



V.F. Booker, President of American State Bank chats with Erika and Michael Henderson and Tom Boothe. Henderson is with Channel 10 and New World Ministries.

American State opens branch

American State Bank held its Grand Opening of its second and Yamhill Branch Monday night. The public is invited to visit the Branch, where cookies, punch and coffee will be served during the remainder of the week.

The branch, which is ASB's third, was opened for business in December 14, 1979.

Located in the Yamhill Historical Landmark area, the building renovation was designed to compliment the area. The remodeled area was designed by the team of Edwin Y. and Jessie Y. Chen, professional designers for 22 years. They are local designers with experience in designing bank interiors and commercial establishments. Among them, the Tuck Lung Restaurant & Grocery on N.W. 4th Avenue, Yun's Garden Restaurant in Gresham, as well as other projects.

The interior follows a traditional atmosphere. The thick carpet is a grey with dark blue pinstripes. The tellers' counter is a handsome warm oak with raised paneling and light tan marble counter top. Each teller's section is framed with fluted pilasters and bulletproof glass. Above each of these areas is a framed semi-circular etched glass which forms an arch. Quarry tile is on the floor directly in front. The teller's area has aluminum ceiling and a wooded mural on the back wall.

The banking area is lighted by four large polished brass William-sburg style chandeliers and four matching wall scones. The acoustical tile on the ceiling is a Georgian pattern. The walls are soft



Doug Hughes of ASB checks the state of the economy with Mayor-elect Frank Ivancie. (Photo: Richard Brown)

white with stained wood mouldings and softened with white with grey narrow stripe draperies at the windows. The handsome desks are oak with plum colored fully upholstered chairs for the bank personnel and

rasberry colored upholstery on the guest chairs. A shock of rasberry is on one visible wall of the vault that can be viewed when open. The total ambience is a feeling of elegance, stability and security.

Irvington bus line celebrates 90 years

One of Tri-Met's busiest lines -- the #8 Irvington -- celebrated its 90th birthday in October.

Through its nine decades of service, the Irvington line has been operated by a succession of owners starting with the Willamette Bridge Railway Company in October 1890. Inaugurated as one of the first electric streetcar lines in Northeast Portland, it was converted into an all-bus line 50 years later in 1940.

Today, the modern #8 Irvington/Jackson Park line, operated by Tri-Met during the last 10 years, is one of the Portland area's most used bus lines, carrying about 8,000 riders daily. Line #8 serves the inner-city neighborhoods of Woodlawn Park, Sabin, Irvington, Lloyd Center and others.

Originally known as the Holladay Addition, the line went into service a year after electric streetcars began operating in East Portland and Albina. From a starting point downtown at Northwest Third Avenue and Glisan Street, the route crossed

the Steel Bridge to Holladay Street. From there it traveled on Northeast Grand Avenue (then known as East Fifth Street), Multnomah Street, 15th Avenue, Tillamook and terminated at 19th Avenue and Tillamook.

City and Suburban Railway Company assumed control of the line in 1891 when four transit companies were consolidating following the merger of Portland, East Portland and Albina into the City of Portland. City and Suburban, then the largest street railway company in Portland, operated 35 electric and 11 horse-drawn cars on 46 miles of line.

Fares on the line were five cents, with service every 15 minutes. It took three streetcars to maintain that schedule.

City and Suburban operated until 1904, when several companies were absorbed by the Portland Consolidated Railway Company. Three years later, in 1907, the giant Portland Railway, Light and Power

Company took over all streetcar operations in Portland, carrying more than 60 million riders annually.

The Irvington line remained unchanged during its first 19 years, but was expanded several times between 1909 and 1913, extending to Northeast 22nd Avenue to Knott Street. Later it operated on 15th Avenue only, with an expanded Broadway line taking over the 22nd Avenue segment. The tracks eventually pushed to 15th and Prescott Street.

Gasoline buses replaced streetcars in 1940, and the route was extended further into Northeast Portland.

From 1914 to 1933 the Irvington line was coupled with the Jefferson line, which served sections of Southwest Portland. The string of system owners continued on through the Portland Electric Power Company (PEPCO), Portland Traction Company, Rose City Transit Company and eventually passed to public ownership under Tri-Met in December 1969.

Hispanics organize affirmative action fight

Image de Oregon, a local chapter of a national organization which is concerned with the employment of Hispanics has strongly reacted against an article published in the Oregonian on November 11, 1980, "Hatch Sharpens Ax for Affirmative Action Rules." This article relates Senator Orin G. Hatch's plans to outlaw affirmative action programs.

Jesse Luna, President of Image de Oregon said: "Senator Hatch's philosophy represents a step backwards in the fight against

discrimination. The purpose of Affirmative Action is to make in-roads to equality of treatment and opportunity for those groups that have suffered the effects of discrimination. Image de Oregon will continue its fight for equality and justice irrespective of obstacles which may be ahead of us. This may be the very thing that will unite minorities and women to collectively meet the problem head-on of anti-Affirmative Action.

"This should then result in strengthening the civil rights

movements inspite of a conservative senate. Hispanics in this country can no longer be ignored. With the mounting influence of our Latin-American neighbors and their influence on American foreign policy, Hispanics will continue to play a key role in American Society."

Image de Oregon is taking the leadership in meeting with Hispanic organizations as well as other minority and womens organizations in planning strategies for dealing with the problem of flagrant discrimination.

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