

# AROUSE EAST SIDE CIVIC INTEREST

### Thirty Clubs in Conference Discuss Measures of Mutual Advantage.

## WANT NEW HIGH SCHOOL

### Number of Transfers Indicate Activity in Realty Deals in Big District Where Residences Are Mostly Built.

While the social features of the banquet by the United East Side Push Clubs at the Sargent last Tuesday night were notable, the important matter of that affair was in bringing before each section of the East Side measures that will be voted on at a special election, probably in November, if it be decided to hold it in connection with the Presidential election.

These questions are the second Bull Run pipe line, bonds for providing funds for erecting new bridges across the Willamette River, and pavement of streets by district assessment. All these measures, and more, were discussed at the banquet, which was presided over by the delegates from the 39 civic organizations are taking back to their several organizations these questions, so that when the voters are called on to express their opinion at the special election, they will be prepared to do so intelligently.

Some of the delegates had never heard Tom Richardson, and since they heard him, they say they would not have missed the speech for several times the cost of the banquet. He told the delegates never to speak disparagingly of Portland. He complimented them on the progress the East Side was making. He never had a more appreciative audience than he had that night, nor did he ever make a speech that was more effective, the delegates say, nor one that will impress the push clubs more thoroughly.

## Plans New High School.

The Board of Education proposes that the new East Side High School building, which will be built in north East Side, will be kept with the growth of Portland. Architects have been invited to submit competitive plans, and already the following architects have signed their intention to compete: Fred A. Leitz, Dwight Hubbard, I. Williams, Whitehouse & Honaway, Clausen & Clausen, MacNaughton, Raymond & Lawrence, Ed. M. Lantz, W. C. Knighton, W. Fritsche, T. J. Jones, Travis & Wilson and Sutton & Weeks. The architect whose plan is accepted will receive \$500. The second and third best plans also will receive prizes.

The rooms required are: Basement—furnace and boiler room suitable for physical laboratory; rooms for manual training school, including carpentry, for 24 individual benches, with teacher's desk; room for wood turning large enough for 24 wood lathes with teacher's desk; forge-room for 24 individual forges; a machine-room to contain metal lathes, a lunch room and kitchen. First floor—A principal's office, and 15 or more classrooms, 5x25. Second floor—Art room; room for physical laboratory; room for physiograph; social library; room for student society; an assembly hall to seat from 1200 to 1500; an indoor gymnasium; toilet system of heating and ventilation. Solid brick with terra cotta or stone veneering. It will require fully a year to complete the building.

It is announced that most of the preliminaries will be out of the way in a month, and that about July 1 actual work will start on the new Swift plan on the Peninsula. In the new town on the Peninsula, grubbing and slashing are under way in Derby street, along the right-of-way for the new electric line to connect the Peninsula town with Portland.

## Start Street Work.

The work of laying hard pavement on Killingsworth avenue, from Union avenue, a mile westward, has been started, and will be pushed through to completion. First, the Portland Railway, Light & Power Company is completing its double tracks with heavy steel rails. The cost of this improvement will be \$73,000, which is one of the largest street contracts made in the city. It is a remarkable improvement, but the property-owners decided that they wanted the best improvement that money could procure. Killingsworth avenue, however, is rapidly becoming a business street. A number of attractive business buildings have been erected here, and others are projected. Completion of this hard-surface pavement will stimulate this improvement.

J. H. Nolte, a large property-owner on Killingsworth avenue, says that property values on this avenue has increased more than 50 per cent within the past year, and lots on Killingsworth avenue that were selling for \$1000 then now bring nearly \$1500. In a district that three years ago was covered with brush and undergrowth. If the agitation for a through street from Killingsworth avenue to St. John through the center of the Peninsula is carried through, it will provide a much-needed driveway. At University Park a large number of homes are being built along the line of the electric line and this highway will be an important improvement for that section. In connection with this proposed improvement, the Maesly Improvement Club, with R. G. Brand, president, has started a movement to improve all the streets at the junction, get water mains and electric lights. The outlook for the Peninsula is considered encouraging. The people there are making an effort to get a portion, at least, of the visitors in Portland during the Rose Festival to take a trip down the Peninsula to see the opportunities offered for residences and manufacturing.

