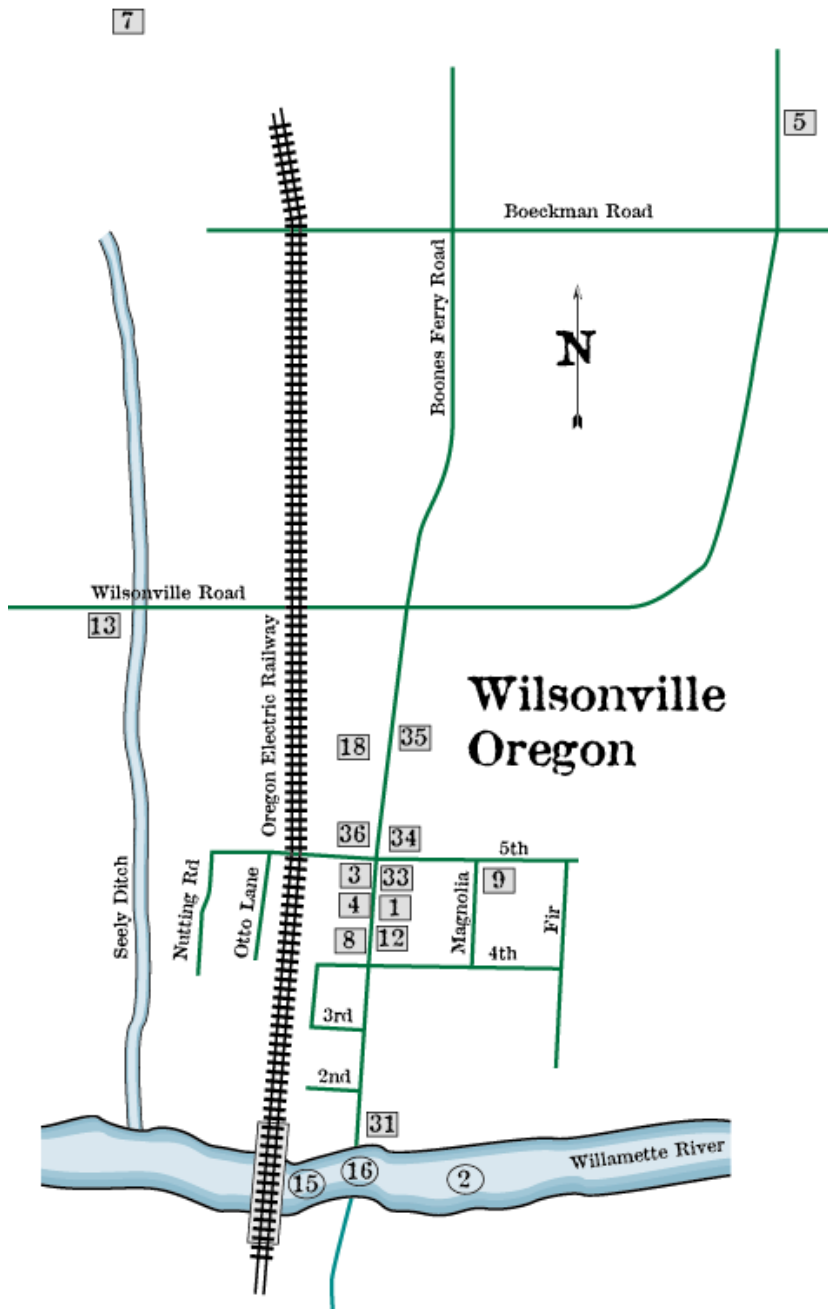


Wilsonville History in Photos

The following is a collection of historical photos from around Wilsonville:

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- [Business & Agriculture](#)
- [Historic Buildings](#)
- [People](#)
- [Transportation](#)
- [Schools & Churches](#)
- [Recreation & Entertainment](#)
- [Willamette River](#)

Map of Wilsonville



1. Peters & Aden General Store
2. Racing on the River
3. Roanoake Inn
4. Downtown Wilsonville in 1910
5. Frog Pond School
7. Carlin School
8. "Doc" Kettle's Office
9. Cottage Hotel
12. Early Car in Wilsonville
13. Corral Creek School
15. Railroad Trestle over the Willamette River
16. Frozen River
18. The Second Wilsonville Grade School
31. Tauchman Farm
33. Auto Garage
34. Community Hall
35. Old Methodist Church
36. Baseball Players

Business and Agriculture

Wilsonville in the early 1900's was a small hamlet, but the town had most of the essentials: a general store, a hardware business, a doctor, a hotel and other businesses. Wilsonville, as part of an agrarian society, was also a farming community with farms that raised hops, field fruits, cattle and hogs.

