

BEAVERTON ORAL HISTORY PROJECT

Interview with

GUY CARR

At his office at Carr Chevrolet

11635 S.W. Canyon Road, Beaverton, Oregon

INTERVIEWER: Nancy Olson, Washington County Historical Society

ASSISTING: Louise Wilson, President, Tualatin Valley Heritage

Date of Interview: Wednesday, March 4, 1981

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for

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Interviewer: Nancy Olson, Washington County Historical Society  
Assisting: Louise Wilson, President, Tualatin Valley Heritage

NANCY OLSON: Would you state your full name, date and place of birth?

GUY CARR: Guy Crockett Carr. Telluride, Colorado. 1900.

NANCY: How long have you been a resident of Beaverton?

CARR: Since 1918, and a half. After World War I, right after the Armistice was signed, about six months later.

NANCY: How did you get the middle name "Crockett"?

CARR: That's a good question. I come from the Deep South, and I think everybody is some relation to Davy Crockett.

NANCY: So you've been in Beaverton since 1918, at the end of the war? What caused you to come to Beaverton?

CARR: Well, my folks separated when I was four years old, and they took me back to the old plantation in Virginia. My grandparents raised me. And that plantation is in Fairfax County, out of Washington, D.C., and Dulles Airport is located on about 650 acres of our old plantation now.

During the service I found out where my mother lived, and I wanted to see her. I hadn't since I was four years old. I thought, "Well, O.K., I'll look her up." And I came out here after I got out of the service and found that she lived in Beaverton, Oregon. So that's what brought me to Beaverton. Luckily, I used to work for Parkway Motor Car Company before I went into the service in Washington, D.C. (that was a Ford Garage) and then I got here and I found my stepdad and my mother had the Ford dealership here, in Hillsboro and in Forest Grove.

NANCY: What was the name of it?

CARR: Otto Ericson & Company.

NANCY: What did Beaverton look like at that time?

CARR: Well, it was just a woodyard. At that time, on both sides of the Southern Pacific track from Beaverton to St. Mary's, cordwood was piled up on both sides of the track. The only way they heated the city of Portland was with wood, in those days, and it all came from this area and Cooper Mountain; this was all big timber all through here, all virgin timber.

NANCY: Were there farms?

CARR: Oh, farms hewed out in different spots all through the county, yes. And I sold Ford's tractors in the early days, all through here to farmers. There were farms, and they were clearing land all over. The Downings over here in Greenway, and the McGowans and all, they were busy clearing that ground when I came here.

NANCY: Were the Pienovis here at that time, or the Biggis?

CARR: Biggis, oh, yes. Ann Marie was here. Yes, I can remember Louie real well.

NANCY: What did they raise?

CARR: Well, they had gardens down in that rich soil. They had kale, and anything that would go to the market -- anything in the Yamhill Market.

NANCY: This was beaverdam soil?

CARR: This was all beaverdam all down through here.

NANCY: It's flat when I look out your window. I see it's very flat. Today, of course, it's greatly different from what you saw.

CARR: Yes, but we used to dam it up and we had a lake; they'd flood that every winter, and they'd raise celery -- not celery. Oh, my memory!

NANCY: Horseradish?

CARR: No.

NANCY: I know celery was raised.

CARR: No, the Frenchman over here -- his name's just on the end of my tongue. He raised onions. There were a lot of onions raised here -- and asparagus.

NANCY: Oh. Asparagus. All right.

CARR: George Selly, also (used to know 'em all) -- every morning they'd go to the market with their stuff -- Yamhill in Portland.

NANCY: Up over Canyon?

CARR: Sometimes they would go Terwilliger Boulevard. Terwilliger Boulevard was a better route. We had cordruoy roads down the canyon road then.

NANCY: Can you tell me anything about Bernard Airport?

CARR: Yes, I'm guilty of helping put it in, along with Archie Olson, George Yates and Charlie Bernard. Charlie Bernard, he owned the thing. But we put the first one on Ericson Avenue. We used to have a movie studio there, on Ericson.

NANCY: The first airport was on Ericson? How many acres was it?

CARR: Oh, I don't know. About ten of it was ours and then the old studio was joined there -- must have been another ten. I'm just guessing the acreage.

NANCY: When was it moved up here?

CARR: About 1932.

NANCY: You built airplanes?? Tell me about building airplanes.

CARR: Well, we got into that during the Depression and built quite a few of them. I could have brought pictures down.

NANCY: You do have pictures? Oh, excellent!

CARR: At the Town Center Theater, about the time of that United crash, they put on a party for us. In the early days, somebody had a movie camera. I didn't. I didn't even have a camera. They had film of some of our flying and building those planes. There were only 12 pilots and out of the 12 able to come, there were only three of us could walk in on our own power.

