



# Cedar Mill News

Volume 1, Issue 9

October 2003

## How Cedar Mill got its name

By Nancy Olson, co-author, Cedar Mill History

Cedar Mill is one of Oregon's older communities. It is significant in the richness of its history, for it represents many of the various strands, both constant and contradictory, of the first century of growth in the Oregon Country. Although Cedar Mill was never an incorporated city, it has continued to keep its own identity. Despite shifting land use and increasing population pressures, a remarkable sense of community has been retained since the period of early settlement.

Life and making a living were the principal daily concerns of the pioneers here. One means of livelihood gave its



The Cedar Mill near Cornell, 1883

name to the community. The old sawmill along present day Cornell Road, was established around 1855, and was among the earliest lumber operations in Washington County. It was the first organized business in the area, affecting the community in a variety of ways.

At first, the lumber business was stimulated by the needs of new settlers seeking shelter; very likely most of the lumber was used locally for construction purposes. Another impact of the mill was that timberland rented or bought by the operation provided profit for farmers in the area; the cleared land

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Next Meeting  
**Cedar Mill Business Association**  
 Tuesday, October 21, 2003, 12 noon  
 Place: Cedar Mill Community Library  
 Topic: TriMet's Cedar Mill Shuttle  
 Speaker: Jeremy Wright, TriMet Outreach Coordinator

Join us for lunch to find out about  
 Cedar Mill's unique transportation option

FREE pizza courtesy of Papa Murphy's  
 (bring your own drinks)

## Featured Business

### Bales Thriftway

Odus Bales was a man of vision—vision that drew him out from Missouri to Oregon in 1929, and led him to develop a grocery business, first in St. Johns and then in our community. Lillian Findley was a widow running a strawberry farm at the corner of Saltzman and Thompson when Odus came out to buy strawberries for the St. Johns store. After a couple of trips, he began to court her and they married in 1956.

Lillian located the property for the first Cedar Mill store and together they built the Milltowner Shopping Center at Cornell and Saltzman in 1961. The original store was in the building now occupied by Hi-School Pharmacy.

There wasn't a lot going on in Cedar Mill then. "There was nothing there, no stores or anything," recalls Mrs. Bales. In fact, Saltzman didn't connect to Barnes, it started at Cornell. Barnes only met Cornell further down (near the Shell station) and you had to double back to get to Saltzman.

It was Odus' vision that led him to donate the land to the county to enable

building an extension making it a through road, and then he paid half the development cost of the road. Ken Findley, Odus' stepson and General Manager of Bales, recalls everyone being skeptical of the value of this move. "We didn't have extra money at that time, and I couldn't believe that he'd done it. He just said he knew it was needed, and of course he was right."



Harvey Scrapper offers a sample of fresh Banana Bread to long-time resident Rhoda Cole, who attended high school with Lillian Bales

"He really had a vision of the growth of this community. He played a big part in it too," says Ryan Egge, Mrs. Bales' great-nephew and property manager for Bales. Odus and Lillian were instrumental in founding the library, and

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## TriMet's Cedar Mill Shuttle – vans to the MAX

When the westside light-rail MAX service began in 1998, people in the Cedar Mill community expressed an interest in some kind of public transportation to get to the Sunset Transit Center so they could take advantage of the new trains. TriMet responded by initiating the Cedar Mill Shuttle as a demonstration project.

"Regular" bus service in our area is impractical for several reasons – hilly terrain accessed by winding and sometimes narrow streets with few sidewalks, a small number of major streets which tend to be distant from many residents, and the generally spread-out nature of our outer subdivisions.

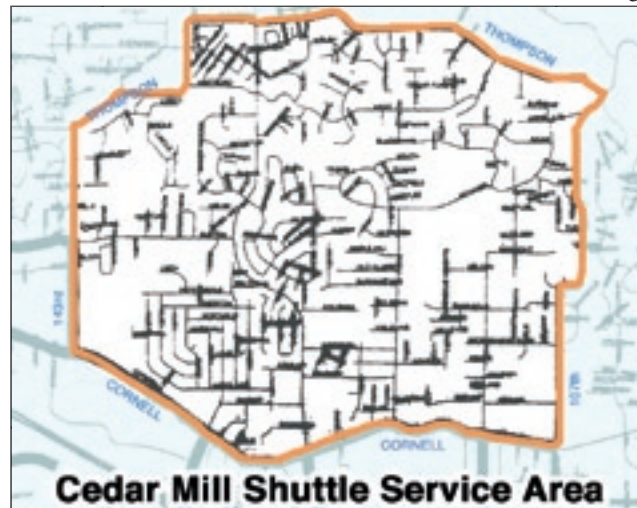
Sassy's Cab Company was contracted to provide the service. It ran two cabs (later replaced by small vans) serving residents from 6 am until 7 pm weekdays. Service could be prearranged on a regular schedule, or you could call to schedule pickups the day before. You could also take your chances and call a driver for same day service but this wasn't guaranteed.

