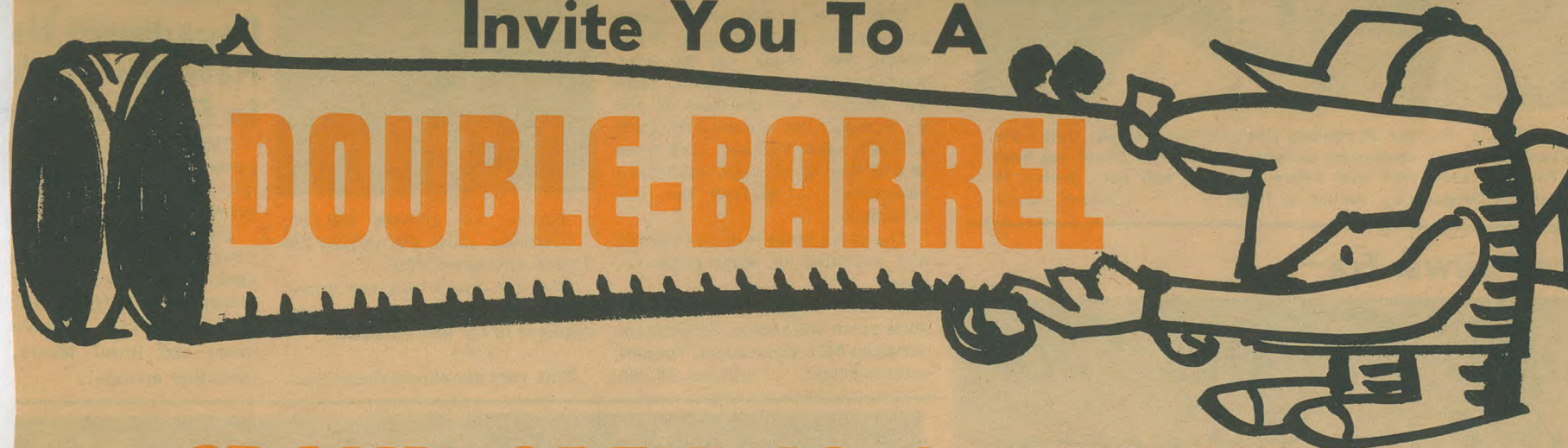




**McRobert Ford & Fanning Chevrolet**  
Invite You To A



**GRAND OPENING CELEBRATION**

**Friday and Saturday, November 13 and 14 1968**





Ross Fanning, owner-manager of Fanning's Chevrolet in Gresham, takes time out from his busy schedule to talk about the opening of his new quarters here. Fanning, one of Gresham's very busiest citizens, not only has been a Chevrolet dealer since 1947 but also takes time for such diverse activities as the Boy Scouts and the Multnomah County Tax Supervising and Conservation commission. (Outlook photo)

*Outlook. Nov 12, 1964*



Ross Fanning, owner-manager of Fanning Chevrolet, was talking here with his parts manager, Paul Elder, just when the camera's flash caught Paul's eye.

Ervin Geidl, parts salesman, is at the left. There's never a delay when you order a hard-to-find part from Fanning's. (Outlook photo)

## Fanning Buildings Symbol



# Ford Agency In Second Generation

The father and son comprising McRobert Motor Co. -- Chester A. McRobert Sr. and Chester A. McRobert Jr. -- have this in common:

They both entered the auto business at the end of wars.

McRobert Sr. came out of World War I to become a car salesman in March, 1920.

McRobert Jr., one war and a police action, came out of army service in Korean action to join his father's firm.

After 10 years of auto selling, McRobert Sr. was in business for himself.

The McRoberts have another thing in common, careers in civic activities.

McRobert Sr. headed the civic group that, with city cooperation, raised funds for construction of City Hall as a veterans memorial. He was active in American Legion and Kiwanis affairs, and for 10 years he was a member of the Gresham city council.

For two years he was president of the state auto dealers association and for six years Oregon director in the National Auto Dealers Assn.

McRobert Jr. serves on the Gresham planning commission and is Northwest regional representative of the Ford National Dealers Council.

Outlook

November 12, 1964

Page



One of the finest features of the new McRobert Ford agency in Gresham is the spacious used car lot. Roy Ballard, used car salesman, is shown here with just a few of the McRobert specials. There is plenty of room

for customers to drive in off the street, too. The big McRobert sign is shown in the foreground.  
(Outlook photo)





Chester A. McRobert Jr., president and general manager of McRobert Motor Co., is active in civic and automobile industry affairs. He is a member of Gresham planning commission and regional representative in Northwest for Ford National Dealer Council. (Outlook photo)

*Outlook - Nov 12, 1964*



*Outlook Nov 12, 1964*

These salesmen at McRobert Ford can't help but admire their product. Left to right are Tex Clum, Bill Richardson and Ray Chaney. All of

McRobert's salesmen are experienced in their field and can guarantee every customer competent help. (Outlook photo)



*Outlook Nov 12, 1964*

The bumps and scratches that cars take every day are ironed out smoothly and quickly in the new body shop at McRobert's. Here, Warren Norquist, a body-

shop expert, applies a moulding to a bashed-in door. The new quarters are much larger than the old body shop. (Outlook photo)



# McRobert Ford Survives Major Fire, Depression

An automobile agency that has come through the heat of fire and the chill of depression, McRobert Motor Co. in its new location at 243rd and S. E. Powell traces its origin to the "Portland-made Ford" days.

It takes a strong firm to survive a major fire such as destroyed the McRobert plant at 30 W. Powell on June 4, 1963, but rare is the agency that remains in business today after the ordeal billed as the Great Depression.

When the company opened for business on June 1, 1930, Fords were being assembled in a plant at Portland, giving rise to the designation Portland-built, the company founder, Chester A. McRobert Sr., recalls.

The fire, a major blaze in Gresham history, only hastened the expansion in store for the agency, McRobert agreed.

"Just plain economics indicated we would have to expand, find more room for merchandise and relief from traffic congestion," he says.

With that motivation, the McRoberts -- his son Chester A. McRobert Jr. is company president and general manager -- had designed for them a building aimed at providing improved customer service.

The building -- some 8000 square feet larger than the three used at 30 W. Powell -- stands

amid 4.2 acres of ground that affords also an aesthetic value, full view of Mt. St. Helens, Mt. Adams and Mt. Hood. The area is nearly three times the space available at the old location.

With no home after the 1963 fire, the agency faced a problem of conducting "business as usual." It would not be, in fact, business as usual, as a temporary structure was erected amid the ruins of the old building and space was leased at the south end of Main street for the service department.

What the firm moved into 14 months later was a plant "designed so that the public would like to come in for service."

