Automotive  
BOOT  
CAMP**

Monte Carlo, Las Vegas  
May 15-17, 2012

a test drive, and a sale. And, of course, the Pinto sold for \$1919 in 1971.

A test drive is a wonderful thing. The more test drives you can get, the more cars you can sell.

Here at the magazine, we've discovered a new company called Test Drive Generator out of Mukilteo, Washington. We were interested when we heard the name. Just what is a "Test Drive Generator?" We pictured a complex piece of software that calculated the psychological likelihood of a customer taking a test drive that somehow increased the sales odds and automatically forced the customer into the seat of a car. Actually, this new product for auto dealers' websites grew out of a software company, called USchedule, that is famous for scheduling in a variety of different industries.

Dealer Marketing Mag

April 2012

Brett mentions Marshall





**LEASE—  
'72 MODELS**  

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**TAKING ORDERS  
FOR OCTOBER AND  
NOVEMBER DELIVERY**

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ORDERS: AUG 12, 1971  
MARSHALL AD

**BILL MARSHALL FORD, INC.**  
**1004 WASHINGTON ST. - VANCOUVER**  
**PORTLAND VANCOUVER**  
**285-4508 694-8501**

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**IM CADWELL - BILL MARSHALL**  

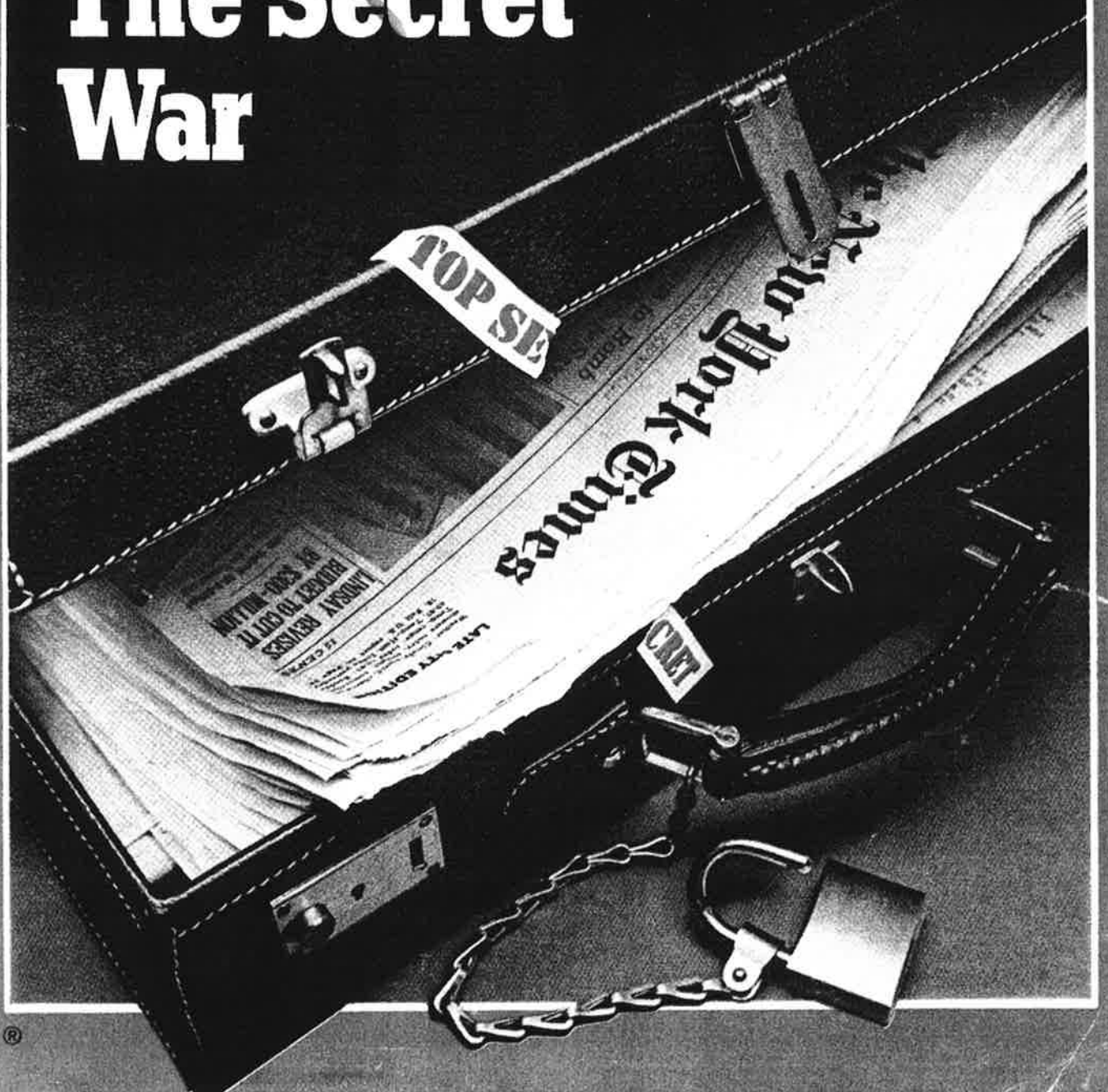
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**12-18-24-30-36 MONTHS AVAILABLE**  
**CLOSED END - NO GIMMICKS - FIRM QUOTATIONS**