Will Adopt Larger Plans. For some time the Portland Railway, Light & Power Company has had under consideration extensive new car barns to be erected at Sellwood. The plans for the buildings have been revised. Larger buildings are being considered than those

first contemplated. A building 70x450 or one of 140x200 will be built. Another building, 70x200 may be added. It is also probable that brick structures will be erected. Manager F. I. Fuller has said that the plans will be adopted soon and the work of construction started. This may be within the next 60 days. It is proposed to spend between \$35,000 and \$50,000.

Among the more important transfers on East Side the past week were the following: Joseph Simon sold to Fred Cooper, lots 1 and 2, block 18, John Irving's Addition, for \$4500. In Tibbett's Addition, Minnie Clausen to H. A. Hines property to the amount of \$4500. Oscar Scott sold H. A. Hines a quarter-block in Tibbett's Addition for \$2000. In Albina Homestead, John F. Bulman sold to Mary E. Nell two lots for \$1200. The Hancock-Street Building Company bought lot 9, block 5, Hancock street, for \$2000. In West Irvington, John A. Patterson sold to Mattie C. John, lot block 166, for \$2000. Henry C. Campbell sold to R. A. Camp a quarter-block in John Irving's First Addition for \$3000. Joseph H. Ennis, sold to James M. Burkhead a quarter-block in Vernon for \$2400, including cottage. Robert Brady sold to Emil Eysell the west half of lots 1 and 2, block 202, East Portland, for \$3000.

In Kinzell Park, east of Mount Tabor, Henry C. Webster sold to G. N. Reed lots 8, 9 and 10, block 10, for \$1200. In Hanson's Addition, J. C. Roberts has acquired from R. L. Stevens, Sheriff, lots and fractions of lots, at a cost of \$8265.

At University Park, Sarah A. Hill has purchased lots 21 to 26, block 140, for \$4000. Hubbard Taylor sold to Joseph T. Peters, property on Hawthorne avenue

# VISITS

## Portland Real Estate Man Makes Comparisons.

## C. K. HENRY'S IMPRESSIONS

## New York's System of Streetcleaning Best Found in Any City Visited—Advises Against More Bridges for Portland.

Returned to Portland from a trip to Eastern cities, Charles K. Henry talks encouragingly and hopefully of the future of this city. For several years Mr. Henry has been an advocate of good streets and keeping them good, and on his trip he paid particular attention to that feature in municipal work as carried on in the big cities on the other side of the continent. Said he yesterday: There is nothing so impressive as a visitor

of the ranch will be sent out through the gateway in the coming year, and with the completion of the Panama canal, of which there can be no doubt, Portland is bound to be a port of the first importance in the world.

An idea struck me on my way home. Suppose the Pilgrim Fathers had landed on the coast of Oregon, instead of the bleak New England shore. Imagine what we would be today. This energy necessary to develop that part of the country if only partly expended here would have brought results that stagger one to think of.

## SALOON RULE IN POLITICS

Predicts Success of Woman Suffrage and Prohibition Here.

PORTLAND, May 29.—(To the Editor.)—The editorial in last Monday's Oregonian relative to John Manning and the liquor interests, is of importance and to the point.

It was my opinion that the liquor manufacturers, dealers and saloon-keepers would see the effect of their taking an active part in the selection of District Attorney. They have controlled this office for many years, except for the short time since Mr. Manning changed front. At the recent Republican primaries, their choice for the office was nominated. During that campaign it was said of George J. Cameron that he was a forger, with no love or regard for this country, except for what he can make out of it for himself, that he thinks the United States is a place for men like him to thrive, and to get and hold office. A Portland newspaper recently came out with an editorial reading: "So far

## CHARLES BIGHAM MAKES A FOUR-ACRE TRACT PRODUCTIVE



ATTRACTIVE HOME OF OAK GROVE RESIDENT.