The agency admittedly has "come a long way," according to McRobert, since its beginning in 1930, when he and a partner bought out a Ford dealer. From a staff of 10 in those days, the business grew to provide employment for 38 persons while operating from the same site for 33 years -- until the fire.

But the site itself was steeped in Ford history. McRobert says Ford cars had been sold from that location since they were first manufactured.

And the history extends to the customers.

"We still have customers who bought from us when we first opened," McRobert recalls.

"Those were Fords we drove from the assembly plant to our show room. Fords were assembled there, at S. E. 11th and Division in Portland, until 1934.

*Outlook*

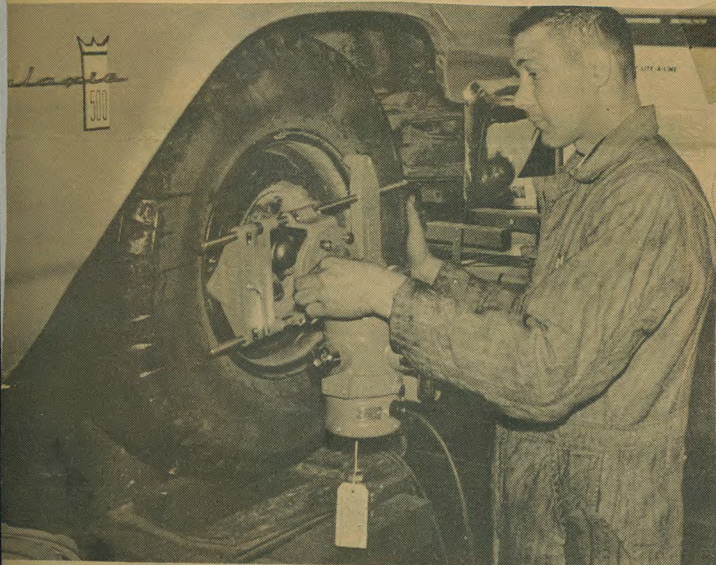
November 12, 1964

Page 13



Nod Hartley (left) and Harold Leake, two salesmen for McRobert Ford, measure the space in the trunk of a new Ford. They are just two of the big crew of experienced salesmen ready to help at McRoberts.

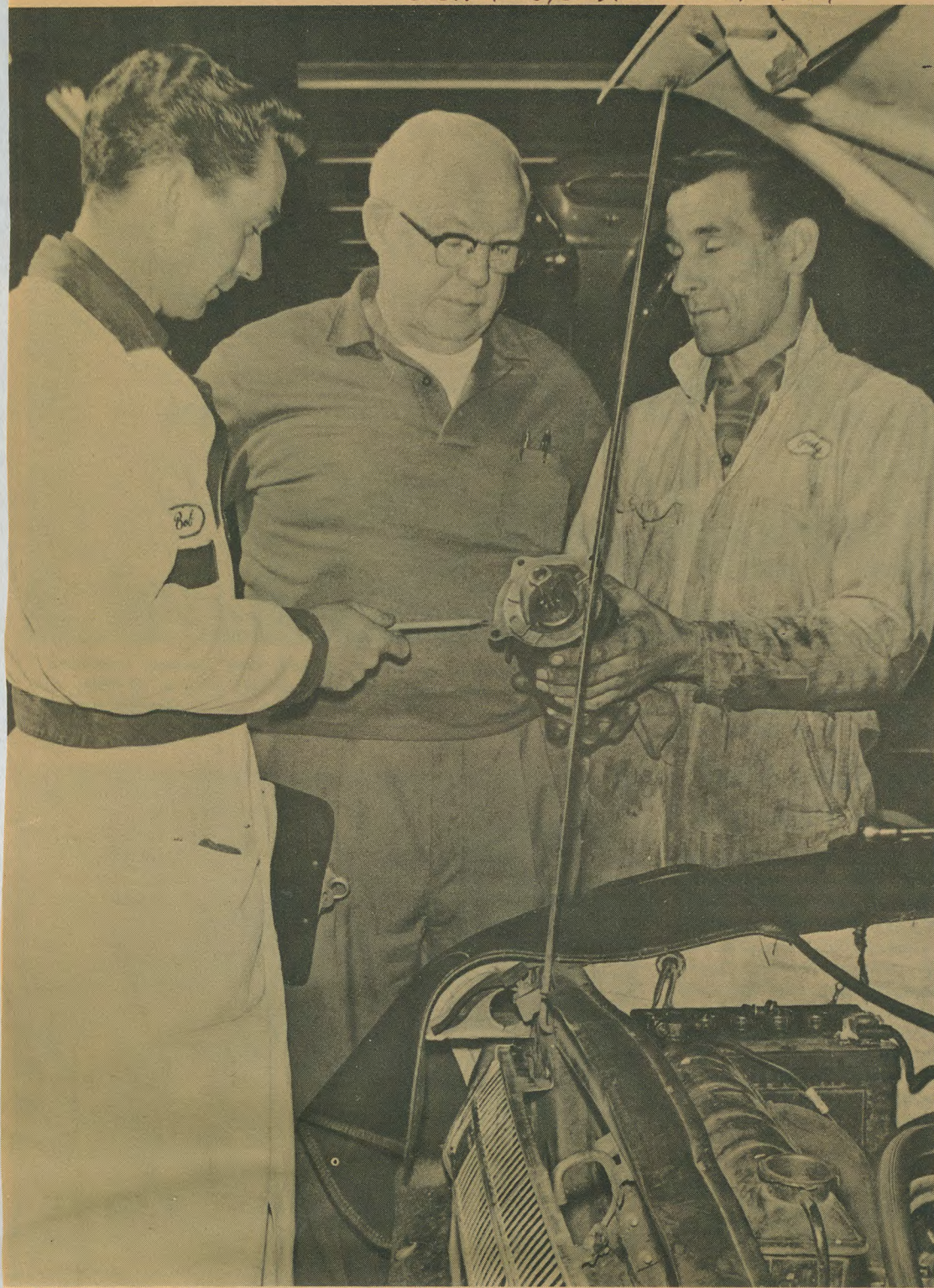
(Outlook photo)



One of the brand-new pieces of shop equipment at McRobert Ford is the Hunter visual-liner-wheel-aligning machine. It is an extremely fast and accurate method of checking out alignment problems. Chuck Schwab,



*Outlook, Nov 12, 1964*





JUN 14, 1964

OUTLOOK



One of the most attractive businesses in the entire Gresham area is the new and enlarged McRobert Ford plant at Powell Boulevard and Hogan Road in Gresham. The new showroom, shown above, is only a small part of the huge auto complex which includes a new and modernized service department, designed for more efficient and economical service of all makes of cars and trucks. In addition, the McRobert parts department has been expanded to carry an even larger stock of needed parts and accessories. The auto body shop is in a separate building. The used car lot faces Powell and has, now, its own separate office area. Chet McRobert, Jr., general manager and owner of the business, says the new plant emphasizes the firm's belief in the growth of the area it has served since 1930.



