

MODERN DOCK TO BE BUILT AT EAST SIDE

Deck of Structure Will Be Level With Madison-Street Bridge Approach.

WORK TO BEGIN AT ONCE

Operations Are Now Under Way or in Prospect That Will Improve Property and Commerce on Both Sides of River.

Work will be started at once on a dock to be erected on property adjoining the approach to the Madison-street bridge, owned by H. N. Burpee and Drake C. O'Reilly...

Other Changes in Prospect. North of that site piling is being driven for a new dock and improvements are contemplated by Joseph Supple...

On the West Side the North Pacific Lumber Company has paved the way for the occupation of bottom land that was of little use previously...

Dock Being Raised. At the foot of Davis street, where the Shaver Transportation Company has its berth, the rear dock is being raised...

Under an ordinance now in force all new docks must be constructed with firewalls, and it is possible that in the future a mooring will be authorized...

MODERN SQUARE-RIGGER HERE

Pactolus Escapes Being Dismantled and Is Yet Seaworthy.

One of the last American square-riggered ships to be built, the bark Pactolus, which is celebrating her 19th birthday, is gracing Portland's harbor today...

Built in the days when clipper ships were in vogue, the bark was rated a leader in her class and a strong illustration of her admirable construction...

COULDSON'S CARGO IS READY

Inca and Glenlee Will Form July Coterie at Inman-Poulsen's.

Inman-Poulsen have 3,400,000 feet of lumber piled on their dock in readiness for the tramp Couladon, which is due to start working there today...

Chamber Answers Longshoremen.

Responding to a communication from the Longshoremen, in which it was stated in effect that the Chamber of Commerce would not be accepted as a body to arbitrate differences between themselves and local stevedores regarding increased wages...

ulated scale. All communications in the matter will be considered by the trustees next month.

Powder Launch Starts in Trade.

On her initial journey, which is likewise her trial trip, the new launch Lox left for Martin's Bluff yesterday for a powder cargo, and in the future she will ply in that trade, handling explosives for the local market and for shipment by rail, also that consigning to Celilo for use on the canal...

Chinook Will Dock Next Week.

For three days, beginning June 30, the Government dredge Chinook will remain on the Port of Portland drydock being cleaned and painted. The contract provides that the Marine Iron Works is to paint the hull to the 16-foot water mark and the painting of the upper part of the hull and the entire superstructure is to be prosecuted by the vessel's crew.

Marine Notes.

President Ward, of the American Trading Company, having headquarters at San Francisco, is in the city en route from Astoria to Puget Sound. It was reported yesterday that the British tramp Cape Finisterre, en route

STEAMER INTELLIGENCE. Due to Arrive. Table with columns: Name, From, Date. Includes ships like Bear, Hercules, Breakwater, etc.

from Manila for Ataru, had been fixed at 23 W. McNear for lumber from Puget Sound to Adelaide. Two barges for the Union Bridge & Construction Company have been started at Supple's yards and will be launched about July 1. There are to be used for work on the O. R. & N. bridge.

Though in the river two days, the gasoline schooner Oshkosh did not reach the city's dock and departed last night owing to the fact she was beached at Astoria to ship a new propeller. She is to sail for Tillamook tonight.

As Oregon City is to hold a celebration July 4, the Oregon City Transportation Company has arranged to operate the steamers Pomona and Oregon between Portland and the Falls City that day. The company is making three round trips each Sunday on the Oregon City route.

Movements of Vessels.

PORTLAND, June 23.—Sailed—Steamship Breakwater, for Coos Bay; steamship Stanley Dollar, for Seattle; steamship Wellesley, for Houlton; British bark, for Seattle; Fireboat George H. Williams, and the harbor patrol responded.

Tides at Astoria Friday.

High. Low. 1:11 A. M. ... 8.8 feet; 2:24 A. M. ... 0.8 feet; 5:02 P. M. ... 6.9 feet; 6:16 P. M. ... 4.3 feet

CANADIAN NATIONAL PARK

The Canadian Pacific sells a round-trip season ticket to the Canadian National Park, the greatest of all mountain resorts, for \$25.00. This is an ideal spot for a summer vacation.

FESTIVAL INFLUX BRINGS RECORDS

Figures and Estimates of Various Railroads Show Big Gains Over Last Year.

FETE GREATLY ADVERTISED

Festival Traffic Doubled and Even Trebled by Some Lines and Total of 100,000 Strangers Brought In, Thought Conservative.

Figures collected from the various railroads running into Portland show just how large the trade from the territory and distant points was for the Rose Festival. From Oregon and Washington territory there was not a single station that did not double its travel to Portland the same time last year.