Due to good community response, the service was continued after the first year, for a total of around four years. At that point TriMet's agreement with their union called for them to take over the service, using TriMet drivers and vehicles, starting in September 2002. Following some community discussion, TriMet offered a version of the service that differed from the original. The service only runs from 6-9 am and 3-7 pm. This service is strictly for typical commuters, where the previous service was useful for all kinds of trips, like getting to and from the airport, going to appointments and shopping, and for people whose jobs aren't 9-5.

The process for scheduling trips is more or less the same – subscribe for regular pick-up by registering on their website (<http://www.trimet.org/>)

[schedule/shuttleregistration.htm](http://www.trimet.org/schedule/shuttleregistration.htm)); call ahead to schedule a pickup at 503-962-7616 between 8 am and 8 pm; or call the shuttle driver directly at 503-880-7804. Shuttle phones are in service from 5:30-9 am and 2:30-7 pm. Same-day rides are subject to availability.

TriMet says they're committed to serving riders in our area, but they're concerned about the high cost-per-trip that results from lower ridership. At a recent CPO#1 meeting, they handed out a fact sheet that claims a cost of \$6.50 for each ride.



TriMet will soon be sending out a mailing to Cedar Mill Shuttle area residents to promote the service, explaining options and asking for community input via an online survey. They will also be asking current users of the service to fill out a survey on their usage and needs. We urge you to respond and help keep this service on the road.

TriMet Senior Outreach Representative Jeremy Wright says, "The Westside MAX has proven to be an unqualified success. Daily ridership is 28,400 trips a day, which surpasses our 2008 projections. TriMet just expanded service on the Westside by extending the Airport MAX Red Line to Beaverton Transit Center. We have no other plans at this time to expand Westside light rail."

The proposed Washington County Commuter Rail project would travel 14.7 miles between Wilsonville and Beaverton Transit Center, and would also serve the cities of Tigard and Tualatin. Currently TriMet is awaiting permission from the Federal Transit Administration to enter final design.

The project is a partnership between TriMet, Washington County, and the communities of Beaverton, Tigard, Tualatin and Wilsonville.

Wright says, "Service to our suburban communities remains an important priority for TriMet. Suburban areas' lower density makes it more challenging to serve these areas. To help meet the transit needs of the entire region, TriMet has developed a five-year Transit Investment Plan (TIP) that provides a framework and plan for investment in public transit in the region. The TIP's 'local

focus areas' for the coming years are in suburban districts on both the east and west side including Tigard and Hillsboro."

The 630-space Sunset Transit Center parking garage is usually full by 8 am each weekday. Unfortunately, the parking structure cannot be retrofitted to add more floors or parking spaces, and TriMet has not been able to

purchase additional land to expand it.

There are times in the morning when the shuttle can't pick up any more people and still get them to the trains in time to fit their schedule. This doesn't mean that the vans are full, just that because of the spread-out nature of the area, if they filled a van, the first people picked up would have to ride around so long they'd be late for their train.

Wright continues, "I would just like to emphasize that TriMet is committed to the Cedar Mill Shuttle but ridership must improve in order for this operation to be efficient. I encourage everyone to get out and use the shuttle whether it is for work or play!"

Area resident Chuck Thompson says, "It needs to be recognized that the shuttle is a subsidized service provided to a portion of the Cedar Mill community and not duplicated in the TriMet service area. However popular the service may be to some, it would be my guess that the service in its present form would not survive objective scrutiny and will evolve to something approaching normal transit service."

### The Cedar Mill News

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also proved useful for farming.

Although the mill was abandoned for lack of timber in 1892, the holding pond continued to exist as a community recreation area. For nearly 50 years, local residents swam and fished in the pond. You can still enjoy the natural beauty of Cedar Mill Creek and its falls near the site of the old logging operation.



The Cedar Mill post office was located in the JQA Young house, which still stands on Cornell east of the Cedar Mill Bible Church.

The mill became permanently identified with the community when the post office was officially designated as Cedar Mill in 1874, by JQA Young, the original postmaster. But even after the office was closed 30 years later, and Portland addresses were adopted, the

area continued to call itself Cedar Mill.

Cedar Mill History maybe ordered online at [cedarmill.org/cmbook.html](http://cedarmill.org/cmbook.html).

**Business Association elects new board, officers**

During the annual meeting on September 16, 2003, The Cedar Mill Business Association selected a new board of directors and a new executive committee. Returning as president is Brian Harvey of American Family Insurance. Peter Leonard, Library Director, will serve as Vice President/President Elect. Linda Teufel of Teufel Nursery will continue as Secretary, and June Newcomer of Mr. James Hair-styling will continue as Treasurer.

The board is rounded out by at-large members, who include Greg Walker, Walker Garbage; Roger Greene, Edward Jones; Ryan Egge, Bales Thriftway; Norman White, White Realty; and Rich Berry of the Cedar Mill Bible Church.

Issues that will be explored in future meetings include bylaw changes to expand the geographical definition of Cedar Mill, and possible plans for a Cedar Mill Days celebration in 2004.