# YEAR-END CLEARANCE SALE!

ON ALL NEW 1972 CARS, TRUCKS AND DEMOS

## '72 PINTO RUNABOUT

\$2028

AM radio, tinted glass, No. P177

## '72 PINTO 2-DR.

\$1868

Stock No. P183

## '72 TORINO 2-DR. HT.

\$2798

V8, cruiso, pwr. disc brakes, tinted glass, No. L130

## '72 GRAN TORINO 4-DR. HT.

\$3328

351 V8, auto, ps, pb, radio, tint glass, HD susp., visibility gp., wsw, etc. No. L132

## '72 LTD. 2-DR. HT.

\$3798

400 V8, auto, ps, pb, vinyl roof, radio, tint glass, HD susp., elec. clock, etc. No. 205

## '72 GALAXIE 500 4-Dr.

\$3798

Air, 400 V8, cruiso, vinyl top, trailer tow pkg., ps, pb, bumper guards, radio, tint glass wsw, low miles. No. 75

## '72 GALAXIE 500 2-DR. HT.

\$3378

351 V8, auto, ps, pb, radio, tint glass, wsw, wheel covers. No. 157

## '72 MUSTANG GRANDE

\$3798

351 V8, air, auto, ps, pb, console, tint glass, elec. window defrost, radio, protection pkg., etc. Low miles. No. M7.

## '72 F250 PICKUP

\$2998

Big 6, 4-sp., split rims, 6900 GVW, 70 am. bat., radio, 2740 rear springs No. C440

## '72 F350 CHASSIS CAB

\$3698

390 V8, 4-sp., 10,000 GVW, 6-750x16 8-ply, guages, 55 amp. alt., tint glass, ps, HD shocks. No. C444

Special sale on Ford Courier Pickups—30 to choose from!

'72 PLY DUSTER  
V8, auto, ps, pb

\$2798

'71 MAVERICK  
Grabber, 6, auto, ps

\$2398

'71 SKYLARK 2-DR. HT  
V8, ps, pb

\$2798

'71 Galaxie 2-Dr. HT  
V8, auto, ps, pb, low miles

\$2898

'71 VW SQUAREBACK  
Nice economy wagon

\$1798

'71 TORINO 2-Dr. HT  
V8, auto, ps, pb

\$2598

'71 MUSTANG  
V8, auto, ps

\$2798

'71 PINTO 2-Dr.  
4-sp., local car

\$1698

'71 PINTO 2-Dr.  
2000-4 sp., headers, carb,  
mags, radials, low miles

\$1998

'70 MAVERICK  
6-cyl., 3-sp., economical

\$1698

'70 MONTE CARLO  
V8, auto, ps, extra clean

\$2498

'70 GALAXIE 2-Dr. HT  
V8, auto, ps, air

\$2198

'70 VW BUG

\$1498

'70 GALAXIE 4-Dr. HT  
V8, auto, ps, fact. air

\$2398

### CLASSIC 1957 T-BIRD

All original, V8, auto, convert.  
and porthole tops.

\$2798

'70 COUNTRY SEDAN  
V8, cruiso, ps, air

\$2498

'69 GALAXIE 4-Dr. HT  
V8, cruiso, ps, air

\$1798

'69 COUNTRY SEDAN  
V8, auto, ps, fact. air

\$1898

'69 LE MANS  
V8, auto, ps

\$1898

'68 CUTLASS 4-Dr. HT  
V8, auto, ps

\$1698

'68 DATSUN 4-Dr.

\$1098

'67 MUSTANG  
V8, auto, ps, air

\$1698

'65 FORD WAGON  
V8, auto, etc.

\$998

### PICKUPS & 4-WHEEL DRIVE UNITS

'72 DATSUN  
Brand new body style

\$2398

'72 BRONCO 4x4  
V8, 3-sp., hubs

\$3898

'72 BLAZER 4x4  
Auto, ps, 6000 miles

\$4198

'71 JEEP UNIVERSAL

\$2998

'71 F-250 4x4  
V8, 4-sp., hubs, etc.

\$3498

'71 F-350 Horse Van  
V8, 4-sp., ps, pb

\$3898

'70 F-100  
6-cyl., 3-sp., 15,000 miles

\$2698

'70 F-250  
V8, 4-sp., split rims

\$2998

'69 F-100 Red & White  
V8 or 6, auto, both sharp

\$2398

'69 F-250 Camper Special  
V8, cruiso, ps

\$2198

'69 CHEV 3/4-Ton Van  
V8, auto

\$1998

'68 INT. 3/4-Ton  
V8, 4-sp., extra sharp

\$1898

'67 F-250 & CAMPER  
V8, auto, 11-ft. '69 camper  
is self-contained, shower,  
jacks

\$3798

'67 SCOUT 4x4  
V8, 4-sp., hubs, etc.

\$1998

'47 STUDEBAKER 2-Ton  
4-sp., 2-sp. axle, duals

\$698

For Competitive Lease Prices See Sam Cooley, Fleet and Lease Manager

**McROBERT**

243rd. & S.E. POWELL

SINCE  
1930



**FORD**

GRESHAM 665-0101

ORE. 23 NOV. 1972



Jan 6, 1960

PARK ROSE ENTERPRISE  
JAN 6, 1960

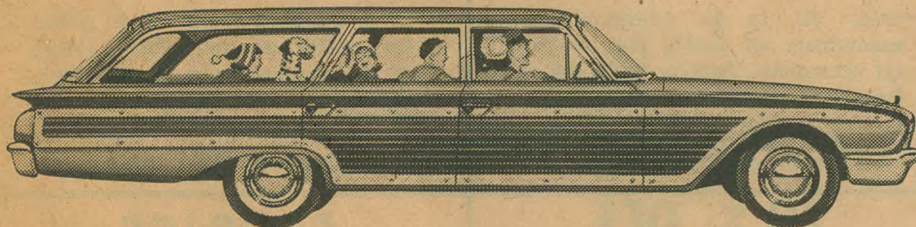


all-new agility!

all-new style!

all-new space!

all-new savings!

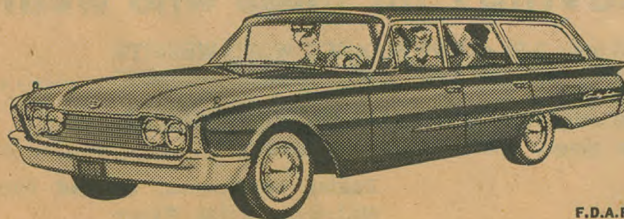


## FORD...the wag n champ has done it again!

From any point of view—from every point of value—Ford's again the Wagon Master, with five new husky, handsome beauties. There's a new "limousine" ride with new 5-foot-long rear springs. Wide-Tread Design with non-squeal, soft-tread tires. You corner "on the level" wherever you go. Built for people as

never before—with wider doors (easier to enter with the "dogleg" eliminated)—greater visibility than you ever enjoyed—55% more sky-to-road vision from front seat alone. One hand easily opens liftgate and tailgate. Come in and see all our Wonderful New World of Fords—models for every purse and purpose.