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# TIME

## Pentagon Papers: The Secret War



TIME mag 1971 - Features MARSHALL 3 pages

# Meet your TIME Magazine Quality Dealer Award Winners from this part of the country

At the San Francisco Convention of the National Automobile Dealers Association, TIME saluted a group of 71 distinguished automobile dealers. Four of these businessmen are your neighbors in this part of the country, and they are among those being honored for their "outstanding performance, both as good automobile dealers and as valued citizens of their communities."

TIME is proud to give these outstanding businessmen the recognition they've earned, and delighted to be working in close association with the automotive industry. We are looking forward to continuing cooperation with the National Automobile Dealers Association in furthering this important program.



Lester D. Green  
Salem, Oregon



William S. Marshall  
Vancouver, Wash.



Frank B. Streater  
Salt Lake City, Utah



Henry L. Willis  
Twin Falls, Idaho



**William S. Marshall**  
**Vancouver, Wash.**

## Washington State Time Dealer of the Year - Previous Winners

- 2014 Jamie Will - Titus-Will Automotive Group, Olympia
- 2013 Bill McCurley - McCurley Intergrity Dealerships, Tri-Cities
- 2012 Bruce Titus - Bruce Titus Automotive Group, Tacoma
- 2011 Buzz Rodland - Rodland Toyota, Everett
- 2010 Dan Wilder - Wilder Auto Group, Port Angeles
- 2009 Pam Nelson - Foothills Toyota - Scion, Burlington
- 2008 Jack Carroll - Jack Carroll's Lincoln Mercury, Seattle
- 2007 Gary Gilchrist - Gilchrist Buick, Tacoma
- 2006 Jerry Korum - Korum Automotive Group, Puyallup
- 2005 Jerry Chambers - Jerry Chambers Chevrolet, Bellingham
- 2004 Steve Huling - Huling Bros. Auto Center, Seattle
- 2003 Glenn Sawyer (posthumously) - Toyota of Puyallup/Kia of Puyallup
- 2002 Dick Wendle - Wendle Motors, Inc., Spokane
- 2001 Rick Wilson - Wilson Imports, Inc., Bellingham
- 2000 Don Reichert - Reichert Nissan Isuzu, Inc., Wenatchee
- 1999 Steve Boone - Boone Ford Sales, Inc., Olympia
- 1998 Chuck Haselwood - Haselwood Expo, Bremerton
- 1997 Allen G. Courter - Honda Auto Center, Bellevue
- 1996 Bob Kendall, Jr. - Bob Kendall Chevrolet, Vancouver
- 1995 Lee Peterson - Lee Peterson Motors, Yakima
- 1994 Bob Byers - Ravenna Volvo, Seattle
- 1993 Bill Sari - Columbia Ford Chrysler, Longview
- 1992 Fred Nelson - Lynnwood Honda, Edmonds
- 1991 John Brownell - Teague Motor Company, Walla Walla
- 1990 Paul H. Titus - Titus-Will Ford Toyota, Tacoma
- 1989 Bob Hall - Sunfair Chevrolet-Isuzu, Yakima
- 1988 Ron Claudon, Sr. - Valley Pontiac Buick GMC, Auburn
- 1987 Vern Sims - Vern Sims Ford Mercury, Sedro-Woolley
- 1986 Rich Richardson - McCollum Ford, Inc., Spokane
- 1985 Bob Scarff - Scarff Motors, Inc., Auburn
- 1984 Warren Westlund - Warren Westlund Buick GMC, Seattle
- 1983 Wally Hall - Hall Chevrolet Buick, Prosser
- 1982 Don Boyer - Don Boyer Chevrolet Pontiac, Inc., Oak Harbor
- 1981 Jim Campbell, Campbell Chevrolet Cadillac, Inc., Centralia
- 1980 Jack Sparling - Valley Ford Sales, Inc., Yakima
- 1979 Patrick Goodfellow - Goodfellow Ford, Inc., Seattle
- 1978 Jerry Camp, Sr. - Camp Chevrolet, Inc., Spokane
- 1977 Arvid Andresen - Andresen Chrysler Plymouth, Seattle
- 1976 Tex Brotherton - Tex Brotherton, Inc., Walla Walla
- 1975 Bowen Scarff - Bowen Scarff Ford, Inc., Kent
- 1974 Joe Kelleher - Kelleher Motor Co., Ellensburg
- 1973 Bob Lynch - Lynch Motor Co., Yakima
- 1972 Warren Simmons - Capitol Chevrolet, Olympia
- 1971 Bill Marshall - Bill Marshall Ford, Inc., Vancouver
- 1970 Robert P. Mallon - Mallon Ford, Inc., Tacoma