NANCY: Why was that?

CARR: Well, they was all crippled up and everything, and there's not that many living. And Charlie Bernard (he had cataracts so bad), I went up and shook hands with him and he said, "Well, I can't see but I know it's Guy Carr by his voice." And Dwight Smith was there. He belonged to the O-X-5 Club (That's a World War I airplane that Rickenbacker and all 'em fought World War I in). He was a pilot. So was George Yates.

NANCY: Where'd you get your interest in airplanes?

CARR: Well, through George. He lived just across the street from me here in town. We would build a glider first, went from that into airplanes.

NANCY: How many would you say you've built?

CARR: Oh, maybe fifteen, twenty.

NANCY: Was the Hillsboro Airport built at that time?

CARR: Oh, no. There wasn't anything out there.

NANCY: Who used the airport?

CARR: Well, all of us. We called ourselves bush pilots. We'd set down in fields out here once in a while, and just went from place to place, and barnstormed.

NANCY: Who taught you to fly?

CARR: I don't know. There wasn't nobody teaching you. You just crawled in and flew it.

NANCY: How far did planes come from to land at the Beaverton Airport?

CARR: Oh! They came from Yakima, The Dalles, and then we had the mail out of The Dalles to ... Let me think on that one. Oh, Boise -- and those boys every once in a while would come in here. Tex Rigert came in here from Portland. They had an airport on Swan Island and we would go down there.

NANCY: What happened to all those old planes?

CARR: Well, that's a good question. One of them got destroyed over here in the Columbus Day Storm at Pearson Airport.

NANCY: I notice there's an old propeller at Bernard Beaverton Mall. Is that off of one of the old planes?

CARR: Probably one of them. It's in the Mall then, right?

NANCY: Yes. It's hanging up on the wall.

CARR: Harold Langley has one of them.

NANCY: Is it wooden? The propeller?

CARR: Yes. That's all we had was wooden propellers.

NANCY: Now, what about the Oregon Electric Railway?

CARR:- Oregon Electric? Well, it was here when I came here and the Southern Pacific had more trains than the Oregon Electric. An uncle of mine was engineer on the Oregon -- married an aunt of mine. We had the Red Electric every hour, from Forest Grove to Portland. That was the main travel in those days.

NANCY: Where was the station?

CARR: Right where the U.S. Bank is.

NANCY: Did you take the train occasionally, either to Portland or to Forest Grove?

CARR: Oh, yes, yes. Or horse and buggy, or any way you could. Or on foot sometimes.

NANCY: Did you walk into Portland?

CARR: Yes, down Canyon Road.

NANCY: Tell me about the Multnomah Golf Club.

CARR: That was started in the Twenties. I think I sold the manager a Star car. I quit Ford in 1925. I'm getting ahead of my story. I bought my stepdad's dealership here in Beaverton in 1923. He had the Hillsboro dealership. And August Sanderson had the Forest Grove dealership. I bought this one out and rented the building from him. Then my garage burnt down in 1930 so I had to move up to Aloha for just a short time and I came back to Beaverton during the Depression.

NANCY: Now back to the Multnomah Golf Club.

CARR: That was in 1924, because I sold the manager 25 cars. The club house is now a school.

NANCY: Not any more, but I believe it turned into Gables School.

CARR: That's right. That was the old clubhouse.

NANCY: Right. The clubhouse has been torn down in the last few years.

CARR: Well, O.K., but that was the location. But going down that long drag to the Clubhouse, he turned the car upside down, he and his wife. Nobody got hurt, but the old car was pretty well taken care of.

NANCY: Did you play golf there?

CARR: No. I never did play golf.

NANCY: Do you know people who used the Multnomah Golf Club?

CARR: Oh, yes. Some of the oldtimers, but there's none of them around here that I know. I can't place my finger on any. See, I'm old enough now, if I turn in my chips tomorrow morning, there's no oldtimers could haul me to the cemetery.

NANCY: You've outlived them all?

CARR: Outlived them.

LOUISE WILSON: Is Merle Davies still around?

CARR: Yes. She's still here, yes. And she must be about 90. I'm going to say she is about 90.

LOUISE: She must be. I interviewed her three or four years ago.

NANCY: You started to bring up the history of Carr Chevrolet.

CARR: Well, Carr Chevrolet. First, I had Ford -- I bought it from my stepfather, rented the building from him. It was located up there on Farmington Road. The old building, my shed -- that World War I surplus building, was connected to the garage. But the front of the garage burnt down in 1930. We owned that whole block and my house set right on 2nd & Main.

NANCY: After the Ford Agency, what happened?

CARR: Well, I had the Star dealership, but they went broke during the Depression and I went broke with 'em.

