



Nathan "Kamau" Anderson of the Black United Neighborhood Facility on Mondays and Wednesdays at 7:00 p.m. (Photo: Richard Brown)

Piedmont neighbors show homes

The Piedmont Neighborhood Association hosted visitors to their historic neighborhood as an activity of Preservation Week (May 9-15).

Piedmont is one of several neighborhoods in the North Portland peninsula region which had its beginnings as a turn of the century "streetcar suburb." Promoted as the city's first high quality, strictly residential development, Piedmont retains much of that character today. With the exception of the Piedmont Presbyterian Church and some commercial structures along Union Avenue, the area is exclusively a residential neighborhood with a great number of fine, well-maintained Edwardian single-family residences.

On October 15, 1889 Piedmont was officially platted with deed restrictions and conditions of sale recorded for those desiring to settle in one of Portland's first planned communities. Streets were designed to be 60 feet wide with 15 foot alleyways down the center. All water, gas, and sewer pipes, as well as all electric, telegraph, and telephone lines, except where absolutely necessary for street lights, were excluded from the streets and confined to these alleyways. Cable, electric, and horse cars were allowed on any street as long as there was consent of two-thirds of the street's property owners. Steam powered vehicles of

any sort were absolutely prohibited.

Homebuilders were subject to additional conditions designed to create a high quality residential neighborhood. Homes had to be built at least 25 feet from the street and 15 feet from the lots' side boundaries. A minimum construction price for a house was set, depending on the lot, at \$2,500 or \$3,000. This was one of the first instances of such restrictions which became more common later in areas like Ladd's Addition and Laurelhurst. Another deed restriction prohibited the use of any piece of Piedmont property, "for the purpose of manufacturing or vending intoxicating liquors for drinking purposes." If this condition was violated, the guilty party risked loss of title to his property. Other buildings excluded were factories, mills, lumber yards, and other "objectionable buildings."

Development of the entire subdivision was rapid. Between 1891 and 1907 each of the boundary streets was extended, except Commercial. By 1909, over 140 dwellings had been erected. As had been touted, the residents were primarily upper-middle class professionals who owned their own homes. Most of the residents commuted to Portland for their professional work, but a few were employed by the Swift Meat Packing Company and the Monarch Lumber Mill, both locate

north of Piedmont in Kenton. To serve these commuters, additional streetcar lines grew up. The Williams Avenue line, beginning service in 1905, traveled over the Steel Bridge up Williams Avenue, and ended at the Killingsworth car barns until 1909 when the line was extended to Union Avenue. Since no businesses were permitted within the district, commercial trade was carried out in nearby Albina or Woodlawn, and along Union Avenue.

The pattern of primarily upper-middle class residents remained up to the Second World War. During the Second World War, the Kaiser Shipbuilding Corporation imported large number of workers to the Portland area. Quite a few of these workers moved into the Piedmont area to be close to the Swan Island shipyards and in the process changed the neighborhood into a renters' neighborhood from its former homeowners' neighborhood. Today, only a handful of the old families remain.

Over the years the Piedmont district has maintained a great deal of its original character. The district is significant for its planning, architectural, and social values as reflected in the many fine homes remaining from the 1890s to the 1920s.

Information drawn from "Potential Historic Conservation Districts," 1978, Portland Bureau of Planning, Portland Historical Landmarks Commission.

OACWC holds scholarship tea

The Oregon Association of Colored Women's Clubs in carrying out its traditions and commitment towards education will hold their 71st Annual Scholarship Tea Sunday, May 16, 1982 from 1:00 to 5:30 p.m. at the home of Mrs. Queen Ann Deloney, 4426 N.E. Cleveland Street.

The Association, from its beginning in 1911, has provided financial educational assistance; however, The Kathryn Gray Memorial Scholarship, honoring the Association's first President, was established in 1954 with a minimum of \$200 a year given for scholarship purposes. The Scholarship today provides for a minimum of \$500 to be awarded to a graduating high school student or students. Past recipients, who today are making worthwhile contribu-

tions in many diverse areas of employment and professions include: Marianne Fuller, Peggy Houston, Alcena Caldwell, Vera Jean Williams, Nathalee Williams, Linda Grice, Sandra Duke, Margaret Jones, Beatrice Cannon, Katherine Lyons, Patricia Ann Bradford, Phyllis Harris, Florice Walker, Joan Bowden Josephing Lewis, Linda Fitecher, Leila Bowden, Connie Thompson, Margo Taylor, Regina Lawson, Mary Gilmore, Gerald Paris, Patricia Hayes (Deceased), Dan Busby Neal, Rudon E. Pierson, Stephanie Talley, Angela Deloney, Frederick Berry, Sharon Nickleberry, Deidre A. Smith, Vinson T. Green Julianne R. Johnson, Pamela Rashaan, Robin Marks, Terry Lynn Robertson. The 1981 Scholarship recipients were Miss Nina Lowe, Pacific University and

Miss Sonya Lynette Reynolds, Portland Community College.

The Scholarship Chairperson is Mrs. Harrie Belle Paris, assisted by Mrs. Mae Rose, Mrs. Katie Moore, Mrs. Alberta Randolph, Mrs. Maude Burks, Mrs. Pauline Bradford and Mrs. Betty Thompson of the Tea Committee. Mrs. LaVera Smith is president of OACWC. Participating clubs include Altruistic, Mrs. Mae Rose President, Harriet Tubman Club, Mrs. Louise Randolph, President, Literary Research Club, Mrs. Bernadette Plummer, President, Multnomah Women's Club, Mrs. Mamie West, President and Kathryn Gray Club, Mrs. Ida Johnson, President.

Students interested in applying for the scholarship should contact Mrs. Harrie Belle Paris, Scholarship Chairman at 284-7085.

Prophet addresses banquet



MATTHEW PROPHET

In the face of tough economic times, the Portland Urban League and the Opportunities Industrialization Center will join together for an annual fund raising dinner, on Thursday, May 13, 1982, at 7:00 p.m. at the Hilton Hotel in the Grand Ballroom (a no-host cocktail hour at 6:00 p.m.). The theme of the dinner is "Progressing Together Through the Eighties." The featured guest speaker will be Dr. Matthew W. Prophet, Jr. Superintendent of Portland Public Schools.

Tickets are \$25 per person and \$250 per table of ten persons. Tickets can be purchased/reserved by calling the main office of the Urban League, 224-0151, or the office of the Opportunities Industrialization Center, 287-1271.

Officials meet in Olympia

The Spring conference of the Northwest Conference of Black Public Officials will be held beginning the evening of Friday, May 14, and continuing May 15th and 16th at the Westwater Inn, 2300 Evergreen Park Drive, Olympia, Washington. Friday evening's Reception is sponsored by the Region X Office of the National Black Caucus of Locally Elected Officials. The Conference will be held from 9:30 am-5 pm Saturday, and from 9:30 am-noon Sunday.

For fees, registration and other information contact NWCBO, 600 4th Avenue, Room 1111, Seattle, WA 98104.

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