Estimates Not Extravagant. Estimates of 100,000 visitors were by no means extravagant, say the railroad officials. From distant points, making very low estimates for districts from which returns are not forthcoming, 25,000 visitors spent the whole or part of Rose Festival week in Portland.

These figures are probably too low, as the estimates from eastern Harriman territory are placed at only 3000, yet authentic Northern Pacific figures show that 5000 people took advantage of the low convention rate in Portland. The Great Northern figures show that 200 additional people per day were carried, making a total for the seven days concerned of 2800.

Suburban Lines Busy.

No figures were obtained with regard to the traffic on the suburban lines of the Portland Railway, Light & Power Company, the United Railways, steamboats and other suburban means of transportation. But that the visitors from near-by points outnumbered those from distant points in the ratio of three to one seems certain. This being the case, there were easily over 100,000 visitors from out-of-town points for the Festival.

STREETCAR MEN HOLD PICNIC

Conductors Forget "Step Up in Front" Refrain for Few Hours.

Sixteen hundred employees of the Portland Railway, Light & Power Company, from J. H. Barbur, assistant to the president, down to the office boys, and from the oldest motorman in the service, down to the newest recruit, conductor, left Portland at 9 o'clock yesterday morning in two nine-car trains for Estacada Park, where the day was spent.

The occasion was the first annual employees' excursion held by the street railway company. Basket lunches, steam and both dinner and supper served under the giant trees in the park. A number of the carmen took fishing tackle along and went fishing, but by far the greater number stayed in the inclosure and entered into the ball games and sports for which arrangements had been made by a committee of the conductors and motormen, acting under B. E. Boynton, claim agent.

FRENCH FARMERS BUY BONDS

Chicago, Milwaukee & St. Paul Issue Taken Up Abroad.

Information has reached Portland that the recent \$50,000,000 bond issue of the Chicago, Milwaukee & St. Paul Railway has been taken up by small French capitalists, mostly composed of the farming class. The bond issue, which amounted to 500,000,000 francs, was subdivided into denominations of 1000 francs, or \$200, and in single lots of this value, practically the whole issue was sold. Publicity regarding the Middle and Far West will thus reach the whole of France in a manner that could hardly be surpassed.

Railroad Personals.

Harry Brown, Northwest agent for the Nickel Plate, with headquarters at Seattle, was a much-esteemed visitor on Railroad Row yesterday. M. J. Costello, assistant traffic manager, and J. H. O'Neil, superintendent of the Cascade division of the Great Northern Railway, were in Portland yesterday on business connected with the new Great Northern service to British Columbia. A. B. Cade, assistant secretary of the Transcontinental Freight Bureau, with charge of the weighing and inspecting in the Northwest, was a visitor in the railroad offices yesterday. H. M. Adams, general freight and passenger agent of the Spokane, Portland & Seattle Railway, went to Spokane yesterday, where he will make his official adieux to members of his staff. Mr. Adams' resignation becomes effective July 1, when he takes up the position of general passenger agent of the Western Pacific Railroad.

A Personal Statement by FRED A. JACOBS

I have never written an advertisement in my life, but I feel that the time is come when it is appropriate for me to speak. I am about to make the most liberal and startling real estate proposition that has ever been offered to the Portland public. The importance of the proposition justifies me in making this statement. I urge every man of small or limited means to read every word of this. I think he will not regard the time wasted or fail to profit.

The Jacobs-Stine Company, now succeeded by the Fred A. Jacobs Company, is the largest owner and developer of residence property on the Pacific Coast. We have over \$1,500,000 in assets; we purchase large holdings; subdivide them into building sites; install improvements; sell them on a small margin of profit and upon easy terms, and have enabled more men and women to make big profits in real estate than any other firm or institution on the Pacific Coast.

The secret of the success of my company is in knowing where and when to buy, how much to pay, when to sell and how to sell to enable my buyers to reap the biggest profits.

A few weeks ago the newspapers published the information that shrewd capitalists had purchased 130 acres of land in the Rose City Park district at \$3000 per acre—a total of \$390,000. Three years ago I purchased, on behalf of the Jacobs-Stine Company, a tract of land in the same vicinity at \$1000 per acre. That was Belle Crest. That was subdivided and sold in lots at a minimum price of \$400 per lot, which included street grading, cement walks and cement curbs, Bull Run water, beautiful, ornamental stone entrance gates, telephones and electric lights and the extension of the street-car line. Think of it! Less than three years later far-sighted business men pay more for unimproved, undeveloped land in the same district than I received for Belle Crest with all the above improvements, without cost to my purchasers.

This is pretty good evidence that my advice on real estate investments is good.