NANCY: How did you survive?

CARR: Well, that's a good question. Any old way we could. We had no money; the banks closed, and we tried to keep our business running. We had a

contract with the school in those days to furnish the buses. They had five buses. They paid us off in warrants, and I had to meet the payroll for the drivers and no money. Nobody had any money. Period. They was just no money. But I was fortunate enough -- the Downings, I was telling you about, they didn't believe in banks. They had kept it in a tin can, under a stump out there where they was making this farm -- you know, cutting down big trees and taking stumps out -- Oh! they were hard workers! As a bachelor, Jim, he financed me to where he could, and he'd take my warrants, and they paid 8% interest. That way I got my hands on a little money to meet the payroll for the drivers. I was also on the City Council at that time, and they paid off in warrants. The school paid off in warrants. The County was on warrants. Nobody had any money. And so I found a lady in town, but she lived out here on the river road, by the name of Goddy.

NANCY: What was her name again?

CARR: Goddy. Mr. and Mrs. Ed Goddy. They had a big old Studebaker. And the Depression came on. I had to rely on just running my shop. I had no dealership from 1930 to 1935. Then I took on Nash for about five years. From Nash, I bought Chevrolet out in 1940 from Elmer Stipe. He started the Chevrolet dealership at the same time as my folks started their Model T.

NANCY: Did you build this building?

CARR: Yes, in 1950. I had the Nash dealership for Siebert's Furniture; it was out in back, and when I bought the Chevrolet next door, had two dealerships at one time.

NANCY: You've been in the automobile industry a long time.

CARR: Well, before the World War, and every day outside the service. And I was a pilot in World War I.

NANCY: You were? Oh, you were a pilot in World War I.

CARR: This you'll get a charge out of. I was in Troop G. 14th Cavalry. I piled horse manure and mule -- from one pile to the other, and that made a pilot out of me (laughter).

NANCY: You piled it, hummm? (laughter)

CARR: Yup. That made a pilot out of me! You wanted to know where I learned how to pilot...

NANCY: Yes, I now know where you learned it (laughter). O.K., I'm fascinated that you were in the automobile industry since just after World War I.

CARR: Before World War I at Parkway Motor Car Company in Wisconsin.

NANCY: What were the prices of cars, prices of gas?

CARR: Well, I sold gas here in Beaverton during the Depression at  $7\frac{1}{2}$ ¢ a gallon.

NANCY: What was it in the Forties?

CARR: In the Forties, about 25%. After World War II, I never got into the gas business. I didn't want any more of that.

NANCY: Tell me about Canyon Road. You mentioned the canyon was corduroy.

CARR: Corduroy, part of it. At the lower end, down there at the bottom, it had a watering trough there to water the horses. There was a section there, I'm going to say 500 yards, over the low part there that had corduroy. That's the way the wagons and horses and teams and automobiles had to make it. There was just gravel road -- mud and gravel. Everything was gravel road, that the county could gravel.

NANCY: How did you get to Hillsboro?

CARR: We went down through Farmington and at the Shell corner turned off and went right straight through to Reedville, then stayed on the south side of the railroad up to Witch Hazel, crossed the track there and then the road went in to Hillsboro.

NANCY: How about Salem?

CARR: Salem? Well, we had a road down to Salem, old (Highway) 99. I never made that very often.

LOUISE WILSON: May I ask a question? You were telling about how to get up to Hillsboro. You said you went on Farmington Road to Shaw Corners, and then to Reedville, and you stayed on the south side of the railroad track. Did they use that a good bit?

CARR: Well, the highway wasn't finished. They finished the TV Highway in 1921. It was only two lanes.

LOUISE WILSON: That's the Old Astoria Road along there, you know.

CARR: Well, the old road -- what's the dividing line?

LOUISE WILSON: I don't know, but Beaverton ...

CARR: Baseline! They call it Baseline, was what it was. Because I recall now, I think she's wrong on that, but you went by the Ladd Reed farm and ...

LOUISE WILSON: I didn't know they used... Well, I just wondered when they quit using that Old Astoria Road.

CARR: Well, when the new highway went through.

LOUISE WILSON: Well, that's prior to 1921 then, yes, that's interesting.

CARR: About 1921, is about the time they completed the highway.

NANCY: How many mechanics did you have at your garage?

CARR: During the Twenties, I had about five. I got pictures of them. You see, I had Nash in one building. I spent about six months remodeling the old building up where Hertzog was.

NANCY: How did the automobile companies get to be put up on one end of Canyon Road?

CARR: I started that in 1950. I just built down here and everybody followed. Not much to tell. I was the first one out here, outside the city limits.

NANCY: This was outside the city limits? Where was the city limit?