COME SEE THE  
**WONDERFUL  
NEW WORLD  
OF FORD WAGONS**



F.D.A.F.

# McROBERT M TOR CO.

30 West Powell

Gresham, Oregon

Phone: MO 5-3176



OREGONIAN 21 JUN. 1974

# McRobert Ford 1974 Truck HEADQUARTERS

For the 4-Wheel Drive enthusiasts

**We have Seven 4x4's**

of which includes automatic transmission,  
power brakes, air, etc.

★  
You will find a good selection of  
F-100's, 250's, & 350's

★  
**Looking for a Van?**

We Have a wide selection of E-100's, 200's & 300's  
to choose from.

★  
**How about a Ranchero?**

With or Without Air Conditioning

★  
**For the Economy minded  
We have a good variety  
of Courier Pickups**

With or without automatic transmissions

★  
**"We feel our used car lot offers the area's  
finest selection of full size & economy cars."**

'73 MAVERICK 4 Dr. 250 Cl engine, auto, PS, 8000 miles, rental unit ..... \$2798  
'73 CHEV NOVA 2 Dr. V8, auto, PS, radio ..... \$2898  
'73 PINTO RUNABOUT 2000cc, auto, R&H, WSW, trim pkg, etc. 11,000 miles ..... \$2498  
'71 LTD BROUGHAM 4 Dr. HT, fully equipped, including fact air. Brown vinyl top. .... \$2198  
'72 MERC MARQUIS BRGH. Full power, radial wsw tires, beautiful luxury car ..... \$3198  
'70 MAVERICK 2 Dr. 6 Cyl, auto, 28,000, 1-owner miles ..... \$1798

'71 PONTIAC Ventura II 2 Dr Coupe, 6 cyl, std trans, really great for economy. Low miles. .... \$1998  
'73 FORD Courier 4 Spd, radio, mirrors, HD rear bumper, beautiful ..... \$2598  
'69 FORD WAGON, 10 Pass, V8, auto, PS, PB ..... 1098  
'73 TOYOTA 'corona' Deluxe. Sharp little car with automatic, vinyl top, R&H ..... \$2698  
'72 MAVERICK 4 Dr. 250 Cl 6 cyl, auto, PS, wsw, etc. 1-owner, 14,000 miles ..... \$2398  
'65 MUSTANG, 289 V8, 4 spd, stock mag wheels, 4-barrel carb ..... \$898