The Peters & Aden General Store

This picture was taken in 1897. The store was down at the north bank of the Willamette River where Boones Ferry crossed. My dad, Henry Aden, is setting there on the end of the porch looking east. They got all their supplies by steamboat until 1907 when the railroad came through from Portland to Eugene. So they thought they would have to get closer to the depot to meet the trains. So they jacked up this building and had a stump puller that one horse worked and cut a bunch of round rollers of oak and they moved this building about four blocks up the hill to between where 5th and 4th street is now. The front of the building has been cut off and it made a nice living quarters in the back half of the building.

This buggy and horse here was Adolf Koellermeier's. He's sitting here on the porch of the store.

This [the store] was a general merchandise store, dry goods, flour, boots, shoes.

In the back was the post office and the customer would come in. The steamboats would come bring the mail up once or twice a week. Then finally, when the railroad came through, why they got mail service every day except Saturday and Sunday. ~Emery Aden



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This is looking inside the store. On the south side this is where all the dry goods and shoes and boots and overalls were kept. You can see a lady sitting buying ribbon in different colors and widths. There was a big ladder with a track up on the ceiling, and the ladder ran back and forth so they could get there merchandise out of the upper shelves. Then on the left side of the store were the groceries and the warehouse where all feed for the animals was kept. ~Emery Aden

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[This picture] shows Henry Aden on the left. And the fellow working for him is Charlie Ridder on the right. This was taken in 1915/1916. Here on the table in the front were gift boxes. In those days, they used to sell gift boxes; now the merchants give them away [free] to the customers.



Over on the left is a pickle barrel and egg crates and bread box and all the groceries sat there on the shelves. This had a ladder on this side and there is the scales to weigh out most everything in bulk as well as in the cans. Out in the back they had a little

hole dug and they would dump a shovel of carbide in there and pour a little water in. A pipe ran through and the gas would come in and they'd light that... that was the light, before any electricity. In the back were all hats, and of course, the stove to gather around waiting for the mail to be distributed. They called that the "sack bay" club. Over on the left was the hardware.... and through the side door into the warehouse was where the animal food was kept.

~Emery Aden



Local pig farm in Wilsonville
~Emery Aden



The Cottage Hotel

The Cottage Hotel was owned by Ebon & Fannie Dill. It [the Hotel] was located on the corner of 5th and Magnolia Boulevard. You can see the sign 'Cottage Hotel' up on the roof here.

Fannie was a real good cook. She had a deal going with the railroaders... the trains traveling north would give a certain whistle over on the south bank of the railroad. She would go out and kill a couple of chickens and pick them and dig a few spuds and have some dinner ready for the crew when they got their train across the River and parked and walked over to the hotel.



Today [2003], we have nine nice hotel/motels in the community and this [the Cottage Hotel] is still used as a living quarters. ~Emery Aden

The Roanoake Inn

This is Bill Flinn's saloon. Bill was a Canadian. He had the back bar and front built in mahogany... beautiful. It was shipped up here on a steamboat and he shipped it to Butteville [about 4 miles upriver from Wilsonville], and set up his saloon there around the 1890's. He heard they were going to build a railroad from Portland to Eugene and they were going to build a bridge at Wilsonville. So he knew there would be traffic there. He had his back and front bar loaded back up on a steamboat and shipped down to Wilsonville. Then he unloaded it and set up his building there. He operated that until 1923 when prohibition came into effect.



On the right is Doc Kittle. The next is Bill Flinn and next is Joe Chalupsky. Joe was a carpenter. He built an estimated 18-30 homes and barns. Next [to Joe] is a fellow by the name of Eppler. His folks had a big hop farm on the south side of the river. ~Emery Aden



Bill later ran the waterworks for Wilsonville. He had a good well dug and this furnished enough water for 3, 4, 5, houses around the area.

