

SHOWS EXTENT OF CITY'S GROWTH

East Side Structures to Cost \$225,000 Now in Process of Erection.

BUILDING ZONE EXPANDS

Aspect From Elevated Tracts Furnishes Evidence That Hills Observe With Wonder at Progress Made in Operations.

In Central East Portland structures costing over \$225,000 not have been projected within the past ten days—Oaklows Temple, East Sixth and Alder streets, \$25,000; F. H. Page & Son, East First and Belmont streets, reinforced concrete warehouse, \$20,000; John B. Miller, Union avenue near East Burnside street, \$20,000; W. H. Wallace and Thomas C. Devlin, East First and Taylor streets, four-story brick, \$20,000; The Pacific Bridge Company is completing a plant on East Water street for handling gravel and sand from the river, at a cost of \$25,000. At the foot of East Oak street a dock is being finished at a cost of \$25,000. Plans are being prepared by Architect Jacobberger for a three-story and basement rectory, 402 1/2 and also a school and chapel, 603 1/2, for St. Ignace parish at Creston, to cost \$20,000. The former will be frame and concrete construction and the latter brick. Work on the foundation of the latter will start at once. T. J. McNamee is having plans drawn for a four-story building, six rooms each, to be erected on Grand avenue and Oregon streets, at a cost of \$10,000. Plans are being prepared for a building for the East Side office and storage warehouse, 1003 1/2, on East Sixth and Alder streets. The cost will be about \$15,000. At Sunnyside a frame business building is being built on the corner of East Thirty-fifth and Belmont streets at a cost of \$10,000. On Hawthorne avenue a frame business structure is being built at a cost of \$12,000.

No Abatement in Building.

In every residence district sales are on the increase. There is no abatement in home-building. In this line of improvement there is a steady increase. The building permits issued for the East Side indicate that dwellings of a good class are being erected. Large orders call for houses costing \$2500 and \$4000. J. S. Greeney is building a \$3000 dwelling on East Thirty-third street. Mrs. Francis M. Harrigan is having a \$4000 dwelling built on East Twenty-fourth and Hancock streets. C. M. Zade is having a \$5000 residence built on East Thirty-third and Yamhill streets at a cost of \$2500. Harry E. Rice is having a dwelling costing \$4000 built on Wasco street near East Twenty-sixth street. Rev. J. F. Ghormley will move into his new residence in two weeks, on East Nineteenth street. There is a great building movement between Hawthorne avenue and the Section Line road. In this district more than 50 new dwellings are being erected, and others are projected. A number of streets have been improved between Hawthorne avenue and the Section road. This is a new district which is rapidly growing. Work has been started on the new eight-room schoolhouse on the Section Line road and the new four-story, five-story school facilities for this district. On both sides of Hawthorne avenue to Mount Tabor there is a constant march of improvement in handsome homes. Near the junction of the reservoir and Mount Scott railway many new homes are being built. Owners of the property along Hawthorne avenue south to the Section Line report many sales of building lots.

Mount Tabor's Growth.

By count, 125 new houses are being put up in Montavilla, and others are projected. The attendance of the public school of that place shows that many new people are settling in that suburb. Principal Howland reports that nearly 300 pupils attend this school, which is a large gain over that of last year. The local push clubs are asking for fire protection, more than 200 having signed a petition for a firehouse and apparatus of some sort. In the Jones tract, recently platted, a number of attractive cottages are being built. Along the Base Line road through Montavilla several new business houses are being built. Residents are hopeful that Villa avenue will be improved this year, at least to West avenue, and then on through Center Addition and the Ladd farm later on. Measures for this improvement are under way and are being slowly worked out. North of Villa avenue new houses are being built, while south of the Base Line road to the Section road the building zone has extended. The Russellville schoolhouse, on the Base Line road, once considered a long distance out, is now part of the suburbs. There is always in store a revelation for those who climb Mount Tabor and look to the east from that elevation. For miles to the eastward the suburb has spread and continues to spread. Along the O. R. & N. line every acre for ten miles is being cleared for suburban homes and for gardens. Montavilla suburb will soon join Fairview if the present growth continues.

Purchases Site for Home.

P. J. Mann has purchased a five-acre site for the Old People's Home, being a portion of the Ladd tract on the Sandy road, for \$200 an acre. The site is considered in every way well fitted for the home. It is 1/4 section, 200 feet of which the Ladd estate donated \$5000. It is expected that ample buildings will be erected on the site secured this year. The Oregon Real Estate Company sold half of block 99, Holladay Addition, to J. E. C. Lockwood for \$3000. The half block is on Wasco street between East Seventh and Eighth streets. J. R. Caples sold to Kattie Stamp half of lot 31, block 18, Irving's Harbor View, for \$2150. In Buckman's Addition Mary N. Dufur bought lot 1 and part of lot 2, block 5, for \$3600. Sycamore Lodge No. 271, Order of Washington, has sold to the Pleasant Home Grange No. 248, Patrons of Husbandry, a tract between the Foster road and Kelly Creek, being a part of the Stuart Richey donation land claim. The transfer includes the half owned by the Order of Lions. The Grange will complete the hall. A. K. Higgs has purchased lot 17, block 74, Sellwood, with the home, for \$3600. H. W. Scott was the former owner. John H. McArthur bought a quarter block in Walnut Park during the week for \$2500. Fink & Lewis have purchased parts of lots 1 and 3, lower Albina, for \$3600. The Phoenix Land Company sold to A. M. Wright lots from 21 to 45, block 4, and lots from 5 to 14, 15 to 43, block 5, First Electric Addition, for \$2250. In North Albina Norris W. Quartermas bought east half of lots 5 and 6, block 1, for \$2100. G. N. Thiel purchased lot 9 and 10, block 1, W. J. Patton's subdivision of block "I" in M. Patton tract for \$3000.