STATE AUTO Dealer of Year 1971



# GRANDY MOTORS, INC. *Ford Sales and Service*

1004 WASHINGTON STREET • VANCOUVER, WASHINGTON  
PHONES: VANCOUVER OXFORD 4-1545 • PORTLAND BUTLER 9-0222

*Dill Marshall*

**FORD**

*Inc.*

1004 WASHINGTON STREET  
VANCOUVER, WASHINGTON 98666  
PHONE: 206/694-8501



P.O. Box C • 1004 Washington Street • Vancouver, Washington 98666  
206/694-8501 • 503/285-4508

*Ford  
3 - Letterheads*

By BRIAN COUR  
of The Oregonian staff

The Northwest's first shopping mall automobile dealership has been established by Marshall Vancouver Ford, and its owner said there was a possibility that he would move all of his operations there.

Sam Linder, president of the Vancouver, Wash., Ford dealership, said the satellite sales operation was opened in Vancouver Mall in mid-September at the behest of Ford Motor Co. officials who, Linder said, wanted dealers to set up satellite stores as a way of increasing market penetration without the cost of setting up new dealerships.

The Vancouver Mall Ford store occupies 6,000 square feet next to the Meier & Frank store in space formerly occupied by a dress shop, Linder said.

"It's beautiful," said Linder, who began purchasing the dealership from its longtime owner, Bill Marshall, in 1978. "There are mirrors, carpeted floors, overhead track lights — the works. It's the kind of atmosphere you'd expect to find a Mercedes dealership in."

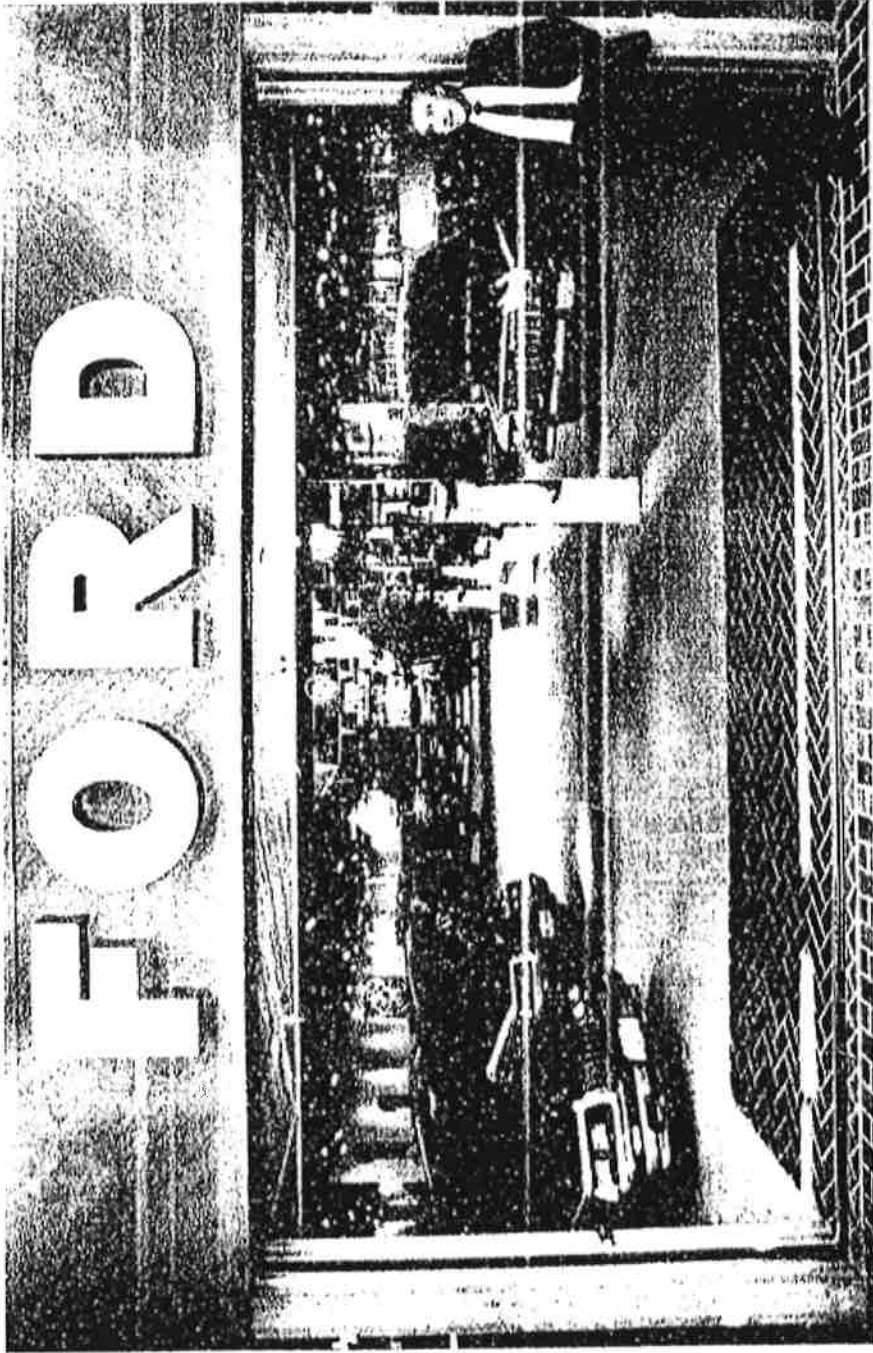
Linder said he has been looking to relocate his dealership from its downtown Vancouver site where it has operated for more than 50 years.