Don't ever remember what happened to the front or back bar. The story maybe [it was] Fred Edmunds, a rose grower out by Frog Pond, had one of the front or back [bars]. But I can't tell you if whether that's true. The two bars were set up at the four corners of Wilsonville when 3.2 [percent] beer came in. It was known as the Roanoake Inn; this was the name of Bill's saloon. And he got that name from the bar brand of whiskey he sold. When

they opened up a tavern up at the four corners of Wilsonville, they... forgot the name of the tavern... but in later years they named it the Silver Leaf and they had a restaurant and they operated it for several years and then it was demolished. ~Emery Aden

Wilsonville 1910

This is the "Main Street" of Wilsonville looking south in the year 1910. The store at left is Kitcher's Confectionery and next to it is Aden's & Peter's Hardware store.



This is looking inside the store. On the south side this is where all the dry goods and shoes and boots and overalls were kept. You can see a lady sitting buying ribbon in different colors and widths. There was a big ladder with a track up on the ceiling, and the ladder ran back and forth so they could get there merchandise out of the upper shelves. Then on the left side of the store were the groceries and the warehouse where all feed for the animals was kept. ~Emery Aden

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Doctor

Doc [Doctor] Kittle was the local doctor. He took care of both animals and humans. His office was next to the Roanoake Inn which was Bill Flinn's saloon. On the side was the MBA Hall - - the Modern Brotherhood of America - - a big hall where there was boarding rooms.

When prohibition came in 1923, they dismantled the big MBA Hall and hauled it up to on a farm behind Dammasch Hospital [today] and built a big barn. In later years a nice lady built a house inside the barn. ~*Emery Aden*



Historic Buildings

There were no interstate highways or airports in 1910. However, people still got around Wilsonville and to nearby communities by car, motorcycle, train, ferry, on foot or by steamboat. Roads were mostly dirt; heavily traveled roads were sometimes graveled or, in rare instances, planked.

While there were many roads leading out of Wilsonville, Boones Ferry Road was the most used travel route north and south since the road was fairly straight and level for work animals to move cargo and people. Travel east and west was performed mostly by boats that plied up and down the Willamette River. Other ferries also operated on the River.

For those who did not own a car, railroad travel was the preferred method of travel north and south. Wilsonville's train depot was located at the intersection of Boones Ferry Road and 5th Street.

First School in Wilsonville

This school, the Frog Pond School, was a two story building and they had living quarters up on the top story. This is the school my dad went to. His dad had a farm just a quarter of a mile north of here. This building is facing west and the kids, the boys especially, would go to school 'til they were big enough to work on the farm. And there weren't too many that actually graduated from the eighth grade at that time. When the districts were consolidated into the West Linn district, they moved this building up Stafford [Road] to the intersection of Gage Road. It was [then] a community building and they maintained it until GTE built their substation. Then it was dismantled, torn down.

~Emery Aden



Old Methodist Church

The Methodist Episcopal Church was built in 1910 by local builder, Joe Chalupsky. It served this growing community as a center for Methodist and other events until its sale in 1998. It was later purchased by the Fred Meyer Stores Inc., who owns it today [2003]. It's location and attempts to preserve it make the church a focal point of community concern.



Tauchman Farm

The Tauchman Farm and House was built in about 1900 at the north landing site of the Boones Ferry. In past years, the dwelling has housed many of the captains and owners of the adjacent Boones Ferry. It was also the site of the Wilsonville's first City Hall. It served, until 2002, as the site for a private day care. Today [2003], the road to the ferry is a dead end. The open field at lower left is now part of Wilsonville's first park, Boones Ferry Park.



Community Hall

The Community Hall, built around 1900, was first located closer to the Willamette River. A single horse and rollers were used to move the building uphill to be nearer the train depot. There it became what was known as the Lawrence Hotel and also housed a livery stable. It was used, in succession, as a boxing studio, movie house and dance hall. It later became the Wilsonville Feed Store and is today, a private residence and art studio.



Notable People

Like any community, Wilsonville has had its share of well-known individuals and families including:

- Emery Aden - local historian, pioneer descendent
- Walt Morey - internationally acclaimed children's author
- Maureen Neuberger - past U.S. Senator
- Edith Green - former U.S. Senator
- Charles Wilson, first Wilsonville postmaster - for whom the City of Wilsonville is named
- Julius Meier - businessman
- Robert V. Short - Oregon State Treasurer
- Ernest Kolbe - forester
- George Curry - former Oregon Governor. "Curry" County is named after Curry
- Alphonso Boone - Grandson of Daniel Boone
- Chloe Boone, Great grand-daughter of Daniel Boone - First female teacher in Oregon

Transportation

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Early Car in Wilsonville

"Henry and Blanche Aden in their 1916 Lexington Touring Car parked beside the house, between their store and their house. You can see this is the sport model as the top folds down over. And it has a set of [head] lights with a carbide tank that holds the gas. The car was a dark maroon color and the tires were just a normal run of tires. There was always a flat tire it seemed like and usually most of the people carried two spare tires."