CARR: In the ditch.

NANCY: I'm not familiar with the ditch.

CARR: Well, you cross it every day.

NANCY: Do I?(laughter)

CARR: That feeds this beaverdam here.

NANCY: Oh, all right. Sure. That was the city limit. You already mentioned that the Depression was really hard to survive.

CARR: Well, it's worse now than it ever was then, as far as I'm concerned. I didn't lose money during the Depression. I held my own. But we've been in red figures now for 18 months.

NANCY: So you consider today's inflation...

CARR: Oh, it's worse now.

NANCY: You mentioned you were paid in warrants. Is that the same thing as scrip?

CARR: We had scrip. The county put out scrip and so did the city. But that was just paper. And I took in wooden money, from Tenino, Washington. I wish I had it today. They made their scrip out of wood; real thin little sheets would be a dollar or fifty cents or whatever.

NANCY: I heard that Washington County paid their employees in scrip.

CARR: No. Warrants. A warrant drew interest. Scrip was the face value.

NANCY: During World War II, was there an automobile shortage?

CARR: Yes, there was for four years, yes. And I just nicely got the '42 model Chevrolet -- we had our opening and WHAM!-- December the 7th. That was it. And then you close everything. I couldn't keep my men. They froze the wages at my place and then paid more at the shipyard. And all of my crew walked out and left me alone. Except Mr. Wright stayed with me, and just the two of us kept the two dealerships running through the war.

NANCY: What did you sell at that time?

CARR: We didn't have nothing to sell, only work on cars. They froze what few cars we did have, and then I went out and bought cars from other dealers, if they wanted to get out and forget it, and stored them. I stored them in my Siebert's building there. When an old V-8 came on, they froze those and batteries and tires. Here's an interesting story. I'll tell you about tires.

I was tire distributor for the U.S. and Gates Rubber Co. at that time. I had about the only tire place in town then. And the government froze the tires. I couldn't sell them. But I had a friend and he said, "Guy, in 1940 (now this was his thinking in 1940)," he says, "you buy every tire you possibly can and store it." I says, "What with, Fred?" He said, "You need some money, I have a little savings I'll let you have and you pay me the interest like I'd get at the bank, (that was 1940)," he says, "You can have that." So he allowed \$5,000 worth. And I signed a note for it, subject to change of conditions at the time. Well, I just nicely got them in the warehouse and they froze them. There it was. And I couldn't sell a tire. I couldn't pay old Fred, or anything. I'm getting ahead of my story -- why I should get all the tires I can. He says, "We're going to war with Japan. And the Philippines will cut off our rubber." And that's what happened. In 1940, he told me this. Knowing what I know now, I wouldn't be sitting here talking to you. I'd be down in the South Pacific someplace enjoyin' the sun. But he knew.

NANCY: Well, you had these tires.

CARR: Oh, sure. I had several thousand dollars of my own; I had a big supply without moving in this \$5,000 and \$5,000 in those days bought a lot of tires. And they're froze by the government. And then OPA comes along. They froze batteries. They froze my cars. I couldn't sell a car. And I had those cars floored. And I had to pay the interest on them. And couldn't sell them.

NANCY: This went on for how long?

CARR: Oh, I think OPA -- I don't have the record on it -- but I'm going to say I was sitting there high and dry for about six months before OPA come along -- the Office of Price Administration. Anybody that qualified for a car, they'd bring a certificate over to me if they wanted one of my cars. That's the way I sold them.

NANCY: O.K., how'd these end up then?

CARR: Well, the war ended, and then OPA went out and I was back on my own again. Where were you during World War II? You weren't even thought of.

NANCY: (laughter) I was four years old.

CARR: I was four years old in the Civil War. (laughter)

NANCY: How about any community efforts during World War II? Were you involved in any, such as fund raising, or bonds?

CARR: Involved?? Oh, everything, and I was on the City Council at that time and we had the W.P.A. Did you ever hear tell of W.P.A.? Well, to get people

working and keep them eating, W.P.A. had projects in the city building sidewalks. There was board sidewalks here then. There was no concrete.

NANCY: Before World War II?

CARR: Well, yes. So anyway, we were building sidewalks for the W.P.A. and then we had community gardens. I had tractors in my dealership. Bill Grauer (an oldtimer here who has passed on now) (His widow's still alive. I just took her out to dinner last Friday.) Bill and I got to talking about community gardens. I was on the city council. We had to take lots back from people who couldn't pay the taxes or street assessment. To get the people back on the tax roll, we'd give them a lot if they'd build a \$2500 house on it. (I can name a bunch of houses around here that were built for \$2500). That put them back on the tax. That was the only way we could get any money to run the city.