"Right now, we're studying the feasibility of having parts and service in the mall," Linder said. "We would probably make a full move if we could get that done."

Linder said there was land available adjacent to the mall that would allow construction of a parts and service building as well as a storage area for the dealership's new-car inventory.

"Ford is excited about it," Linder said, "because in terms of automotive merchandising, it's a step up from the norm."

Linder said he visited a Lincoln-Mercury dealership in a mall in Torrance, Calif., before deciding to open the Vancouver Mall satellite.



The Oregonian/CARRIE ROBERTSON

OPEN FOR BUSINESS — Sam Linder, president of Marshall Vancouver Ford, invites Vancouver Mall shoppers to visit new mall sales outlet, first of its kind in the Northwest.

"They were selling 40 to 45 cars a month there," he said, adding that he expected the Vancouver Mall store to sell 30 to 40 new cars a month in addition to the average 100 new cars sold each month at Marshall Vancouver Ford's downtown store.

Marshall Vancouver Ford also sells about 70 used cars a month, Linder said.

The dealership's Vancouver Mall satellite has room for 15 cars and will be staffed by six employees, Linder said. Financing and lease services are also available, he said, as well as demonstrator models for potential buyers to test drive.

"We probably have a couple hundred people a day" visiting the mall store, Linder said. "We anticipate an increase in people who would normally not stop at a Ford dealership. It gives us a chance to sell to those folks."

The atmosphere at the mall store is casual, Linder said, unlike some dealerships where "things can be pretty aggressive."

Visitors to the store are greeted by "hostess personnel," Linder said. Only after a customer expresses an interest in buying a car is he or she introduced to a salesperson, he said.

The sales cycles — the length of time it takes to sell a car — will be longer at the mall store, Linder predicted.

"It usually takes two or three vi-

sits to complete a transaction in this kind of an atmosphere," he said.

When Linder approached representatives of the May Co., managing partner of Vancouver Mall, with the idea of establishing a satellite dealership in the mall, they were more than just casually interested.

"The mall was interested in attracting a new type of tenant," Linder said. "They made it economically attractive for us to come in there."

Linder, a former computer company executive who purchased the dealership as an investment in 1978 "when things were hot in the car business," said the Vancouver Mall satellite operation is part of a planned expansion program.

New Ford at  
1984 Sept 29  
Oregon

## Deadline draws near

Deadline for applications and/or nominations for Vancouver's distinguished Service Awards is May 15, the Greater Vancouver Chamber of Commerce has announced.

Applications must be returned to the chamber office by 5 p.m. May 15 to be considered by judges. The 1986 winners and previous First Citizens and Junior First Citizens will be honored at the chamber's annual awards dinner June 4.

Nomination forms are available at the chamber office, 404 E. 15th St., Vancouver.

Two people will be honored for outstanding contributions to the Clark County community. Vancouver's First Citizen and Junior First Citizen are selected by a panel of judges to recognize "meritorious service to his or her family, neighbors, church, community, state or nation."

Previous award winners, a representative of the Vancouver Jaycees, and members of the Board of Directors of the Chamber of Commerce will serve as the selection judges.

Bill Marshall, Vancouver's First Citizen in 1966, and Sally Schaefer, the First Citizen of 1984, will serve as co-chairpersons of the program now in its 53rd year.

The First Citizen Awards date to 1939 with George B. Simpson its first winner. The Junior First Citizen Awards date to 1933 with Eberly Thompson its first winner.

✓  
Oregon Apr 27, 1987  
Marshall Mentored as  
Award winner



# Market project

VANCOUVER — Renovation work is scheduled to begin Monday on the Marshall Ford building at 1004 Washington St. and the new owner has a Yamhill Market-type project in mind.