**McROBERT**

SINCE  
1950

**FORD**

243rd & S.E. POWELL

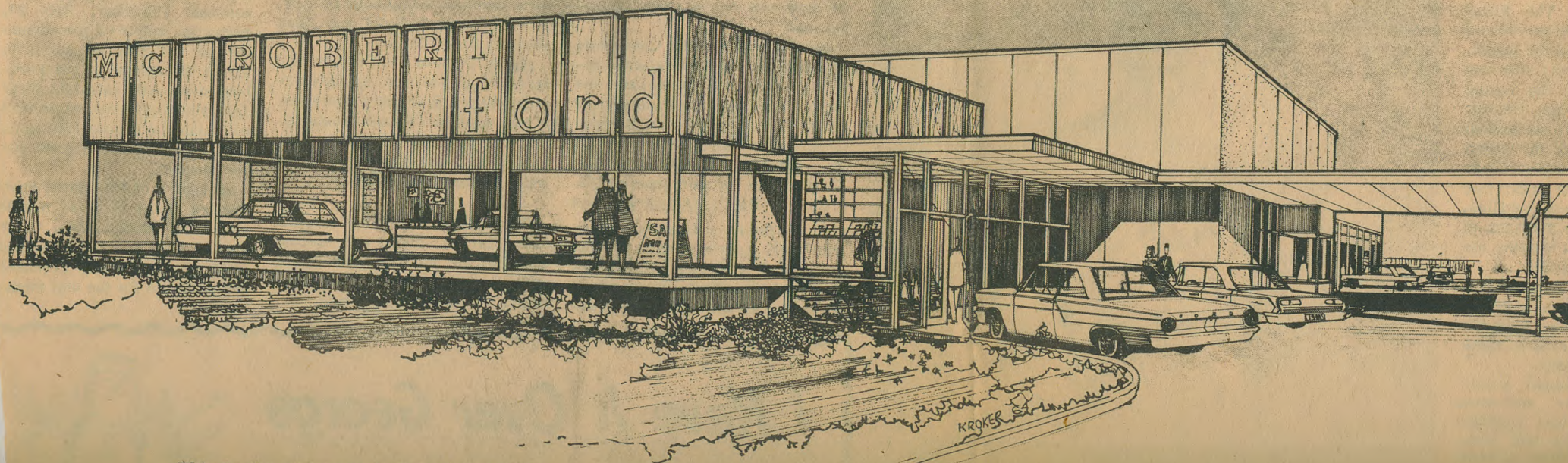
GRESHAM 665-0101



GRESHAM  
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GRESHAM

2-20-64

# ictures of New Auto Dealers' Buildings

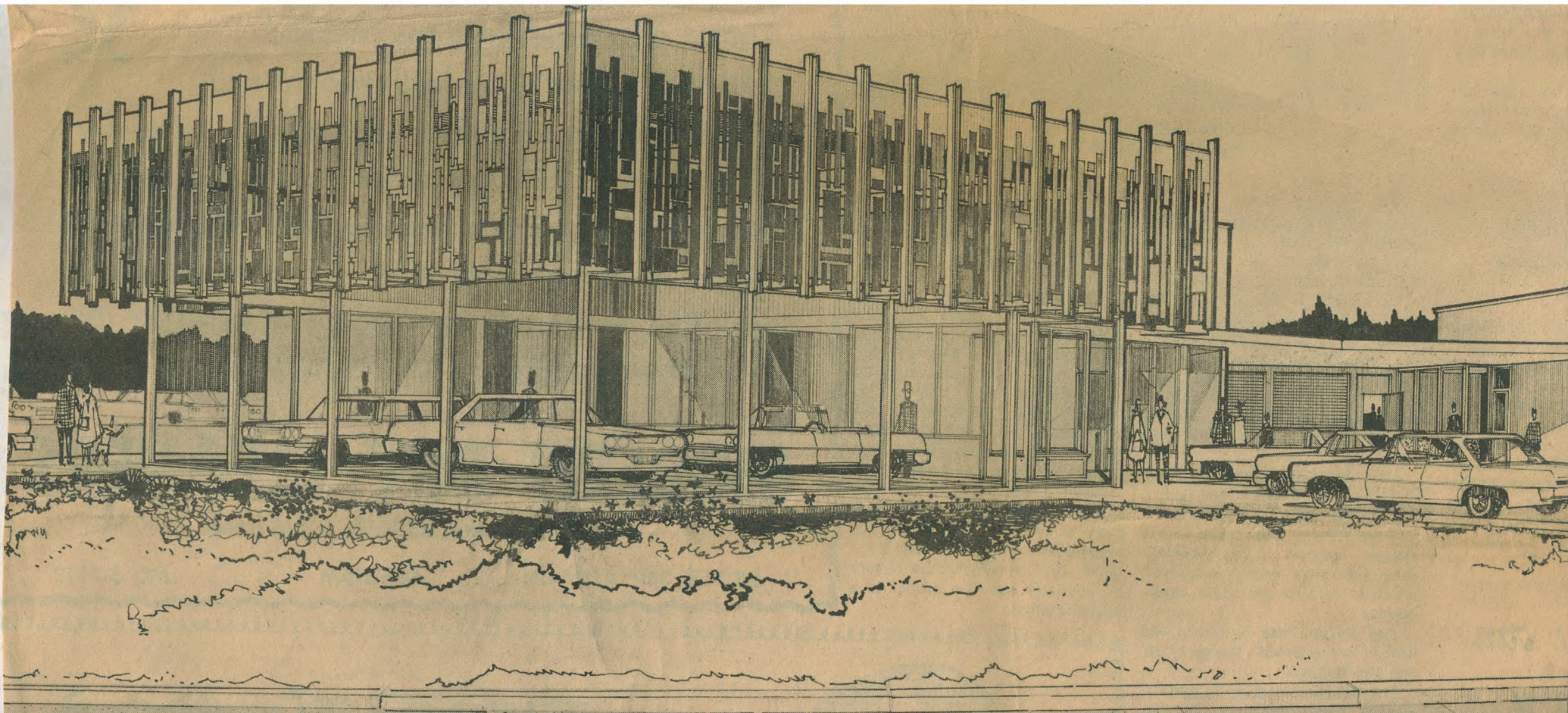


This is the proposed McRobert Motor Co. Ford agency building to soon rise on East Powell Blvd. This \$250,000 structure will feature a raised showroom to better display the new cars offered by McRobert. Work is

scheduled to start about May 1 with occupancy about Sept. 1. With the Fanning Chevrolet building shown below, the McRobert agency will form a new auto city on Powell Blvd. Broome, Selig and Oringdubh are the

architects for both units. It is also planned to have the same general contractor do both jobs—and both will go up together.





Fanning Chevrolet Co. will soon be conducting business from this 20,000 square foot agency plant on East Powell Blvd. Like the McRobert Ford building, it will feature tilt-up concrete construction, starting about May

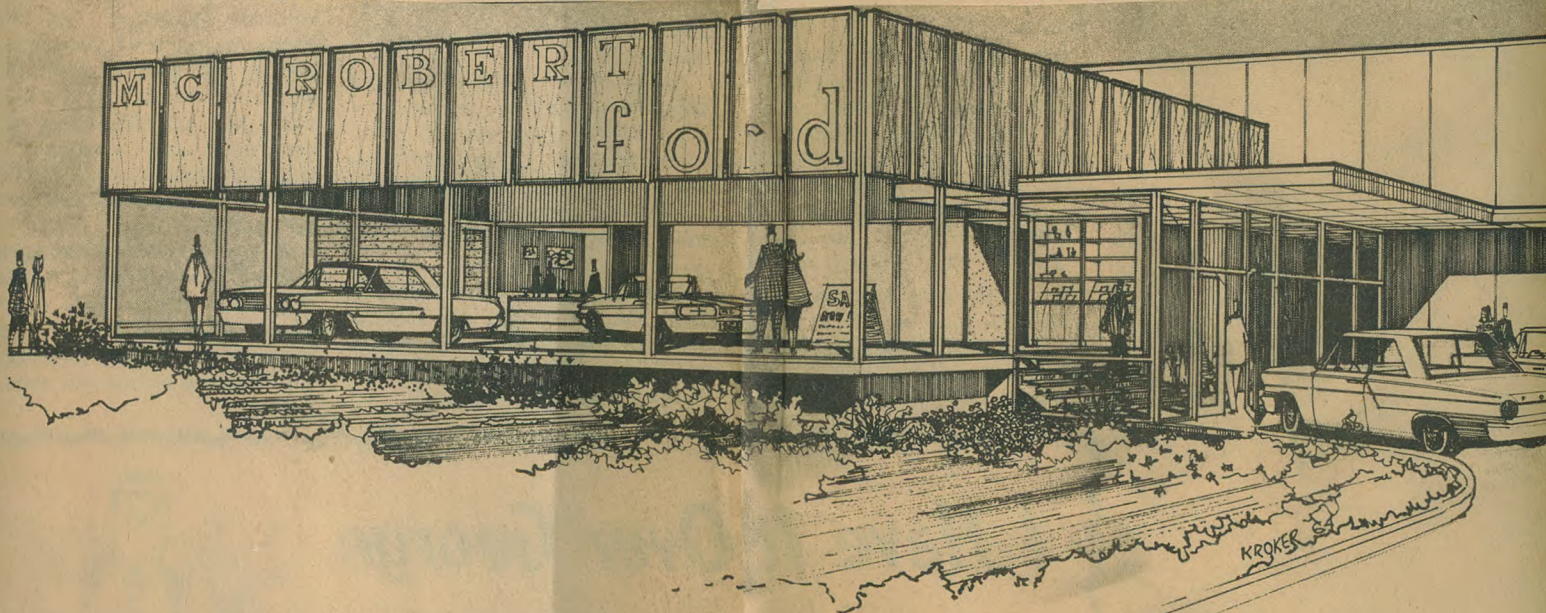
1. The unique sun-screen just above the showroom windows is designed to filter out summer sun and, at night, provide unusual lighting effects. The sun screen will probably be built of random length cedar, stained, to

blend with the building plan. The showrooms in both agencies will have room for four cars. The used car lots of both firms will meet at Powell and thus form a common black-top outdoor display room for these machines.