Then these vacant lots -- Bill, he'd come in here with a tractor. He'd come off the farm up at Sheridan and he says, "You let me have a tractor and a plow, I'll plow these gardens, make community gardens." And everybody got into the act and really raised enough food and more. They were called community gardens or victory gardens, but people had to eat.

NANCY: What was the name of the man?

CARR: Bill Grauer. William Grauer. He was in World War I.

NANCY: Where were the gardens?

CARR: - In vacant lots all over town. Any direction you wanted to look.

NANCY: Were there savings bond drives?

CARR: Oh, yes. I wasn't on the committee to sell war bonds because I had my hands full with the City Council. And I was trying to keep my business alive, too. I worked 24 hours a day and eight days a week.

NANCY: You mentioned that you were on the City Council.

CARR: Well, I'll go back to sidewalks. We were laying sidewalks, cement, four inches deep, for 20¢ a running foot during the Depression. And other W.P.A. projects? Oh, I have to tell you about the well. That's a good story. Portland shut us off of water because we couldn't pay our water bill. We brought in water from Raleigh Station to Beaverton in those days. They had old wooden mains; that's the only thing they knew, put in about 1910 or 1911 and brought into Beaverton.

NANCY: Would that have been Bull Run water?

CARR: Oh, yes.

NANCY: It came up from where?

CARR: Well, from Raleigh Station; not Raleigh Hills. Raleigh Station. Raleigh Station's the other side of Glencullen. The county line took over right there. And then these pipes into Beaverton deteriorated to the point where we were using more water than we were selling. And I was chairman of the Water

Committee. It was during the Depression. When they did that, we notified everybody to fill their bathtubs full of water; that way, they had to turn their water on one hour a day. Well, they didn't have to. I'm getting ahead of the story. I'm sorry. Someone, not me, I wasn't smart enough to think of it -- got the State Health in, and they had to turn that water on one hour a day, for flushing toilets and water use. And we owed the city of Portland \$75,000 in back payment.

So anyway, Al Jansen, the well-driller, knew of our plight. Well drilling was down; everything was down. So he said, "What are you going to do about that water?" And I says, "Well, we can't do anything different from what we're doing." He said, "I'll tell you what. I'll make you a deal. If you'll pay Charlie Anderson his salary as well driller, then I'll furnish the rig, if you'll just pay for the breakdown of the rig."

We have a reservoir up on Vista Hills, up above Nendel's there. And I said, "Well, O.K., Al," I said, "That's pretty good of you to do that." And Charlie, we paid about \$5.00 a day for drilling; we had to pay him that, and pay for the rig -- up-keep or anything. Well, the city didn't have any money in the general fund because we was broke, so the five Councilmen went to the bank and borrowed from O.J. Gibson, signed a note for \$2500, the five of us, to start that drilling.

We had to have 450 gallons of water a day in order to take care of the city at that time. And we had the reservoir. Nobody knows it's full of water. Charlie said, "You'll have to furnish the tractor to help get the rig up." Straight up from Nendel's there's an old log road up there -- wood road. I had a big old 1530 McCormick Deering Tractor (made by International) and we'd take it down there and hook it on to the well drilling machine and got it up there.

So Charlie started drilling. As you go down, it's solid rock after about ten feet. We kept going and couldn't find enough water. We got down about 430 feet and didn't have enough water for the town, and he lost the tools in the hole. Down here we'd signed the note for \$2500. (That was a lot of money for us guys, cause we were all broke.)

So Charlie says, "I'll get those tools out of there if it takes me the rest of my life." He says, "You won't have to pay me for the time." So he fished for two weeks and finally got a hold of them. When he started out, he put dynamite in down around the tools, to loosen them up where he could get a hold of them. We got a hole with a dog leg in it -- it was crooked. But he kept on going -- got down to 735 feet, and we found 450 gallons of water a minute. Well, Okay, we had a test pump, to see how far the water csme up and what the drop was, and we had enough water. But we had no money to buy a pump. And now I'm getting back to the year. It was '33. Now I'll tell you why. I remember that. A friend that used to live here in Beaverton, Mike Welter -- the Welter family -- and they was oldtimers, and he was manager of the Bingham Pump at that time. And he knew what our plight was, so he said, "Guy, if you'll furnish me a flatbed truck over the weekend, I'll get you a pump and a motor, but I won't have any shaft. I can't furnish you a shaft."

