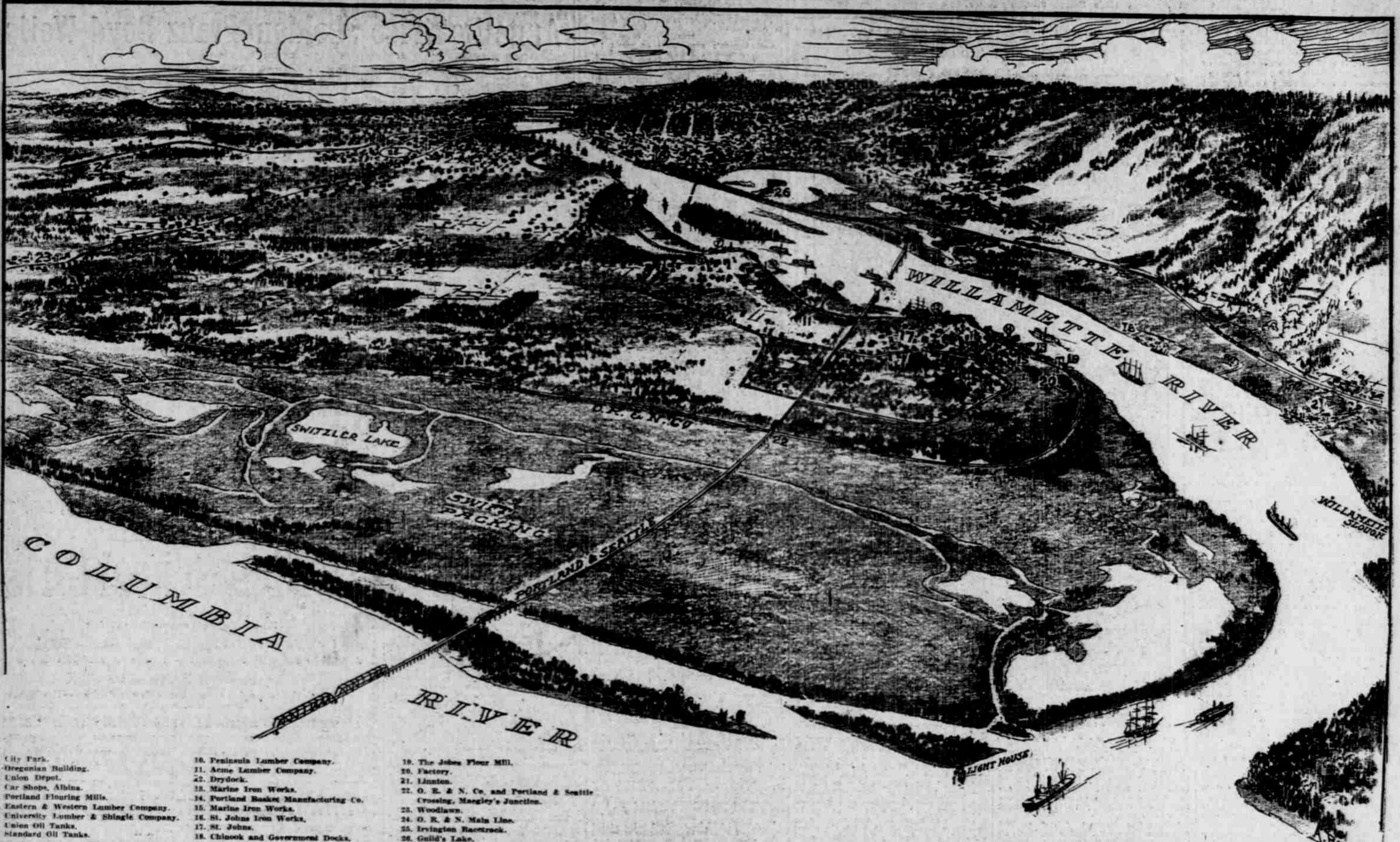


# "GREATER PORTLAND" IS AN ASSURED FACT

Last Week Marked the Biggest Real Estate Transfers in the History of the City.

MAP OF ST. JOHNS SHOWING BRIDGES BY WHICH HILL'S NORTH BANK RAILROAD WILL ENTER PORTLAND. THE POINTS NUMBERED ON THE DIAGRAM FOLLOW



1. City Park.
2. Oregonian Building.
3. Union Depot.
4. Far Shops, Albina.
5. Portland Flouring Mills.
6. Eastern & Western Lumber Company.
7. University Lumber & Shingle Company.
8. Union Oil Tanks.
9. Standard Oil Tanks.