If a person buys a lot upon the installment basis, payable within three years, and sells for double what he paid, he realizes a profit of over 50 per cent per annum. There are scores of instances like this in Belle Crest. Lots are now being transferred daily for \$800 to \$1000. We have the book records to show you in proof of it.

Now look at Berkeley. I put that upon the market two and a half years ago. This property immediately adjoins Ladd's beautiful Crystal Springs farm. There were 1200 lots to be sold at \$100 each. My company sold the entire property in exactly 17 days. These same lots are bringing from \$200 to \$300 apiece today. This success was so great that I bought and platted Dover, adjoining Berkeley. These 600 lots were sold in the same way. The increase in the value of these two additions, over \$150 per lot, has netted a profit of \$240,000, distributed among the 900 people who bought from me in Dover and Berkeley.

This seems to me is additional evidence of the value of my advice to intelligent investors.

A city's growth means the increased value of its real estate. To illustrate: The assessed value of New York City real estate, 10 years ago, was \$3,000,000,000. Last year it was \$7,000,000,000. This shows an increase of \$4,000,000,000 in ten years, or \$400,000,000 per year. AN INCREASE OF \$1,500,000 EVERY WORKING DAY OF THE YEAR. No more land was involved. The value has simply increased. The same or a larger ratio of increase has been true of Portland.

Let me illustrate: Three years ago a well-known business man in this city showed me a piece of property that his father purchased for \$5000. He told me he had just refused \$250,000 for the same piece. A few days ago I asked him the present value of the same property. He replied: "I have refused \$400,000 for it." Here is an increase of \$150,000 in three years; or an increase of \$395,000 during the time his family has owned it. This is value that has developed through no effort on the owner's part. It is known as the unearned increment. In other words, money well invested in Portland real estate will pile up, double, treble and quadruple before your very eyes, without a single effort on your part.

It is not necessary to be wealthy to purchase property. It is absolutely necessary to use judgment and far-sighted wisdom in the investment of your money. It was and is my hobby to point out good investments for men and women of small or limited capital. And I have made good. No man in the Pacific Northwest has greater reason to be proud than I, when I say that NEARLY 5000 PEOPLE HAVE FOLLOWED MY ADVICE IN THE LAST THREE YEARS AND NOT A SINGLE ONE OF THEM HAS LOST A PENNY. To make it still more impressive, let me state NOT ONE OF THE 5000 SATISFIED CUSTOMERS OF THE JACOBS-STINE COMPANY HAS FAILED TO PROFIT ON THE INVESTMENT THEY HAVE MADE UPON MY ADVICE.

During 1909 I sold over \$1,500,000 worth of Portland real estate. During 1910 our sales will exceed \$3,000,000. All of these sales have been made upon my statement that the buyers will profit therefrom. And they will. When you consider the following facts you will readily understand the confidence I have in Portland real estate.

Ten years ago the volume of Portland real estate transactions was \$3,532,980. During the first 11 months of 1909 the aggregate was \$24,443,870, or over seven times as much as in 1899. In 1900 Portland had 12,674 school children; in 1910 there are 25,000. Bank clearings in 1900 were \$106,918,000; in 1909 nearly \$400,000,000, and they will be \$500,000,000 this year. The increase is greater every year than the year before. In five years the postal business has doubled. If Portland's population increase should continue upon the same ratio in the next ten years that it has in the past ten, we will have 1,050,000 inhabitants in 1919. Portland's percentage of increased population for the last five years has exceeded that of any other city in the United States.

The last of the great holdings in the city of Portland has been purchased by my company. It has taken two years of negotiations for me to secure this property. It is the beautiful Strowbridge tract, adjoining Dover, overlooking Crystal Springs farm and the slightly location of Reed Institute. I predict that the sale of this property, which I have named ERROL HEIGHTS, will be the most sensational that Portland has ever witnessed. I have waited a long time to secure a piece of property I could sell upon a plan I have originated, and ERROL HEIGHTS is the one. In The Sunday Oregonian this plan will be explained. It is the most wonderful real estate proposition ever planned.

Those of you who have followed my advice before, FOLLOW IT AGAIN! You know why. And those of you who have not followed my advice, BEGIN NOW! BEGIN WITH ERROL HEIGHTS.

Quit walking the streets pointing out those whom once you knew as poor men that are now wealthy, when you might have done the same thing as they did and have others point at you. What are you doing for tomorrow? How about the wife and babies after you have passed along?

"Let us then be up and doing, With a heart for any fate; Still achieving; still pursuing; Learn to labor and to wait."

Fred A. Jacobs

PRESIDENT

The Fred A. Jacobs Company SUCCEEDING The Jacobs-Stine Company