They were building Bonneville Dam and the cofferdams at that time. They bought pumps off of Bingham and when they got through with them, they just threw them up on the bank. So he says, "I'll have to go get them," he says, "They won't give them to me," he says, "But I'll get 'em." So he went and got a pump and the turbine, the motor, but we had no shaft. And we had to go down that well with a

shaft about 300 or so feet. And this dog leg in the well presented us with a problem. Here's your shaft, and in that bend was the tension there. In those days they didn't have a water-lubricated bearing like they got today. They were metal, and they had to be oiled. And you used copper pipe to every bearing -- and I'm going to say a bearing about every twenty feet on this shaft all the way down, and so that kept whipping out on account of the dog leg in there. I don't remember now just how we did get enough money to get a shaft so we could pump water. Well, we got water coming and then we began to make some money. And we paid Portland back. And the \$2500 note we signed, too. We paid that off first. (laughter) We saw to that.

NANCY: So that was Beaverton's city water system.

CARR: Yes, that's right. And it was for years running. Then they put in a well out my way -- I wasn't on the City Council then. That was out there off of Davies Road, off Hansen there. They put a well in there and a reservoir, and that was about '45, right after the War. So they had to have more water. This well here couldn't supply. And then they outdrew that, and they went back and put a big pipeline in from Bull Run.

NANCY: Beaverton has never been on Wolf Creek, have they?

CARR: Wolf Creek, that's just new. That's only about 10 or 15 years.

NANCY: Was that 1932 that you were first on the City Council?

CARR: I'd say about 1933 because the Cofferdams, they were a couple of years there building the dam and these cofferdams, it might have been '34, right in there.

NANCY: Who were the other Councilmen with you?

CARR: I've got pictures of them. There's none of them alive. I don't know if -- see, Albert Rossi...

NANCY: Now he owned the pharmacy, is that correct? Did Rossi own the pharmacy?

CARR: Not at that time, no. His dad had the saloon there. I don't remember if Al was on it at the time when we did the well drillin' or not. I doubt it. But anyway, a fellow by the name of John Kirby was on it, and Wilson. Course these guys are all dead and gone now. Oh. Harry Alexander was one of them.

NANCY: For how many years did you serve on the City Council?

CARR: Oh, all told, I think I took two or three whacks at it -- about nine years. I'm just guessin'. I don't know.

NANCY: Did you serve in any other form of city government other than City Council?

CARR: No. No. Well, I acted mayor a few times (chuckle).

NANCY: You were Acting Mayor?

CARR: Well, the oldest one -- if the mayor couldn't, you know, you took over.

NANCY: What about the fire department, police department?

CARR: Well, I was a fire department volunteer. We had a volunteer fire department. Speedy Claussen (he's dead now) -- Premium Cafe, the studio, back in the 20's was on fire -- and you grabbed the cart and everybody run and had a hose on it, and Speedy fell down. It was an old steel tire wheel, big tire wheels, and ran over his neck and we thought he'd broke his neck and they kept on goin' to the fire and someone stayed with Speedy, and we found out that you couldn't kill him with a club. He came to the fire. (laughter) So, anyway, I had a Stutz Bearcat -- I wished I had it in my collection -- that I had taken in on a Model T Ford. In those days, those cars, you had to eat, you couldn't sell 'em. And I had the thing stickin' around, right after Speedy got run over, and they said, "Guy, let's have that old Stutz and we'll put a soda tank on it. So I gave it to the Fire Department, and that was our first fire wagon.

NANCY: What's a soda tank?

CARR: Well, there's soda and water, and that'll put out a fire.

NANCY: Oh, I see. And some type of pumping system?

CARR: On this old Stutz, yes. So we had to do all those things ourselves. We had no money. So anyway, that was our first fire truck.

NANCY: A Stutz Bearcat -- with a soda tank on it. Where'd you get the tan-

CARR: I don't remember. Probably stole it.

NANCY: Someone welded this on then?

CARR: Well, we built it up.

NANCY: Now, you mentioned the studio. Is that the old airport on Ericson?

CARR: Premium. In those days, you see, the Model T Ford could get around in the roads we had in those days -- mud roads. Puddle jumpers, we called them, and I could have taken in a lot of old cars and I didn't. I'll tell you about the history of another old car I took in later on. --Where'd I leave off at? You got me ...

NANCY: Oh. O.K., I asked you about the studio. Now what is the studio? There were films taken there. Is that right?

CARR: Yes, that's right. Made movies. It was the Premium Picture Studio. Madame Schumann-Heink wanted to make a movie star out of her son. She was a singer, wasn't she?

NANCY: Yes, opera -- grand opera, famous German opera singer.

CARR: Yes, and she had made a lot of money and they formed this studio. She came out of Los Angeles. Why they picked Beaverton, I'll be damned if I know,

but anyway, they did. And so she brought her son up here. He was a handsome, you know, no-good -- he was a drug addict.

NANCY: This was what year? Here I go on years again.

CARR: Oooh! O.K., I'm going to say about 1920.

NANCY: And he was on drugs in 1920. So that's been goin' on for quite a while, hum?