The 30,000-square-foot-building and a 10,000-square-foot lot southwest of it

were purchased earlier this month by M.C. Investments Inc. The property had been owned since 1960 by Margran Rentals Inc., which is owned by former Ford dealer Bill Marshall.

Steve Madison, a broker for TransAmerica Realty, also is president of M.C. Investments. Purchase price was \$430,000, according to a press release from Norris, Beggs and Simpson, which represented Margran Rentals.

TransAmerica agent Larry King said M.C. Investments plans to convert the building's southeast corner to a "major restaurant." Restaurant businesses from Clark County, Portland and Seattle have expressed interest in the property, he said.

Work is planned to begin Monday on the building's second floor, which will be converted to office space and have a separate entrance.

At least one specialty foods business similar to those at Portland's Yamhill Market, will be housed on the building's west side, where auto repair are now made for Marshall Ford. The dealership is owned by Sam Linder and will be moved to a building under construction at Andresen Road and Washington 500.

Although known as the "Ford corner" since its erection in 1921, over the years the building's second floor was occupied by States Steamship Co., Vancouver Plywood and Chase Business College, Marshall said.

The building was rebuilt after a fire in 1941, he added.

## Business briefs

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open Aug 24, 1987  
MARKETPLACE Project Planned

## Hearing on H.R. 6, Elementary and Secondary Education Act ...

books.google.com

United States. Congress. House. Committee on Education and Labor. Subcommittee on Elementary, Secondary, and Vocational Education - 1994 - Snippet view

The Vancouver School District stepped up to the plate and worked with the school on this, and we now have the pilot program, ... One of our model volunteers is **Bill Marshall** of Marshall Ford dealer, and he comes and is a classroom assistant.

1993-94  
Mrs. S. Campbell  
Bill Marshall -  
CF - Vancouver  
School

## A HANDSHAKE AND A SMILE

The only thing standing between Bill Marshall and retirement is 18 cars. They sit on his small lot on East 16th Street, behind the neat yellow house that holds his business.

After a lifetime as an auto dealer, it's like sending his last children off into the world.

Marshall, 73, is an icon in the Clark County auto sales business. For 14 years, his Marshall Ford anchored the corner of Washington and Evergreen streets. Today a handful of shops inhabit the old dealership, now named Vancouver Marketplace. Jokesters still call it the "Pinto Garage."

Since selling the dealership in 1978, Marshall has been in semi-retirement, running a small leasing and used-car business.

His office is cluttered with the memorabilia of a lifetime.

Magazines of vintage airplanes, like the ones he flew over Italy in World War II, lie next to manuals for the 1995 Ford Explorer. On the mantle is a gold-framed picture of his wife of 47 years, Barbara.

An old manual typewriter perches on his desk, the hallmark of his days as a business college student.

Marshall started with the Ford Motor Co. at age 18, as a stenographer at a Seattle dealership. He didn't know then that cars were his passion.

"It was a job in 1940," he says. "You couldn't get a job easy."

After fighting in Europe as a Army Air Corps captain, Marshall returned to Ford as a salesman in Seattle. He moved to Vancouver when George Grandy gave him a job managing Grandy Motors, at the corner of Evergreen and Washington streets.

"I wasn't really qualified," Marshall says now, grinning at the memory.

But he was good at selling cars.

COMM 312M  
APR 10 / 1995  
Bill Marshall  
officially  
①

Seattle

Today, he still has a firm handshake and a warm smile, the tools of the car salesman's trade. But Marshall says car sales has a different flavor these days. "I deplore current showroom sales procedures. I think a customer should know within 20 minutes what the bottom line' cost will be to buy a car," Marshall says.

"It's not unusual to keep a customer in the showroom for three to four hours to sell them financing and warranties," he says. Marshall had an unusual policy for a used-car dealer: He'd buy it back if the customer wasn't happy after a month.

"There were only four to five times I had to buy the cars back," he says. The Thunderbird. The Mustang. The Pinto. Marshall watched his beloved Fords flourish in post-war prosperity and then stagger and fall in the early 1980s. Foreign competition was too much.

Seeing it ahead, Marshall got out of the new car business early on.

"I knew the auto business was in for rough sledding in 1978," he says.

These days, as he waits to sell his last 18 beauties and finally retire, Marshall is a volunteer classroom assistant at Hough Elementary School. The kids call him Grandpa Bill, he says.

Marshall's civic accomplishments are numerous, including work with the United Way, American Red Cross, Southwest Washington Medical Center and the East Vancouver Rotary Club. He says his most gratifying accomplishment was heading a movement to refurbish Kiggins Bowl in 1966, when the football stadium had turned into a virtual quagmire.