Feb 20, 1964

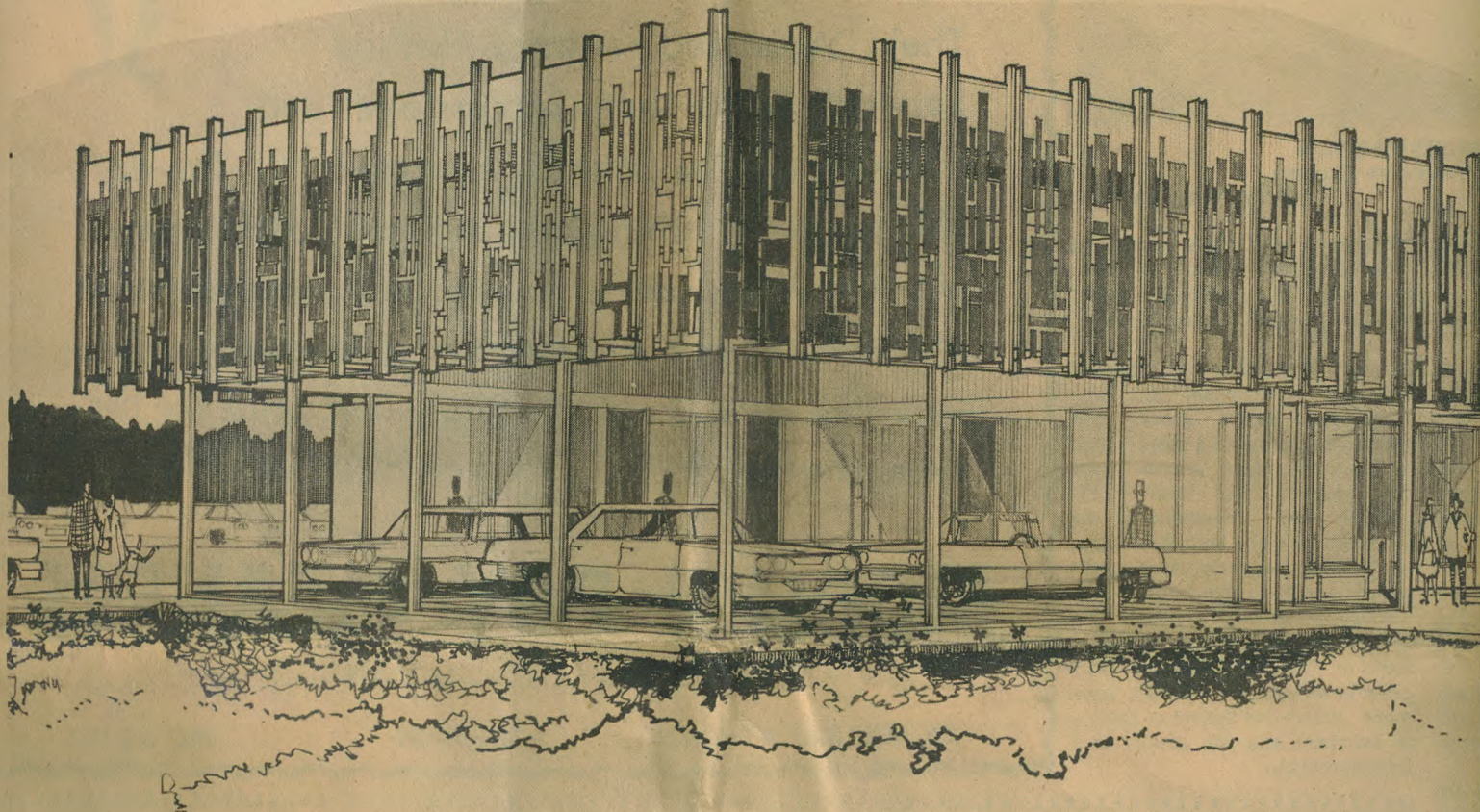
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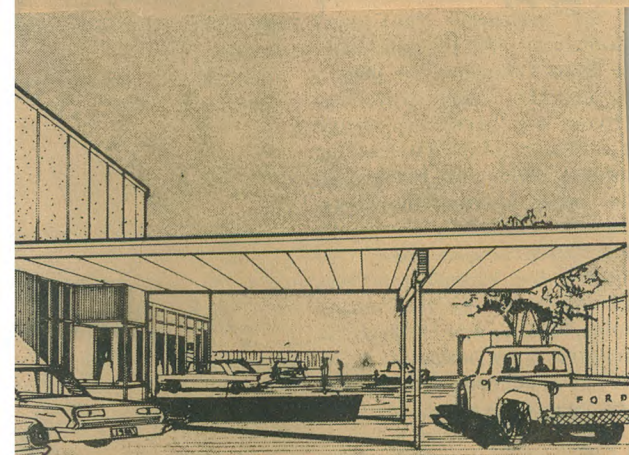
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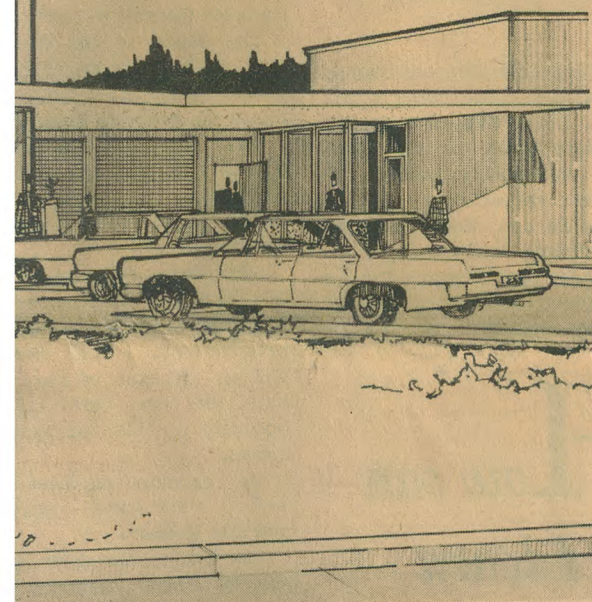
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# Auto Dealers' Buildings



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Feb 20, 1964

## GRESHAM OUTLOOK

### 18 Member Committee To Study Jr. College

A group of 18 school board members was named last week to study what type of junior college program should be organized for Multnomah County.

The 18 persons appointed by the executive committee of the county School Boards Assn. includes two members from each high school or grade and high school board in the county, with four from Portland. Also named to it were two members of the county intermediate school board (formerly the rural school board).

The intermediate board representatives are Al. W. Gustafson of Gresham and Lester Tracey of Rockwood.

From Gresham Union High district the members will be Dr. Norman Norquist and Richard W. Cettel. Named from the Corbett board were Norman Reiter and Meredyth A. Brown while Marshall

Gifford and Muriel Walker will serve from Reynolds school district.

This group's task is to decide whether the two junior (or community) colleges should be established in the county--one in Portland and one in the East County--or whether one countywide school could be adequate. Felling among members of the executive committee, which met last Wednesday night, was that one junior college would be sufficient and that Portland Community College could be expanded to do the job.

The study committee will hand its report to the school boards association next fall.

The study unit is expected to consult with businessmen and others who have shown an interest in establishing junior college facilities in the East County.