CARR: Well, it's been going on for as long as I've been here. I got a lot of people in the service with it.

NANCY: She sent her son up here?

CARR: Yes, she brought her son up here and she put her money in the studio; they formed a corporation and had stock. They sold stock in it. I didn't have any stock in it. I couldn't buy nothing. And so I don't know too much about the mechanics of it. But anyway, it didn't last too long. I'm going to say within a couple of years it was down the drain.

NANCY: Why did they pick the airport?

CARR: Well, the airport wasn't there. We didn't build the airport until after that. We used that for a hangar.

NANCY: What was the name of the airport?

CARR: Beaverton Airport. A place to land, that's all it was.

NANCY: Could you tell me again how long it was on Ericson?

CARR: As I recall, it went to Charlie Bernard over there in the early 30's.

NANCY: So that was seven or eight years, then it moved over to Cedar Hills Boulevard?

CARR: Charlie was farmin' that. He let us have a strip down through there.

NANCY: He owned all of that; is that correct?

CARR: Yes. He owned it. Farmed. And his family still owns it.

NANCY: And is Charlie still around? Charlie Bernard?

CARR: No. He died here about six months ago. I got ahead of my story that I was going to tell you. Some fellow that was in Western Aviation picked it up. I don't know how it got started.

NANCY: The studio?

CARR: No. No. The meeting that they had the pictures of at this theater on 185th, way out there, the night that I was telling you about, of the United crash. Well anyway, they had us out there and there was only three of us walked in,

some of them in wheelchairs and oh, gosh, some on crutches. There was 12 pilots. And so, anyway, it was an interesting meeting. And we had to laugh at the -- in those days, everything like movies, black and white, you know, and some of the craziest things you ever saw. We just couldn't -- we'd forgot all about some of that stuff.

NANCY: Who has those pictures?

CARR: Well, this guy who put the show on and the party. He dug it up. He's from Medford or Grants Pass or someplace. They furnished the theater and then just the families of all those ...

NANCY: How many of you went then?

CARR: Twelve of us, all told. I guess we all had our wives, and some of 'em had sons running businesses. I don't know. There wasn't too many.

NANCY: You don't know where he got those films? But they were taken over here?

CARR: Well, they took my still pictures and showed them. But the movies, I don't know. In those days, movies was unheard of. Nobody had a camera on them. These pictures that I got, I didn't take them. Someone took them. I couldn't afford a camera.

I was surprised, you know. I didn't know what they was gettin' into. They wanted to know if I'd come. Well, the guy interviewed me, and he took my pictures, see, I must have about ten, fifteen pictures, and so ...

NANCY: Fascinating! Now, how about some county government? I'm interested in you trying to get the county seat changed.

CARR: Well, the location, not the county seat. Well there was about five of us on the Capitol Improvement. I don't know how I got on that. Some of the County Commissioners brought my name up and I found myself on and I accepted it. This was about '66. They was going to have to remodel the old courthouse and I didn't want it there.

The special-interest boys, that's how Hillsboro operates you know, these special-interest boys -- they bought off the property all the way around the courthouse, knowing someday expansion would come and they'd get in on the kill. Well, I sensed that. And I didn't have any support. I was one man, the loser, and I fought them all the way through. You go into Hillsboro, on the right hand side, right across from what we call the Poor Farm (the administration building). In the early days we had what they call the Poor Farm. It was thirty acres. I had 30 acres in there that I had on auction for \$275,000. And I turned that over to the County Commissioners and they're still in Hillsboro. And bring it out there, that would take care of this county forever, on 30 or 31 acres.

NANCY: It's still within the Hillsboro city limits?

CARR: Yes. You pass it as you go into Hillsboro. It's on the right-hand side. There's still the old barn there-- everything's there. Well, this auction cost me \$3500, and so I gambled \$35 and it was stupid. Now you're looking at the stupidest guy you ever talked to. I should have had it -- when the County turned

it down, I should have kept it myself. Now, I'm going to say that piece of property today is worth \$5 million. But, at \$275, I had an option on it to buy it. Because we had \$275,000 in the budget to provide parking and location. But the boys outvoted me on it -- those special-interest boys who had property and who were on this committee.

NANCY: Yes. I remember that.

CARR: Down here I couldn't get any support from the people. This whole community; they didn't even know -- the biggest share of them didn't even know there was a courthouse in Washington County. They come out here and bought these homes, their payments was all in taxes, all wrapped up in them, they could care less. I just took \$3500 out of my pocket and gave it to the county, handed it to them on a platter.

NANCY: I'd like to know about your antique car collection. I've heard about it.

CARR: Well, there's not much to tell. There are 25 in all. The oldest one is a Crestmobile, 1902, made in Cambridge, Massachusetts.