and East Thirty-fifth street at \$10,000. At Glencoe Park, Mount Tabor, James M. Level sold to Minerva F. Mann property to the amount of \$3000. Joseph M. Wilson sold to E. L. Smith the north half of lots 1 and 2, block 18, of Riverview Addition to Albina, for \$6000. In Eracost's Addition to Albina, lots 5 and 10, in block 10, were sold to E. L. Smith. Lots 5 and 6, in block 56, East Portland, were sold by Marion Smith to W. H. Gafford for \$15,000. This quarter is on the corner of East Third and East Taylor streets.

to a city as the condition of its streets. If the streets are badly out of repair and as dirty as, for instance, they are found to be in Chicago, the impression of the city is most unfavorable. No number of big buildings, busy thoroughfares, fine stores and handsome residences can overcome that impression. There, at your feet, is evidence of careless municipal government, and it may be in some instances of criminal handling of the city's resources.

How different is the impression when the streets are found to be well made and are clean. There, at your feet, is evidence of coming to my attention was found in New York. We used to read of the Tammany-ridden metropolises and were led to believe that no city work existed separated from graft and incompetency. I have changed my mind about the way municipal work is done in New York. Miles and miles of streets extend from one end of the island to the other and across the water, and the very best modern construction, and better, they are kept scrupulously clean.

The street-cleaning of New York is about the most efficient civic department I know of anywhere. Thousands of men, dressed in white, are constantly at work with broom and dirt-scraper, sweeping over the city, keeping the streets free from dust and refuse. They are at work Sundays and holidays as well as on other days, the sweeps being divided into shifts so that each gets a day off. The department is conducted on civil service rules and the class of men employed is of the highest. Another set of city employees that attracted my attention and admiration was the police force. The "coppers" men stationed along the principal streets are perfect giants and as attentive to their duties as are courtesans. The mere raising of a hand or even a forefinger is sufficient to bring a half-dozen intelligent orders down straight out of a jam on the street. The handling of the crowded horse cars on the city streets and the ground in the subway has been brought to a great degree of perfection.

We, here in Portland, are discussing some method to furnish better facilities for crossing our river. I was much interested at Detroit, where the bridge is a great object that city with Windsor on the Canadian side. An objection has been raised there against tunneling the Willamette, it being urged that the depth of water precludes the construction of a tunnel. At Detroit that difficulty is being solved by the construction of a "whoulder" or ridge along the bottom of the river to form the roof of a tunnel. In other words, the tunnel does not pass under the river, but along the bottom.

I have given the subject of putting another bridge across the river a great deal of thought and have come to the conclusion that we should not have another one. We should occupy the money that we are pouring into the city for the purpose of our continued advancement as a distributing point. Let us look at the situation square and if necessary, make additional connections between the two sides of the river, put in a tunnel and establish more ferries. Do not see the advantage of any of the existing bridges; let them be replaced when necessary; but we should not further place obstacles in our harbor, which will be some two commodities to a ferry. The carrying trade between Portland and other ports of the world. My visit in Boston and my stay at the seat of Harvard University, convinces me that no good reason exists why our young men should be sent East for their education. I am therefore heartily in favor of the proposed appropriation for the State University. There was a scandal at Boston in which one of the professors at Harvard was involved. The newspapers gave much space to the matter and printed pictures of the negro woman implicated in the scandal. I cannot help feeling that after all Oregon is a pretty good state in which to raise boys and educate them, rather than send them back where their instructors get mixed up in such affairs.

as Cameron is concerned, it is enough to say at this time that the records of the Municipal Court seem with instances when criminals have been allowed to go unpunished. Cameron seeks to shift the blame on the shoulders of the prosecuting officers, but the excuse is insufficient. Certain saloon-keepers, habitual violators of the law, have been haled before him time after time, only to be dismissed without retrial. The police say that it is impossible to get convictions in Cameron's Court, and the facts seem to bear out this charge.