Olympia Malt Extract, good for grandmas or baby. Only 15-20¢ of 1 per cent alcohol. Phones: Main 671, A 2627.

An Evanston Lot Investment Rings Strong With Gold Dollars

Evanston, the new sub-division of the Spanton Company, offers extraordinary inducements to the small investor.

In one of the most delightful parts of the city and only fourteen minutes from the center, on the "W-W" carline. See Evanston today (Sunday) the agent will be there.



- It is perfectly surprising the number of people who visited Evanston yesterday. Some came out of curiosity, others with a desire to see if it were really true that a beautiful, close in, lot could be had for \$400 on easy installments. Nor was anyone disappointed.
- The fact that five lots were sold yesterday and first payments made bears out the statement that EVANSTON DOES REPRESENT MORE THAN USUAL VALUES.
- The above out shows Francis avenue, now being improved by the city. Evanston lies just to the left and shows the graders at work producing some elegant terraced lots. And the surprising part of it all is that this property may be had for \$400 a lot on monthly payments of \$10; but the lot cannot be had after the first of the month, for the Spanton selling contract expires then; whatever property remains unsold at that time will be withdrawn from the market. This is no threatening statement, but a simple condition of facts.
- We know Evanston lots at \$400 are two hundred dollars cheaper than property is selling for on all sides.
- Evanston is high and slightly; is convenient to cars; is free from stumps and rocks and is, in truth, a finished residence section—a veritable garden spot for people who love nice surroundings.
- Take the W-W car—Bring \$10 along to bind the bargain.
- You'll find the agent there today (Sunday).

THE SPANTON COMPANY
SOLE AGENTS FOR EVANSTON
270 STARK STREET

Rossmere
The Beautiful

The close-in subdivision of the vast protected district that is bound to be Portland's choicest residence section

Foundations are laid, right in the deeds, to protect this district from any influence that can hurt it as an exclusive residence neighborhood. Portland will surround Rossmere and its further-out neighbors, and it must always remain a delightful residence district, with high property values.

STOP OFF AT ROSSMERE THE BEAUTIFUL AND SEE

STREET IMPROVEMENTS ARE IN

Thousands of feet of cement sidewalk laid, streets graded, water mains laid, Bull Run water now running. See the BEAUTIFUL HOUSES ALREADY BUILT. THINK OF VALUES elsewhere in Portland's residence neighborhoods, and contrast with the LOW PRICES at which Rossmere lots can be bought.

SPECIAL BARGAIN on two extra choice lots. Call and see us about it

John W. Cook Manager
George K. Clark General Agent

336 Chamber of Commerce—Main 5407—A 3252

AGENT ON THE GROUND AFTERNOONS

McKENNA JUNCTION

The Peninsula Has What the Manufacturer Wants

This is the reason why the foundation for so much activity is now being laid on the Peninsula, and this is also the reason why we advise you to buy at McKenna Junction now and realize the profit out of the certain advance. On the Peninsula there is not only water and rail, but a vast territory at hand over which growing manufacturing plants can be expanded—these are the things that appeal to the kings of industry.

McKENNA JUNCTION

holds a position that cannot help being affected by the earliest developments following the Swift-Armour packing plant and the extensive railroad building now under way. It therefore offers the most excellent opportunity for the small investor that has occurred on the entire Coast in years. The Peninsula has long been considered the ideal situation for manufacturers of all classes. It holds the logical situation for water shipping to and from all points inland and on the open water. The obstacle has been the want of better railroad facilities and these are now a reality—attracted by the greatest of assured enterprises.

EDITORIAL THUNDER

Some Portland Attractions; Why Large Manufacturing Concerns Are Coming to the Peninsula

There are many factors contributing to this admirable situation for such plants as Swift & Co. Portland is the largest distributing center in the Pacific Northwest. It is located at the foot of a water level route which is now used by three transcontinental railroads. It is at the gateway of and is the trading point for the great Willamette Valley and the vast Columbia basin—two agricultural districts which contain a productive area in the aggregate four times as large as that which is tributary to Puget Sound. Both in available supplies of raw material and in transportation facilities for distributing the manufactured products and massing the raw material, Portland offers to the big packers inducements that are missing from any other location. For these reasons the Swift plant is here and others will follow.

YOUR OPPORTUNITY

Look around you and see what has occurred at St. Johns, where lots went from \$100 to \$10,000 in three years. Some men high in railroad circles predict that lots now being offered by us for \$500 will bring \$25,000 before five years.

What we look for has been repeated over and over again in Kansas City, Chicago, Omaha, Buffalo and Sioux City, etc., and none of the environments of these cities were started under more promising conditions.

The city map will show you how necessary McKenna Junction townsite is to the industrial situation on the Peninsula. McKenna Junction faces Columbia Boulevard at the approach of the tunnel which is to be driven through Dana street under University Park, where the main line of the O. R. & N. intersects the main line of the Harriman system to the Sound. It is a grade crossing and consequently every train over the Harriman system to the Sound, to the stockyards and over the main line of the O. R. & N., must pass over and stop at McKenna Junction. Here a large tract of land has been reserved for railroad yards and depot—tracks to the Swift site are now being put down.

Remember that on May 1st \$285 lots will be advanced \$15 per lot. Come out today. Take St. John car and get off at Goddard Station and you will find my office.

Present Prices \$285 Up
10% Cash, 10% Quarterly

For Plats and Information Call on or Address

W. H. GRINDSTAFF

Offices—Goddard Station, on the St. John Carline.
No. 510 Commercial Building. Phone Main 6009.