~Emery Aden



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Railroads Serve Wilsonville with Service North & South

This is a photo of the railroad bridge across the Willamette River. The train shown here is heading north. Note the ferry on left and large barn behind trestle, as well as boat house at lower right. ~Emery Aden

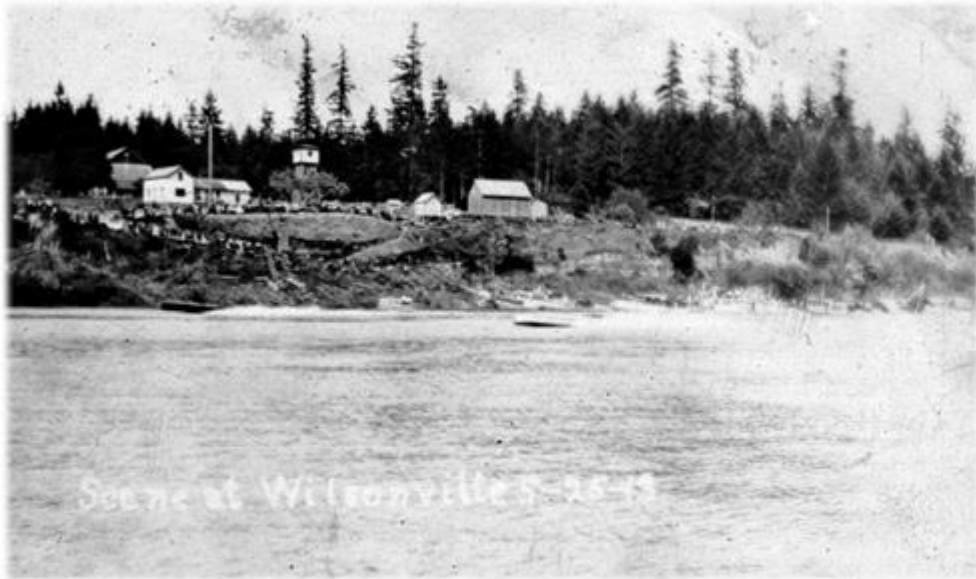


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Racing on the River

Taken from the south side of the Willamette River looking north at the north Boones Ferry landing. It happened that this day they were having a boat race and they had two motor boats; one of them was the 'Oregon Wolf' and the other was...the 'Vamoose'. To the left of this picture would be the railroad bridge today and to the right downstream would be the Interstate Bridge (I-5 Boones Bridge). ~Emery Aden

Note: According to the note on this photo, this race took place May 25, 1913.



Schools & Churches

Wilsonville's first schoolhouse was the rural "Frog Pond School" built around 1876.

The first in-town school for Wilsonville was the one-room Wilsonville Grade School and was built around 1880 on donated land; the establishment of this school indicates the importance this community placed on getting and having a public education. A larger two-room school replaced it around 1912. A still larger and more modern school replaced it in the mid-1900's (later Wilsonville Grade School became "Wilsonville Primary School"). Wood Middle School opened in 1980 to supplement and broaden the education of Wilsonville's growing population.

Wilsonville continued to grow - and in response - Wilsonville High School opened in 1995. Prior to that, many students attended West Linn High School or took the train into Portland to attend high school .

Boeckman Creek Primary School opened in the late 1990's. It was quickly followed by Boones Ferry Primary School, which was built to replace the (sold) Wilsonville Primary School. Thus ended a stretch of 175 years in which there always had been a schoolhouse on the same piece of land.

Church buildings have served the Wilsonville community since the 1870's; they were religious centers as well as community centers. The first church building seems to be the 1880 "Frog Pond Church" (UCC) followed closely by the Stafford Baptist Church in 1890. The first in-town church building was the Methodist Episcopal Church on Boones Ferry Road (1911).