It was said that all rulings and decisions in Municipal Judge Cameron's Court were made with a view to holding and getting office. Cameron's experience taught that with his hold upon the Scotch, the church and the whisky crowd he could keep himself in office. Some stated that at the primaries the foreigners, the saloons, the "pimps," rogues, criminals, gamblers and "saloon bums" would support him. It was further said that the saloon element wanted to control this office, and that when Mr. Manning changed front, they made arrangements to get Cameron out of office because they could depend upon him. Some jealous ones remarked that Cameron was a Republican only because it would keep himself in office. Some said that if he could not get a nomination he ran on the Independent ticket, tried to defeat the Republican nominee and turned traitor, but not to his principles. Lastly, it was said that he had no respect or consideration for a citizen who wanted or expected the office he was after. They cite that he has one office, holds on to it and gets a better if he can, and while he has held office eight or ten years, that he does not propose to give way to any other American citizen who may aspire to office.

I believe all of these statements and insinuations about Mr. Cameron, and still will not vote against him. He is not to blame. He has been encouraged, assisted and nominated with full knowledge of his character. In my opinion, George J. Cameron can and will see

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sure a little room in the Courthouse, and with two phones and an office boy, perform more official duties than others with deputies and hired help. The trick of gaining a few votes by sparing a few criminals or prosecuting a few innocents is so common as to make no great difference. It is like Oregon politics. The liquor interests will not stay out of politics so far as this office of District Attorney is concerned, and possibly others, but it is working against them. The movement will result in the destruction of the saloon. Kansas and other states have practically confiscated millions of dollars' worth of property in breweries, distilleries, etc., to the satisfaction of the majority of the people of those states. While I am not a prohibitionist, this conduct of the liquor interests, and their adherents will leave no middle ground for me and many others to stand upon. So I expect to see equal suffrage and prohibition prevail in Oregon.

one which has met with such broad consent that there had been no voice raised against the abolishment even of that most judicious exemption of 2000 of personal property; and are seeking to substitute for it one definitely in theory, viciously discriminative and, in my judgment, so in policy.

son single tax measure, the exemptions and penalties of which refer only to the class of property and not at all to the size of the holding, a sad oversight, it seems, in a measure leveled at monopoly. The truth is the single-tax amendment would hurt all land regardless of whether it is owned by a monopolist or a farmer. Neither is there anything in the measure to correct faulty assessments or mitigate the evil of tax-dodging.

## SINGLE TAXER SOPHIST

J. B. Ziegler Replies to Communication of Fred C. Denton.

PLEASANTON, Alberta, Canada, May 21.—(To the Editor.)—A few days since I found a letter in an Oregonian from Fred C. Denton in rebuttal of objections I made May 2 to the single tax summary of state assessments. Mr. Denton's claim that the farmers of Oregon own less than 75,000,000 out of a total assessment of \$234,000,000 is both incorrect and absurd, and the method by which he seeks to support the statement is that favorite of socialist mathematicians, of selecting only such terms of the problem as would support their assumed results. For instance, Mr. Denton figures in the assessments on roadbeds and franchises of railroads as land values, and dismisses as lands, forgetting that they occupy the same right of way which he has already figured at \$5,000,000, which he says is small. That is, the right of way of railroads in Oregon is worth half as much as all the land owned by farmers, which is sufficiently absurd to render disproof unnecessary.

Mr. Denton concedes, notwithstanding the claims as to the benefits of single tax in New Zealand, Canada and elsewhere, that the single tax is not in operation in any country in this world. I did not claim that it had, but said it had been continuously experimented with for more than 100 years, but had never found a country foolishly enough to establish it. As to this province of Alberta, I fail to find anything to support the single-tax contention. They have a flat tax of so much per acre both upon homesteads and patented lands ranging from \$2 to \$27 per quarter section, varying not at all as to "land values," but according to the needs of the local districts, which is, I think, as high a tax as that ever of Portland.

## HANDLES BIG REALTY DEAL

Spokane Man in Charge of \$6,000,000 Sale at Prince Rupert.

VANCOUVER, B. C., May 26.—C. D. Rand, formerly a business man of Spokane, was yesterday appointed by the government of British Columbia to take charge of its share of a sale of land to take place this Autumn at Prince Rupert, the Pacific Coast terminus of the Grand Trunk Pacific. This new transcontinental railway and the government of British Columbia will sell \$5,000,000 or \$6,000,000 worth of land this year. Jointly they own 25,000 acres at Prince Rupert.

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