As a car dealer, his finest moment was in 1971 when Time Magazine named him one of 71 top new-car dealers in the nation. Looking back at a 55-year career, he admits to a few miscalculations about cars, however. Like the 1964 Ford Mustang, for instance.

"I saw those cars and said, 'We don't want many of these.' I thought it was impractical, not enough room in the back seat," he says ruefully. "I changed my mind in three weeks, when we had a waiting list of 40 people."

Columbian Apr 10, 1995

## MAYOR TO STUDENTS: DON'T BE RUDE WITH FOOD

The mayor of Vancouver chewed with his mouth open, poached a handful of spaghetti from a neighboring plate and blew his nose in his blue linen napkin.

One of the things Mayor Royce Pollard said as he talked with his mouth full was that he couldn't seem to schedule a lunch with the mayor of Seattle.

A student watching the whole thing muttered, "No wonder."

These students may not know all of the finer points of dining etiquette, but they sure know icky when they see it plop onto the tablecloth.

That was the point of Friday's exercise at Hough Elementary School. The fifth-graders will graduate next week; it's a milestone that includes a formal lunch at the Red Lion Inn at the Quay, one of Hough's corporate partners.

So, three community members put on a display of table manners for about 70 fourth- and fifth-graders at Hough.

Susan Courtney, a restaurant owner, and Bill Marshall, a retired Vancouver businessman in his fourth year as a Hough volunteer, joined the mayor for "lunch."

(So, what exactly is a mayor? "He's the big cheese of the whole entire place we live in," said fourth-grader David Smith.)

Courtney, Pollard and Marshall eventually illustrated several items on dining's "do" list of courtesies.

Courtney, who owns the Hidden House restaurant in downtown Vancouver, explained how table settings are arranged.

The good stuff came after the trio drew laughs with some "don't you dare" recipes for dining disaster.

"It was funny," said Amy Shaffer, a fifth-grader who will attend Wednesday's graduation luncheon.

*COLMAN  
June 10, 1996  
Marshall at  
Hough School  
①*

Even though it was all wrong, "I have seen adults act like that," said Jaxon Linch, another member of Hough's graduating class. "They need to learn some manners."

Courtney, Pollard and Marshall invited the students to point out some of their mistakes. The responses included: Don't fight over the chair. Keep shoes off the table. Don't trade food back and forth.

"You shouldn't spill your coffee on the table," another student told Marshall.

Then the man known at Hough as "Grandpa Bill" paused for a second and said, "Well, I didn't mean to do that."

Marshall also admitted that had put half his sandwich in the pocket of his sport coat. What's wrong with that?

Another student took a shot at it: "You should put it in your napkin first?"

### **Illustration**

Caption: TOM BOYD / The Columbian \* Mayoral munching: Vancouver Mayor Royce Pollard shows Hough Elementary School fifth-graders how NOT to eat pasta Friday, playing the part of the rude diner in a skit teaching manners in preparation for the students' graduation luncheon.

Columbian Jun 10, 1996

## VETERANS DAY PUTS FACES ON HISTORY

Don Wagner saw the battles, and he saw their aftermath. During part of his hitch in the U.S. Army, he was a military escort.

"I escorted the remains of 112 deceased to their mothers and fathers, brothers and sisters," the former tank commander and infantryman said. "That brought to mind what war is all about."

Clayton Gross marveled at the way fate chose the people who lived and who died.

"Our group left Portland with 80 pilots," the former P-51 ace said. "We lost 220. Those are bad odds."

On Tuesday, they joined Bill Marshall, Dave Blasen and Tonya Wark in putting a personal face on Veterans Day for students at Prairie High School.

Wark was in the U.S. Navy during the Gulf War. Marshall flew a P-47 fighter and Blasen was an artillery officer during World War II.

"Those were experiences you couldn't buy for a million dollars," Blasen said. "Nor would I take a million dollars to do them again."

"War is absolute hell," Gross, who flew 105 fighter missions, said. "Yet it was the most exciting part of my life. I knew nothing could happen to me."

"You have to believe that you'll make it," said Marshall, who logged 97 missions dive-bombing and machine-gunning roads and railways in northern Italy. "You never think about not making it."

Marshall has had second thoughts. He was hit by ground fire while flying at tree-top level and belly-landed between German and American lines. A U.S. tank picked him up.

"I got back after three days," Marshall said. "I would have gotten 100 missions if I hadn't gotten knocked down. But I could have gotten killed."

Gross shot down six German planes and shared another kill. He lost one plane when it was damaged too badly to get home.

*Collins  
Nov 11 1998  
MARSHALL MET DAY  
①*

"I had to bail out. I was 40 miles from our lines, but General Patton was 40 miles ahead of where he was supposed to be, and I landed in a tank battle," Gross said. "I got a ride back in a tank."