Feb 20,  
1964

### Realty Group Being Formed

Seventeen persons interested in furthering efforts of the real estate profession in the Gresham area have formed a new group, as yet un-named, which will meet monthly.

The first meeting of the group last week saw officers elected and heard a discussion of developments in the Gresham area. Another meeting is planned Thursday, March 12.

Officers include Harvey Snyder, president; Chuck Baker, vice-president; Milt Erickson, attendance; Bill Roblin, program chair-



OUTLOOK - 9-22-63

## McRobert Ford Plant Rebuilding Announced

Rebuilding plans for McRobert Motor Co., Gresham Ford dealership, were announced this week by Chet McRobert Jr., president of the firm.

The building was leveled by a \$300,000 fire June 4, the costliest blaze in Gresham's history.

Since then, the firm has been operating in temporary quarters pending completion of building plans.

McRobert pointed out that Powell and Main had been "Gresham Ford corner for 33 years and we hope, for even more years into the future."

All McRobert facilities — the automobile and truck showroom, service facilities, parts department and used cars —

will be located at "Ford corner," the same as before.

McRobert indicated that plans are being prepared and construction would move ahead as rapidly as possible.

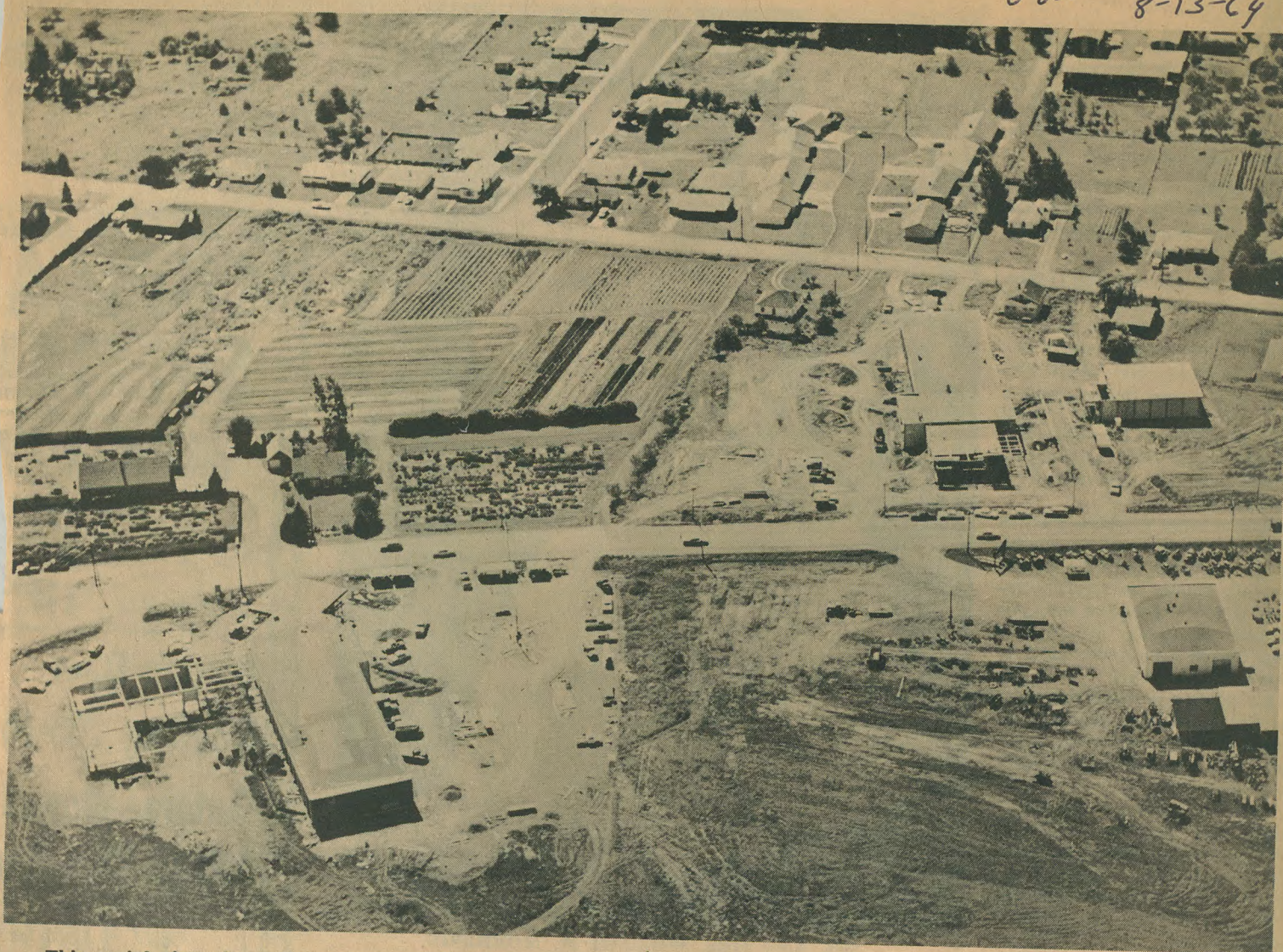
"Our new plant, we are certain, will be a credit to the community," McRobert said, "and our decision to rebuild reasserts our confidence in Gresham and the Gresham area."

McRobert also disclosed that his father, Chet McRobert Sr., is stepping down from the will remain in an active advisory capacity. McRobert Sr. has headed the firm since its inception in 1930.



## EAST POWELL COMES TO LIFE

O OUTLOOK -  
8-13-64



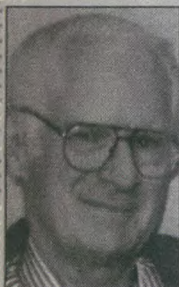
This aerial view shows the progress of the two new auto dealerships on East Powell Blvd. . . McRobert Ford, top of the picture, and Fanning Chevrolet, at the lower side of the photo. Both agencies are scheduled for opening in time for the new-car showing in fall, and together represent more than a \$500,000 investment in the future of Gresham. At the

present stage, the appearance of the buildings begins to shape. Both have showrooms fronting on Powell, and separated body shops. Roofing of the main building is completed. The picture was taken by Tom Brennan of the Outlook staff from a Skyways plane.



OUTLOOK 13 DEC. 2003

# Gresham Ford dealer Chester



CHESTER  
McROBERT

*Employees loved working for  
Chet 'because they liked him'*

BY SHARON NESBIT  
staff writer

Retired Gresham Ford dealer Chester A. McRobert Jr., 73, died Thursday, Dec. 11, in his Gresham home with a 1957 Thunderbird in his garage.

The man who sold Mustangs and Thunderbirds to Gresham residents enjoyed cars, skiing, flying and public service until 1998, when he suffered his first

stroke. He died of a succession of strokes and a neurological disorder.