10. Peninsula Lumber Company.
11. Acme Lumber Company.
12. Drydock.
13. Marine Iron Works.
14. Portland Bookbinding Manufacturing Co.
15. Marine Iron Works.
16. St. Johns Iron Works.
17. St. Johns.
18. Chisook and Government Docks.

19. The Jones Flour Mill.
20. Factory.
21. Linnton.
22. O. R. & N. Co. and Portland & Seattle Crossing, Macgley's Junction.
23. Woodlawn.
24. O. R. & N. Main Line.
25. Irvington Race-track.
26. Guild's Lake.

Nothing could be more encouraging to all who are interested in the welfare of Portland than the present status of the real estate market. Sales involving hundreds of thousands of dollars are being consummated almost daily and the demand for valuable business and residence sites is increasing each week. The past week has been one of the best that the local real estate market has ever known, but is only an example of what may be expected during the remainder of the present year.

With the beginning of 1906 there seems to have dawned a new era for the local real estate world. During last year the market was active and prices advancing, but both the number of sales and the valuation promise to be entirely eclipsed during the coming months. Prices which have long been far below the real value as shown by comparison with conditions in other cities are now rapidly advancing and the demand is greater than has ever been known before. Both local and outside capital in almost unlimited amounts is now seeking investment in Portland. Every indication is that of a general awakening to the true value of local realty and the opportunities to be found in this city.

Many things are now drawing the attention of capitalists in all parts of the country to Portland as never before. In the first place, the Lewis and Clark Exposition was a means of attracting them here. Men of means from every city of importance in the country came to attend and were more than delighted with what they found here. The Fair itself was a big recommendation for the city. The visitors realized that a metropolis that could so successfully play the hostess for a gigantic enterprise of that character, was deserving of attention. As a result they made investigations into the prices of Portland property and are now coming here with large sums of money to invest.

The building of new railroads and the prospecting of others has also contributed to the demand for Portland property. The construction of the Hill line down the Columbia to make this city its terminus has brought Portland before the attention of investors. It is easily seen that there must be something in Portland to justify the expenditure of a large amount of capital in building this line or else it would not have been begun. On the other hand the prospect of another transcontinental railroad has acted as a stimulus on local values. This effect has been felt

not only in the vicinity of the large terminal quarters purchased by the Northern Pacific, but in all parts of the city. The activity of the Harriman roads has also been a factor in the cause of the increased activity, and the struggle between the two systems has been the most helpful of all. Because of this competition the Harriman forces during the past week bought 120 acres in the vicinity of Guild's Lake, and also recently added two blocks to their terminal grounds near the Union Depot.

**Network of Interurban Roads.**

Another feature which is acting towards advanced prices in Portland is the prospect of a network of interurban electric roads. The United Railways Company, the Willamette Valley Traction Company and others are now projecting lines into all the territory immediately surrounding Portland. In many cases these lines seem assured, and it is believed that they will assist in the up-building of industrial Portland such as Los Angeles. At any rate the prospect of these lines is attracting attention to Portland and helping to raise values. More than any other one cause which

is working toward the development of the greater Portland is the general up-building of Oregon and the other territory tributary to this city. The resources behind any city are the real means of its development, and in this respect Portland has few equals. With increased transportation facilities, these resources will be rapidly developed and Portland will increase in importance as the commercial center of the Northwest.

**Heavy Sales of Realty.**

The market for the present year reached its climax during the past week. More than three deals carried through Monday were recorded in The Oregonian the morning after the transactions were made. The Chamber of Commerce building, the United Railways Company has just made another heavy investment in Portland property, buying the Cotter tract of 200 acres on the Lewis and Clark Fair grounds. For this land \$200,000 was paid.

J. R. Yeon has made the largest individual purchases of the past week. As a result of three deals carried through Monday he became the owner of two of the best building sites north of Washington street and owner of a one-third interest in another desirable piece. For the S. Morton Cohn half-block between Seventh and Park on Oak street, he paid \$13,000, and for the A. B. Steinbach quarter at Seventh and Stark he gave \$25,000. With two other purchases he bought the Beck estate property adjoining the Quella Cafe for \$75,000.

**Oregon Hotel Annex.**

Upon the same day, Wright and Dickinson, proprietors of the Oregon Hotel,

occupies the eighth floor, have suggested that the organization would like to enlarge its present quarters, and if a minor story is added to the building it will be used for that purpose. The new purchasers have expressed themselves in favor of this plan. Besides the purchase of the Chamber of Commerce building, the United Railways Company has just made another heavy investment in Portland property, buying the Cotter tract of 200 acres on the Lewis and Clark Fair grounds. For this land \$200,000 was paid.