Corral Creek School



Frog Pond School – First School in Wilsonville

This school, the Frog Pond School, was a two story building and they had living quarters up on the top story. This is the school my dad went to. His dad had a farm just a quarter of a mile north of here. This building is facing west and the kids, the boys especially, would go to school 'til they were big enough to work on the farm. And there weren't too many that actually graduated from the eighth grade at that time. When the district's were consolidated into the West Linn district, they moved this building up Stafford [Road] to the intersection of Gage Road. It was [then] a community building and they maintained it until GTE built their substation. Then it was dismantled, torn down. ~Emery Aden



Second Wilsonville Grade School

This was the second Wilsonville Grade School. It was built around 1912 and featured two rooms, which could become one large room by the removal of the sliding partition between the rooms. School meetings or assemblies requiring a larger hall were often held across the street in the Methodist Episcopal Church's meeting room. It was built on the same land as was the first Wilsonville Grade School.

The teachers pictured here are Helen Murray and Cora Hasselbrink. The third girl from the right is Maureen Brown (Neuberger) who later became the first woman U.S. Senator from Oregon. She and her husband were the first married couple to ever have served in legislatures at the same time.



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Skunk Hollow School

This was the Advance School on Advance Road and was known as the Skunk Hollow School because there were so many skunks around. This [school] was boarded up about the time all the districts joined into the West Linn district. A fellow by the name of Jean Schwartz had the bell out of this school, but no one can ever find or what happened to the bell. ~Emery Aden



The Carlin School

Now the Carlin School was over in the Malloy area, at what is now Grahams Ferry Road and about where the turn off to the Coffee Crick [Creek] gravel pit and a little north of the Coffee Creek penal facility [built in 2000]. Our baseball team was invited over to play a game of baseball with the Carlin kids, and I remembered they had just [blown] cut down a couple of trees and they blew up the stumps, but didn't fill the holes and the infield was a bit rough. ~Emery Aden



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School with no name



Old Methodist Church

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Recreation and Entertainment

There was no television, radio, internet, movie theatres or telephone to entertain citizens in Wilsonville. To be entertained, one had to create entertainment. Those who looked for excitement took motorcycle rides, raced their boats on the river, competed in baseball games, took retreat at the Roanoake Inn and went to plays at local schools.



Baseball

[This was the] 1912 baseball team. This picture was taken in the school yard at Wilsonville at the baseball diamond. These uniforms, they are all wool and they purchased them from Honeyman Hardware in Portland. The pants, shirt, and cap, and socks all complete and all wool for 85¢ for each complete uniform, but it was difficult to raise 10¢, 12¢ or 85¢ in those days.

Back row shows...left to right: Norris Young, Fred Darby, Walter

Koellermeier. Center row: George Stangel, Hart Horn, Elmer Blossum Seeley, Peck Murray, John Biggs. Front row: Andy Hasselbrink, Frank and Del Young... no relation to the other Youngs.



They would take on any ball teams in the county or the state. They used to go down to the Chataqua Grounds in Gladstone and challenge any team that wanted to play and they were never defeated in three years. So they named themselves the Oregon State Champions. ~Emery Aden

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Frozen River

(This was) taken on Christmas Day in 1924. It had been cold for several weeks before. And then conditions: the river was down real low so there was very little current. It froze hard enough for us to get out and skate on the river. Pete Tauchman, the ferryman's son, had a Model T Ford and he got out and make a few donuts on the ice.

Here on the left side was the ferry. They pulled it up out of the river. They was afraid the ice would crush it and make the barge leak and then as it thawed out, they would slip it back in and pulled it up onto the ferry landing.

Today, on the left side is the Interstate 5 bridge.

In the summertime was our swimming hole.

There was a steep road that came down [to the river bank].

Farmers would come there in the fall with a team and wagon

and haul gravel out of the river. The County would send up a steam digger and dig gravel and bring it to the bank and put it in bunkers and the farmers would come in with their wagon and fill it up with gravel...about a ton... and they had an extra team of horses to pull the wagon up hill and they would drive up until they came to a bad mud place. They'd stop over that and they had the bed of the truck...of the wagons...fixed so there was narrow pieces of 2 x 4's and they would lift those up and let the gravel sift through and wouldn't have to shovel the gravel and fill up the holes as they went along.

The County paid the farmers \$3 a day for the team, and wagon, and driver. The farmers used that money to pay their property taxes. ~Emery Aden



The Willamette River

Wilsonville had no interstate highways or airports in 1910. However, people still got around Wilsonville and to nearby communities by car, motorcycle, train, ferry, on foot or by steamboat.

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The River was also a primary source of entertainment, recreation and personal news.