His wife of 38 years, former Gresham Mayor Gussie McRobert said that in keeping with her husband's wishes no service or memorial is planned.

Though he gave years of public service as chairman of the Gresham planning commission, president of the Gresham Area Chamber of Commerce and chairman of the Multnomah County Tax Supervising and Conservation Commission,

TURN TO CHESTER,  
Page 2A

## McRobert dies at 73



When a fire burned down Chet McRobert's downtown Ford dealership in 1963, he helped create "auto row" on Powell Boulevard by moving his business there

CONTRIBUTED PHOTO



# Chester: Lottery win brought unwanted fame

CONTINUED FROM Page 1A

McRobert was the quiet partner of the marriage. He was a Republican, his wife is a Democrat.

"But it worked because he was a moderate Republican, and I am a centrist Democrat," Gussie McRobert reflected. "Though there was one president we just could never talk about."

McRobert Motor Co. was a Gresham name from 1930, when C.A. McRobert, Sr. established the business through 1979 when his son sold it.

In the process, automobile dealers like the McRoberts and Chevrolet dealer Ross Fanning changed the face of Gresham. When a 1963 fire burned McRobert's downtown location at the corner of Main Avenue and Powell Boulevard (just west of Main City Park) the dealers forged a plan to move east on Powell Boulevard forming what is now Gresham's auto row.

"He was a laid-back guy, not someone who would holler at you," said longtime office manager Dorothy Stockman Gray, whom McRobert called "Mother Dort."

"I was mother to all those guys down there," said Gray, who worked for the dealership for about 40 years. People worked for Chet McRobert for so many years because "they liked him," she said noting that McRobert was a pioneer in offering profit sharing to his employees.

"He was consistently understated, a kind and gentle person,"

“ People asked him why he didn’t control his wife and his attitude was, ‘Why would I want to do that?’ ”

— Gussie McRobert, Chet’s wife

said his friend and neighbor, Terry McCall.

"He did not have one unkind word about anybody," observed his longtime friend, insurance agent Dan Brown. "He helped so many people and so many businesses but he was very low-key."

"He loved flying," said his wife, remembering a time McRobert had to abort a takeoff out of Ketchum, Idaho, because the plane was too heavy. "He made us all get out of the plane and unload our rocks," she said. "What can I say, we were a family that collected rocks."

Chet and Gussie McRobert were both married previously and merged a family of five sons when they were married in 1965. When McRobert sold the Ford dealership in 1979, he told a newspaper reporter that his wife's communications business was thriving, and he wanted to be in a position to move to accommodate her career.

But Gussie McRobert entered politics at home, first on the parks

commission and later in a 10-year stint as mayor.

"He took a lot of flak," his wife says. "People asked him why he didn't control his wife and his attitude was, 'Why would I want to do that?'"

She speculates that her husband saw things in the marriages of older generations that he didn't want to duplicate. When she campaigned for mayor door-to-door, he worked one side of the street while she did the other.

He was born in Portland Sept. 13, 1930, just a few months after his father had purchased the Gresham dealership. He attended Gresham schools, graduating from Gresham High in 1948. He graduated from University of Oregon serving with the U.S. Army and earning the rank of sergeant during the Korean War. He graduated from University of Oregon and married Delores Kletzing, who died in 1960.

He is survived by five sons: Greg Brown and Mark, Brad, Tim and

Skip McRobert, and three granddaughters.

He skied three times a week, and in retirement worked for SCORE, an organization of retired executives who volunteer their talent.

He held countless positions in the automobile industry. A frustrated architect, he designed his own house. He worked on his cars and enjoyed woodworking.

Unwanted fame came his way in 1993 when he won \$100,000 in the Oregon State Lottery.

"He'd buy a ticket every week and put it on the counter saying it was his 'contribution to the cause,' but he never thought he'd win and he wouldn't let me frame the check and put it on the wall," his wife said.

"It embarrassed him," Brown said. "He felt that he had more than a lot of people. I told him if it bothered him, to give it to me."

Finally, McRobert used the money to make improvements around the house and gave the rest to his children.

"But he never bought another lottery ticket," his wife said.

The family suggests memorial contributions to the Multnomah County Animal Shelter.

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# From Ford Metzger to McRobert Ford

Main Street, looking West, Gresham, Oregon



Turn of century photo above shows Ford Metzger building at far left, a saloon in those days. Historical account of city lists erection date as 1884, though on southeast corner of Powell-Main intersection. Dismantling of building is nearly complete (lower photo), as ground is cleared to make way for McRobert Motor Co. expansion.

A 1941 History of Gresham, compiled by George W. Metzger, gave these further details on the first construction of the old building.

"In the beginning of the year 1884, a young one-armed school teacher by the name of Benjamin Franklin Rollins who had come to Powell Valley in the fall of 1878, October 9, to be exact—from Jefferson County, Kansas, and who had taught school in the valley and adjoining districts for about 6 years, conceived the idea of putting up a general merchandise store at the bend of the creek" near a point where the road from Damascus terminated at the Powell Valley road.

"With the help of his stepfather, Samuel Metzger and Metzger's 2 sons, Harvey and Jacob, a one-story building 6 by 24 feet was erected on what is now the south-east corner of Main and Powell streets, being a part of the

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James Powell D. L. C. and then owned by Johnson Cleveland.

"The building was built of undressed fir plank one inch thick and 12 inches wide and stood on end to form the walls and battened with 3 inch batten. Eight feet of the south end was partitioned off for a bedroom and storage room. Shortly after the building was finished and a small stock of general merchandise placed therein, a James F. Roberts of Portland, another one-armed man, joined Rollins in his enterprise. It was then known as Roberts and Rollins, General Merchandise; however a sign above the door and windows said in large letters, GROCERY STORE. It then occurred to Rollins that a post-office in their store would be a factor in drawing trade.

"He, accordingly, caused a petition to be circulated and sent to Postmaster General, Walter Q. Gresham, in President Chester A. Arthur's cabinet, suggesting that the name of the post-office be Gresham and that James F. Roberts, Rollins' partner, be appointed postmaster. At this time, however, a rival party sent in another pe-

St. Louis 1, Mo.

tion desiring the name be Camp Ground. A 16-acre tract cornering on what would now be about 200 feet south of Powell street on Main street had been deeded to the Methodist church for a camp ground by Samuel Brown, a staunch Methodist. But the Postmaster General seemed to like the name Gresham better than Camp Ground and so the name became Gresham.

"The general merchandise business of Roberts and Rollins run on a partnership basis did not prove to be a success and a short time after this the partnership was dissolved. Rollins, obtaining help from his stepfather, Samuel Metzger, took over the entire stock and Roberts returned to Portland. The store building was then moved across the line on to the Camp Ground tract on what is now the south-west corner of Main and Powell streets.