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bought of Mike Doherty an inside lot facing Park street, between Stark and Oak. The price was \$30,000. Upon this site work toward the construction of a fine six-story annex will commence within one month. It will be modern in every detail and cost about \$100,000.

Henry Wempe has just sold the quarter block at the northeast corner of Twelfth and Alder streets for \$20,000. There are five residences upon the property, which are paying a good revenue. The name of the purchaser has not yet been announced. Goldsmith & Co., who carried through this deal, also sold to Mr. Wempe a quarter block at the northwest corner of Twelfth and Gilman. This property was owned by Thomas Spillman, and is occupied by several frame store buildings. The consideration was \$20,000.

Mrs. M. M. Gearin has sold her property at the northwest corner of Eleventh and Stark streets for \$45,000. C. K. Henry made the deal, and it is understood that Russell & Blyth are the purchasers. The property is an irregular piece, with dimensions 121x22.

Many large deals were consummated upon the East Side, among them a \$25,000 sale not before reported, at the northeast corner of Grand avenue and East Alder

street. J. H. Lambert was the owner, and Joseph Healy made the transaction. The purchaser is an out-of-town man, who expects to begin improving the property in July.

Mr. Healy also sold the corner of Grand avenue and East Morrison streets for \$41,000. The corner was owned by Maloney, Daly and Simot. Another Grand-avenue sale was that of the piece owned by Closset & Devers at the intersection with East Madison street. The price was \$10,000. A. O. Hall was the purchaser.

Transfers for Week.	
February 19	.....\$115,154
February 20	.....117,495
February 21	.....30,259
February 22	.....55,471
February 24	.....151,278
Total	.....\$532,545

Permits for Week.	
February 19	.....\$11,800
February 20	.....6,500
February 21	.....40,250
February 22	.....8,410
February 24	.....27,285
Total	.....\$94,445

## OREGON FARM PRODUCTS

### DISTRICT FORECASTER BEALS GIVES STATISTICS IN REPORT.

**Aggregate Value for Year 1905 Is Placed at \$40,510,343—Flax Culture Is Recommended.**

In his January report, published by authority of the Secretary of Agriculture, District Forecaster and Section Director Edward A. Beals places the grand aggregate value of Oregon farm products for the year 1905 at \$40,510,343, which he considers very satisfactory. In view of the unusually dry growing season, with temperatures generally above normal.

The last report of the statistician of the Department of Agriculture places the 1905 wheat crop of the United States at 825,000,000 bushels, in round numbers, the largest yield from any one state being 77,000,000 bushels, from Kansas. The total farm value of the wheat crop in Oregon, Washington and Idaho was \$27,210,528, distributed as follows: Washington, \$21,325,628; Oregon, \$5,100,151, and Idaho, \$2,784,727.

The report then goes on stating that the year 1905 in Oregon was a bountiful one for other crops as well as for wheat, as the following yields and their farm values testify: Corn, 40,788 bushels; farm value, \$22,283; oats, 4,792,522 bushels; farm value, \$2,320,725; barley, 1,856,722 bushels; farm value, \$964,975; flax seed, 27,212 bushels; farm value, \$2,951; potatoes, 4,632,800 bushels; farm value, \$1,672,206; and hay, 87,175 tons; farm value, \$3,944,124.

The foregoing crops, together with wheat, give an aggregate farm value of \$22,808,292. It is noted that the statistician of the Department of Agriculture did not include in this report hops, fruit, butter, cheese, wool and livestock, all of which are important items in the agricultural output of this state. The secretary of the Board of Horticulture says that, while all reports have not yet been received, it is safe to estimate the farm value of the fruit crop in Oregon for 1905 at \$2,000,000. The fruit crop was not so large as last year, but better prices were realized, especially for apples and prunes. The State Dairy and Food Commissioner estimates the butter and cheese output for 1905 at \$2,625,750, as follows: Butter, 7,750,000 pounds, at 27 cents a pound, and cheese, 2,750,000 pounds, at 11 cents a pound.

In reference to hops, the report says:

"The Oregonian, which has heretofore been very reliable in its estimates of the hop crop, places the 1905 yield at 110,000 bushels, averaging 146 pounds to the bale, which at an average price of 19 cents a pound would make the sum of \$27,200. Mr. C. J. Mills, livestock agent of the Oregon Railroad & Navigation Company, estimates the price received by farmers for cattle, horses, sheep and hogs during the year 1905, at \$10,000,000, and the price received for wool during the same period at \$2,000,000."