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Member name: \_\_\_\_\_  
 Business name: \_\_\_\_\_  
 Address: \_\_\_\_\_  
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 Email Address: \_\_\_\_\_  
 Website URL: \_\_\_\_\_

Class One Voting Members: a person, firm, or corporation who owns business property or operates a business within the Cedar Mill area. Number of full time equivalent owners and employees in your business:

|               |          |
|---------------|----------|
| 1-3 persons:  | \$60.00  |
| 4-10 persons: | \$85.00  |
| 11+ persons:  | \$110.00 |

Class Two Non-Voting Members: a person, or organization having a demonstrated interest in the Cedar Mill Business Association area and whose membership the Board of Directors approves by majority vote.

|                            |         |
|----------------------------|---------|
| Regular Associate members: | \$60.00 |
| Non-Profit Organizations:  | \$35.00 |

Please send this form with your check, payable to:  
 Cedar Mill Business Association, Inc.  
 P.O. Box 91177  
 Portland, OR 97291-0177

Send my meeting notices by:  Email  Postal Mail  Fax

- Include my business in the Cedar Mill Website Business Directory ([www.cedarmill.org/biz](http://www.cedarmill.org/biz)).
- Contact me about creating a web page linked from the Cedar Mill Website Business Directory.

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made the land available for its construction. The business continues to support not only the library but many other community activities. Odus died in 1998 at age 88, but Lillian continues to work in the office, arriving at 7:30 every morning, "and we make her go home at 3:30," laughs Ken.

The current store opened in 1988. It's a modern and pleasant environment for wandering the aisles and planning meals. Be sure to stop by on a Saturday afternoon, when samples are often offered by various suppliers and Harvey Scaper cooks up something yummy using Bales' wonderful meat or fish. And don't miss out when they hand out little tastes from what has to be one of the largest displays of Oregon wine in the area. They also stock a good selection of Northwest microbrews.

"Each of our departments is run almost like a separate business," says Ken. "The managers are given some goals and parameters, but they're also given a lot of latitude to make decisions." The quality and diversity of the offerings reflects this.

Bales' bakery, run by manager Eric Granquist, can compete with any free-

standing bakery in the area in quality and range of goodies. Kelly Warner runs the delicatessen counter which provides wonderful entrees and sides for those busy evenings and special parties.

The produce section, managed by Ted Beckman, rivals fancy downtown groceries in the freshness of the fruits



and vegetables and the variety offered. "We send our trucks out every day to get local produce, like those peaches from Maryhill. We do get some things from the Thriftway warehouse, but a lot of our produce is local direct to us," Ken says.

The seafood department run by Betty Lillebo seems to have the freshest seafood in town and a great variety, and also offers good advice on preparation. The meat market not only offers Angus beef, but also the flavorful naturally grown beef from Painted Hills in Wheeler County. Try the incredible filet mignon for your next special occasion – you may never bother going to a steak house again!

Allen Best, grocery department manager, seems willing to take a chance on local specialty food producers, so perusing the aisles can be an adventure beyond the big corporate brands. Fred Meisner in the garden department keeps us all tempted with beautiful plants during spring and summer and brings in an amazing variety of evergreens for the holiday season. Bill Colton, store manager, keeps it all coor-

dated and running smoothly.

Bales' has always given local kids a start, hiring them as boxboys and baggers. "It's really neat to take a shy young kid and draw their potential out," Ken mentions. "Some of them have gone on to become architects, surgeons, teachers. It's very satisfying to know we helped them get going."

Bales is a member of Oregon's Thriftway Stores, which is mainly an advertising group. "It's too expensive for an independent to do big newspaper and tv ads," says Ken. "So belonging to Thriftway gets us that good exposure. All the Thriftway stores also use the same warehouse for distribution. But each store is privately owned. This lets us be responsive to the needs of the people in our neighborhood." Like staying open overnight – which Ken says started on the advice of a marketing consultant. "There are people there anyway," Ken mentions. "We start receiving shipments at 10 pm, and we have people restocking all night anyway, so we just keep someone available for checkout."

Bales "empire" also includes property management and construction. Their holdings include a fair portion of "downtown" Cedar Mill, along with the Farmington store in Aloha. The Cedar Mill Town Center project will inevitably bring on redevelopment of some of Bales' property, which will change the face of our town for the better in the "not too distant future." We're confident that this locally based family-run business will continue to be a force for enhanced community as it has in the past.

### Cedar Mill Business Association 2003 Members

American Family Insurance  
Bales Thriftway  
Bank of America, Cedar Mill Branch  
Bleachers Bar & Grill  
Cedar Mill Bible Church  
Cedar Mill Chiropractic  
Cedar Mill Community Library  
Cedar Mill Lumber & Hardware  
Cedar Mill School PTA  
Edward Jones (Barnes Rd.)  
Edward Jones (Cornell Rd.)  
Alan Levine CPA  
Elyssa Ryan, Attorney  
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