Wark said a Navy hitch gave her the chance to see the world and it helped pay for college even though there were times she said she was "scared to death."

Wagner, who served a total of 22 years, a time that included the Korean War, said the bonds of comradeship brought him back into the Army after he was discharged following World War II.

"I re-enlisted 16 months later. I missed the service," Wagner said. "But I didn't know there would be another war."

These veterans know better now.

"Every war is the last war," Marshall said wryly.

"It goes on and on."

Columbian Nov 11 1998



# World War II - Twilight generation: Vancouver vet goes from Thunderbolts to Thunderbirds

THOMAS RYLL

Bill Marshall was a 27-year-old World War II veteran, just three years removed from 97 missions as a fighter pilot, when car dealer George Grandy asked him, "What do you want to do with your life?"

Marshall, who had just started work at Grandy's downtown Vancouver Ford dealership, didn't have a ready answer that day in 1948. But Grandy did, saying "If you work hard, you'll own this place."

It wasn't exactly a rags-to-riches story of the Horatio Alger variety, but by 1964 Bill Marshall did own the place. And even if only aging Clark County residents have memories of the Ford store that once bore his name, Marshall did make his mark on this area, by doing everything from running hospital fund-raising campaigns to volunteering at an elementary school for five "retirement: years. He might have taken his money to southern California or Arizona, but instead he became "Grandpa Bill" to Hough students.

Marshall's late wife of 48 years, Barbara, shared the same commitment, tirelessly volunteering for the American Cancer Society and other causes. Both Marshalls were honored with the county's First Citizen award over the years.

"You can't take, take, take from a community if you don't put, put, put," Marshall said, quoting Grandy's words of many years ago.

Marshall's combat duty was as a young Army Air Forces captain, flying a P-47 Thunderbolt fighter in Italy.

It was near the end of the war, and the Allied onslaught in Europe had left the German army in tatters. Marshall's unit was charged with strafing and dive-bombing ground troops and supply lines.

"I flew 97 missions, and I never saw an enemy plane," he said. As a result of minor injuries from a wheels-up crash-landing after his propeller was shot up, "They made me take a Purple Heart. I've been hurt worse roller-skating."

*Colin Martin  
Dec 8 2003  
MARSHALL B10  
①*

He doesn't inflate his wartime experience, and he doesn't long for it, either, saying, "I wouldn't take a million dollars for it, and I wouldn't do it again."

Prior to enlisting, he had worked for the Ford Motor Co. as a stenographer in Seattle, perfecting the typing and shorthand he still uses. Returning home, Marshall tried college studies, which didn't much interest him, especially after his Ford boss told him, "'If you wait until you finish school, there will be 75 guys ahead of you. But I can use you right now.'"

Calling on dealers in the region lead him to a job with Grandy in Vancouver.

The postwar era, with all its prosperity, saw a boom in car ownership not seen since the earliest days of the automobile.

From 1930 until 1945, registrations nationwide barely increased from 23 million to 25.8 million. In just five postwar years, from 1945 to 1950, registrations leaped to 40.3 million; by 1955 the number was 52.1 million. The number of cars owned by Americans had doubled in just 10 years.

In 1950, with much of the industrialized world still reeling from World War II, the United States was the undisputed king of automobile producers, accounting for 76 percent of the world's production, more than three times today's market share.

America, with its rapidly expanding federal interstate system and massive tail-finned freeway cruisers, was mobilizing like never before. Car ownership was rapidly becoming universal.

(The growth in vehicle registrations did not begin to slow until 1980.)

Throughout the postwar years, Marshall Ford labored in the shadow of Portland's big dealers, a small-town store in the midst of city slickers. In 1960, Marshall and Grandy split a year-end net profit of \$4,000 ---- less than the price of a T-Bird convertible. The \$140,000 that Marshall paid in 1964 for the dealership would barely buy a decent house today, but it was plenty of money in the year that the first Mustang debuted.

Marshall recalls the colleague who told him, about 1950, "'Billy, you got any money? Buy Orchards. If you have \$10,000, you'll make \$100,000.'" Says Marshall, "Not only was \$100,000 a lot of money, \$10,000 was a lot of money."

Increasingly through that time, postwar America was moving to the suburbs, and Clark County and its car dealers were no exception.

In search of cheaper land that would allow them to have hundreds instead of dozens of vehicles ready for test drives, dealers slowly left downtown, heading first to Hazel Dell and then to what is now east Vancouver. In the early years after World War II, more than a dozen new-car dealers resided downtown; that had fallen to three by the late 1970s. There is but one today.

Then there were the imports; dealers who shrugged them off as a joke would soon rue the day.

"I remember kidding Bill Hannah when I saw him at the country club with this little car" in the early 1970s, said Marshall. "I said, 'Where'd you get that roller skate? Don't you need one for the other foot?' He shook his finger at me and said, 'Don't kid yourself. This is a helluva car and it's gonna go like hell.'"