Mr. Beals also presents an article on flax for fiber, bringing forth the suggestion that more attention should be paid to this branch of agriculture by the farmers of Oregon. In reference to this industry, Mr. Beals writes, in part:

"The Willamette Valley is particularly well adapted for raising flax for fiber, both as regards climate and soil. Also, the softness of the water during the retting process adds materially to the quality of the threads in the raw material, and there seems to be no reason why this section of the state should not become the center of a great linen industry that, in time, would rival those of the Old World."

## CONFEDERACY DAUGHTERS

### KEEP ALIVE MEMORY OF BRAVERY OF SOUTHERN SOLDIERS.

**Resolutions Are Adopted in Memoriam of Bishop Keener and General Wheeler.**

The Daughters of the Confederacy extend a hearty invitation to every Southern woman in Portland to join their organization and assist in keeping alive the deeds of the daring Confederate soldiers. The Daughters also give aid to veterans of the Confederacy and teach their children that the Southern soldier was a patriot of the grandest type. "The bustle and hurry of every-day life," writes the secretary of the organization, "may to some extent cause men to forget the past victories of our soldiers, but we women of the South shall remember them until time shall be no more. To keep alive the truth as we hold it to be—and we shall cling to our convictions unchanged—and to the men who wore the gray we shall remain faithful until death."

"Our meetings are free from every tinge of bitterness," she continues. "For the women, like the men of the South, cherish all their memories of their glorious history. To every Southern woman in Portland we extend a cordial welcome, and beg that you come to aid us in our holy task—'lest we forget.'"

The last meeting of the Daughters of the Confederacy was held at the residence of Mrs. Lee, and at the home of Mrs. W. E. Hamilton, 410 Williams avenue. The following resolutions and memorials upon the deaths of noted Southerners were passed at the last meeting:

Bishop Keener—We come today with bowed heads and sorrowing hearts to lay upon the garlanded cots of the dead the more wreath of immortality. To this distinguished prelate the women of the South owe much for so many of their dear ones. He lived the South, he gave her people. So ardent was his love that it resembled a holy flame; both with sword and pen he was ever ready to defend her. No knight of olden times guarded more jealously the honor of his country lady

than did Bishop Keener the honor of the South. For her he fought on the gray field; for her he pleaded and with his latest breath he prayed for her. Remembering all this and much more, we, the Daughters of the Confederacy, in assembled meeting, offer the following resolutions: Be it Resolved, That in the death of the distinguished bishop, the South has lost a champion, a defender, and every Southern woman a friend, yet we bow in submission to the will of the maker he served so long; that a copy of these resolutions be spread upon the pages of the secretary's books, and that his name be honored and remembered. Respectfully submitted, MRS. GEORGE STOVALL, General Wheeler—At the sound of the bugle's soft call General Wheeler has gone to join the gray battalions encamped upon the eternal shore. He who had met and overcome many times and all the enemy has been overcome, and laying aside sword and bow, he has surrendered. The news of his death brought a sorrow to hearts who held him in grateful memory. From childhood's days we have learned of his devotion to the South, his efforts in her behalf, how he drove back the invading foe, and now that he lives no more we sorrow for him. Gathered here tonight, we offer our resolutions of respect and tender to his children our sympathy. Back to the Sunny South they brought the old warrior, wrapped in the folded flag whereon gleamed the stars and bars. In Arlington lies awaiting the veteran's detest, call Peace to his ashes. Respectfully submitted, MRS. GEORGE STOVALL.

## VANCOUVER SHORT LINE

### SHOULD STAY ON THE FARM

**B. L. Paget Urges Boys and Girls to Keep Out of the Cities.**

Large delegations from Evening Star, Russellville, Rockwood, Damascus and other Granges of Multnomah County were the guests of the Pleasant Valley Grange at Spycamore yesterday afternoon and evening. Owing to the storm the attendance was slightly reduced, but the hall was crowded to its capacity. W. H. Shashall, the master, assisted by the women of the Pleasant Valley Grange, W. J. Jenne and others, entertained the visitors. Teams were in waiting at the station for the guests, who were conveyed to the hall, where a fine and wholesome repast was spread. In the afternoon the third and fourth degrees were given by the team from Evening Star Grange, headed by J. J. Johnson, Mrs. H. L. Vall, B. Lee Paget and others.

B. Lee Paget, in the absence of Mrs. Clara H. Waldo, state lecturer, delivered an address on "Some Phases of Grange Work." Mr. Paget spoke of the social departments of the farmers' order, and also its educational features. He said that he had come to regard the Grange as one of the most effective means for social reforms and betterments of the home surroundings. He had found that it stood for temperance and for sobriety, and that its ritualistic work was of the most inspiring character.