NANCY: That's your oldest. What's your newest?

CARR: Latest -- '56 Packard.

NANCY: And then everything else is in between. What's your favorite?

CARR: I don't have any.

NANCY: You love them all?

CARR: They're in love with me, more so than I am with them.

NANCY: Where did you get this.

CARR: I got that over here at Cedar Mills. Crestmobile.

NANCY: Crestmobile. You got it in Cedar Mill, at Stark's Garage?

CARR: Oh, no. Stark's Garage -- I sold him his first car and taught him how to drive.

NANCY: Did you?

CARR: And then he ran over me. (laughter) That's beside the point.

NANCY: Is that Carl that you're referring to?

CARR: Oh, no. That's Byron. I sold him a Model T Ford and taught him how to drive.

NANCY: Well, who'd you purchase the Crestmobile from?

CARR: From an old guy in Cedar Mills. And I restored it.

NANCY: You don't remember his name, do you?

CARR: No, I really don't. He bought it secondhand and came to Portland. He had a machine shop -- an old German, and he had a machine shop. Some dentist, the story now. I don't know; I got no way to prove this. He kept the thing a-runnin' for five or six years and then he sold it to the dentist and the dentist got her out of Mobil, and so he had it out here, and I heard about it.

NANCY: But when did you purchase it from him?

CARR: Oh. About 1950.

NANCY: Well, it would be natural for you to have antique cars, being in the car business all these years.

CARR: Well, I used to sell wagons. That's when my name was Wagon.

NANCY: Do you have antique wagons?

CARR: (Laughter) No.

NANCY: Guy Wagon. Is that why you got into cars, because of your last name? No. I know.

CARR: I knew I had to make a livin' with my hands. I never had anything above my ears, so I had to. I was on "Faces and Places"; did you see that?

NANCY: I saw that. Was that quite an experience?

CARR: Yes. Well, they didn't show it like I thought they would. Not like I'd like, but they didn't show one barn where these exotic cars like the 16 cylinder Cadillacs are -- they didn't show that at all.

NANCY: How many Cadillacs do you have?

CARR: Three. Two '30's. 1930. 16 cylinders.

NANCY: Where do you keep all your cars?

CARR: Out at the ranch.

NANCY: You have them insured, I'd assume?

CARR: Well, that's what I was lookin' at when you come in. The insurance policy. I guess so. I have to dig up some money this morning.

NANCY: From the sound of things, you've always been able to survive.

CARR: Well, yes. I've got my health and when you've got your health, you're the richest guy in town. Money don't mean nothing.

NANCY: To what do you attribute your health?

CARR: Damned if I know. Just lucky. Now Mildred, she's gone. She died of cancer.

NANCY: Your first wife?

CARR: Yes.

NANCY: Do you have children?

CARR: Oh, yes. Two girls.

NANCY: Are they in Oregon?

CARR: One's in Livermore, California. She had five kids before she found out what caused it, and the other one has two.

NANCY: So you have seven grandchildren. Your other daughter is here?

CARR: Yes, Shirley. Bob Carl is my general manager here.

NANCY: Oh. So you don't know why you're so healthy?

CARR: No. I'll tell you why I think. I had a lady from down at Jefferson write to me. Her name was Carr and she was trying to put the family tree together. I called her and instead of writing a letter -- I can't write a letter -- can't spell anyway. And so she said, "By any chance, is there any Indian blood in you? -- in your strain of the Carrs?" I said, "No, but there's a little colored blood." (chuckle)

NANCY: Let's talk about you being related to Thomas Jefferson.

CARR: Oh, yes. Well, Thomas Jefferson married a relative of the family, Dabney Carr. They're buried up there along the Siloh, Salo, whatever you call it. That's only just a short distance from where I was raised.

NANCY: Is "Carr" English?

CARR: English, Irish -- I never did know.

NANCY: So the Carr's have been in America a long time?

CARR: Oh, I think they came across on the Mayflower, settled in Virginia.

NANCY: You've gone back home on occasion. You said you just went back about six months ago?

CARR: Oh, no, no, no. About two years. They had a family reunion. A cousin of mine was there that I grew up with. He's the same age, and he's one day older. His birthday's on the 16th and mine's on the 15th.

**PART ONE AUDIO RECORDING ENDS HERE**

NANCY: Where was your reunion?

CARR: That was in Fairfax County, about 22 miles out of Washington, D.C. The old Dulles Airport is six miles down the road. Anyway, he says, "Guy, some of these people are going to be here the night. They're not all white." he says, "They might call you 'uncle' so don't think anything of it." (laughter) And so this gal down here called me a Jefferson and I thought of that when she asked me if we had any Indian blood.