The funny little car was a Honda.

By 1978, Marshall was under pressure from Ford to follow the crowd to points east. After 30 postwar years in the business, he sold out ---- first the franchise, then, separately, the building. In a few months, the "Ford corner" at Evergreen Boulevard and Washington Street was no more. Today, patrons of the Thai Orchid Restaurant dine where shiny Mustangs and Galaxies once sat.

Marshall, now 82, kept his hand in the car business, running an auto leasing business for a time with his older son, Greg.

Now Bill is a one-man show.

Visitors to Marshall's tiny storefront office at 1704 Main St. ("right next to the liquor store," he tells callers) quickly realize that profits aren't being poured into neon signs and chrome-plated coffee tables.

Chairs are mismatched and wallpaper is peeling; a manual typewriter sits on a stand next to the desk. Marshall admits he wouldn't be surprised if someone looked at the pre-computer relic and asked, "What's that?"

3

Car art hangs on the walls; car models rest on the window sills and desktops.

A layer of dust coats a navy-blue plastic model of a P-47 Thunderbolt; a smaller replica flies on a stand nearby.

Marshall maintains a dozen or so cars in inventory and visits the area's dealer auction every week.

As for what constitutes a good month, Marshall shrugs, grins and says sheepishly, "Ten cars" ---- about what he and George Grandy sold in 1948.

Even as a storefront car salesman with what he admits is a hobby business, Marshall is no soft touch.

On a recent afternoon, he upbraided a man who committed himself to buy a car, then reneged days later.

"I've been in the business 55 years and you're the first guy who has peed backwards on me, that's what I call it," Marshall said into the telephone. "Those aren't my ethics, and they shouldn't be yours. You're catching a little hell from me because you deserve it."

On the other hand, in early November he was approached by an Army reservist who had received orders to ship out to Iraq. The man needed money for a computer to write home to his wife; all he had was a propane-powered 1977 Ford pickup.

Looking at the veteran-to-be, the old Thunderbolt pilot remembered a time, now 60 years ago, when he was heading off to another war in another far-flung corner of the world. Marshall wrote a \$500 check for an old pickup he didn't need.

"This won't make or break me," Marshall said later.

"I told him that if I made any money when I sold it, I'd send it to his wife. He said, 'The hell you will.' I said, 'The hell I will.'"

### **Illustration**

Caption: From late 1942 until the end of the war in Europe, Bill Marshall flew 97 missions as a P-47 pilot with the Army Air Forces' 345th Fighter Squadron.

## THIS WEEK IN CLARK COUNTY HISTORY

J.F. Holm has purchased the cigar and confectionery store of Ed Baker. Mr. Holm will continue the business at the old stand and will no doubt receive the full patronage accorded to Mr. Baker. Mr. Baker contemplates going into business in Seattle.

50 years ago

Plans to launch a chamber of commerce membership drive Monday and the election of five new members to the organization's board of directors were announced today before chamber officials.

"On Monday, there is apt to be an `open season' on those who are not now members of the chamber of commerce," said George Grandy, president. The membership drive has a goal of 600 members.

The five new members elected were Kenneth Durgan, Al L. Erdman, A.R. Nieman, H.B. Stapleton and Harold Whitfield. The retiring board members are Dr. Ralph E. Carter, George Grandy, Al Grout, Austin B. McCoy and William J. Yunders.

20 years ago

It was cold and quiet as Pauline McFarland moved from one Douglas fir to the next, checking the tags.

McFarland and her husband, W. Ross, operate a small tree farm. They usually sell about 200 trees a year. Last year they were sold out by 3 p.m. opening day.

"The reason we're doing this is to keep us outdoors and keep us healthy. We love it," she said. "It also helps pay the taxes."

The McFarland's is only one of many places to buy Christmas trees. They are available at nurseries, garden centers, tree farms, in the Gifford Pinchot National Forest and at lots manned by Boy Scouts and other groups.

5 years ago

*Columbian Dec 11, 1997  
50 years ago GRANDY Pres of chamber  
Pg. 1*

Those who go in search of the Christmas Ships parade of lighted boats tonight will have a good view and free refreshments at a Greet the Fleet party.

There will be complimentary hot cider, coffee and cookies from 7 to 8:30 at the amphitheater at Vancouver Landing at Terminal 1, just west of the Red Lion Inn at the Quay. Admission is free.

Compiled From Vancouver newspapers, The Sun, Independent and The Columbian.

**Illustration**

Caption: Courtesy of Clark County Historical Museum \* The Palace of Sweets was an early cigar-confectionery store in Vancouver.

Columbian Dec 11, 1997

*Columbian Dec 11, 1997  
50 years ago  
Pres. of Chamber  
Pg 2*