Turning to the tendency of country boys and girls to drift into the city, Mr. Paget urged them to stay on the farm and keep away from the city. On this point the speaker pointed out the superior advantages of the farm, as it was no longer isolated, but was surrounded by schools, rural free delivery and the telephone.

J. J. Johnson also spoke at some length on the practical workings of the Grange. Other talks were made by A. P. Miller, J. D. Chitwood, W. J. Jenne and Mrs. H. L. Vall.

longer than the trestle on the present route.

**TIME MAY BE REDUCED TO THIRTY-FIVE MINUTES.**

**New Route Will Cut Off Three-Quarters of a Mile and Will Be Open for Traffic in May.**

Thirty-five minutes to Vancouver and a possible 30-minute schedule is the purpose of the Portland Railway Company in building the new extension to the Columbia River abandoning the present long trestle across the Columbia bottoms. The new route will be three-quarters of a mile shorter, and the road will be of heavy construction, suitable for the maximum of speed. The new line will probably be opened in May.

Perhaps the greatest saving in time effected by the new route will be on account of a shorter ferry trip across the Columbia. At present the ferry has to run against the current for more than a mile in making the crossing, but, with the completion of the new line, a shorter crossing will be used, and the ferry will fly directly across the river. It is believed the trip from Second and Washington streets to the Columbia River can be made in 30 minutes, and possibly less, while the trip across on the ferry will not consume more than five or ten minutes. The trip to Vancouver at present requires 20 minutes.

That the Union-avenue part of the Vancouver line may be favorable to the making of speed, the 49-pound rails along that thoroughfare will be taken up during the Summer and 66-pound steel spiked down. Continuous rail joints will be used instead of the welded joints on the newer lines of the Portland Railway, as it has been found the welding of the rails softens the ends and they smash down after a period of traffic. This result is noticed on Washington street, and hereafter the welded rail joint will be abandoned.

gangs of men and three pile-drivers are at work on the long trestle at the north end of the extension, and two-thirds of the structure is up. Crews are busy at each end and in the middle. Rigidity and strength of construction, favoring a high rate of speed, are being sought. The trestle will be about 24 miles long, slightly

more than the trestle on the present route.

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## MARKET COOS BAY COAL

**R. P. Rose, an Expert, Will Investigate Mining Properties.**

R. P. Rose, a coal expert, left yesterday for Coos Bay, where he will remain for the next ten days, examining coal mining properties and negotiating with owners of the mines to handle their entire output, with the view of bringing Coos Bay coal to the Portland and surrounding markets on a large scale. If his mission succeeds, Coos Bay coal will be brought to Portland in shiploads, and bunkers will be erected on the East Side, and also at Yaquina Bay, for handling large quantities of the coal. Mr. Rose, who represents Portland men with means to handle the Coos Bay output, is sanguine that he will be able to make such arrangements as will make Portland the market for Coos Bay coal instead of San Francisco.

Mr. Rose is a thorough coalman and has spent his life in handling coal. He has already formed a very favorable opinion of Coos Bay coal, which he thinks will be confirmed when he comes to examine the properties. Captain Jones, who owns barge and several towboats, and the wharf at the foot of Belmont street, is interested.

The best Spring medicine is Hood's Sarsaparilla because it purifies the blood.

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## THEIR GLORY DEPARTED

### Pine Lumber Output of Middle West States Declines.

CHICAGO, Feb. 24.—A statement of the pine lumber output of the three states of Michigan, Wisconsin and Minnesota for 1905 is published in the American Lumberman of this city, issued today, being the third annual statement. According to the statement, there was last year a total production of white and Norway pine in the three states of 3,425,000 feet, against 4,230,817,000 in the year 1904, showing a decrease of 202,818,000 feet.

"Glancing backward, the largest total in any one year was in 1906, 4,575,520,000 feet. The output of last year was but a little more than 40 per cent of the total of 1906. In 1902, under the stimulus of prosperity and the extraordinary demand caused by the building of the Columbia Exposition buildings and many preparations for that event, the total rose to nearly that of 1906, reaching 4,384,250,000 feet. But since that year the decline has been gradual, with variations in the ratio from year to year.

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—FOR—

## UNEXCELLED FACTORY SITES

Including Switzer Lake

—SEE—

## 700 ACRES ON PENINSULA

Which We Are Offering at Tempting Price and Terms.

ALL SHOWN ON MAP OF PENINSULA IN TODAY'S PAPER

## E. S. JACKSON & CO., 246 Stark St.