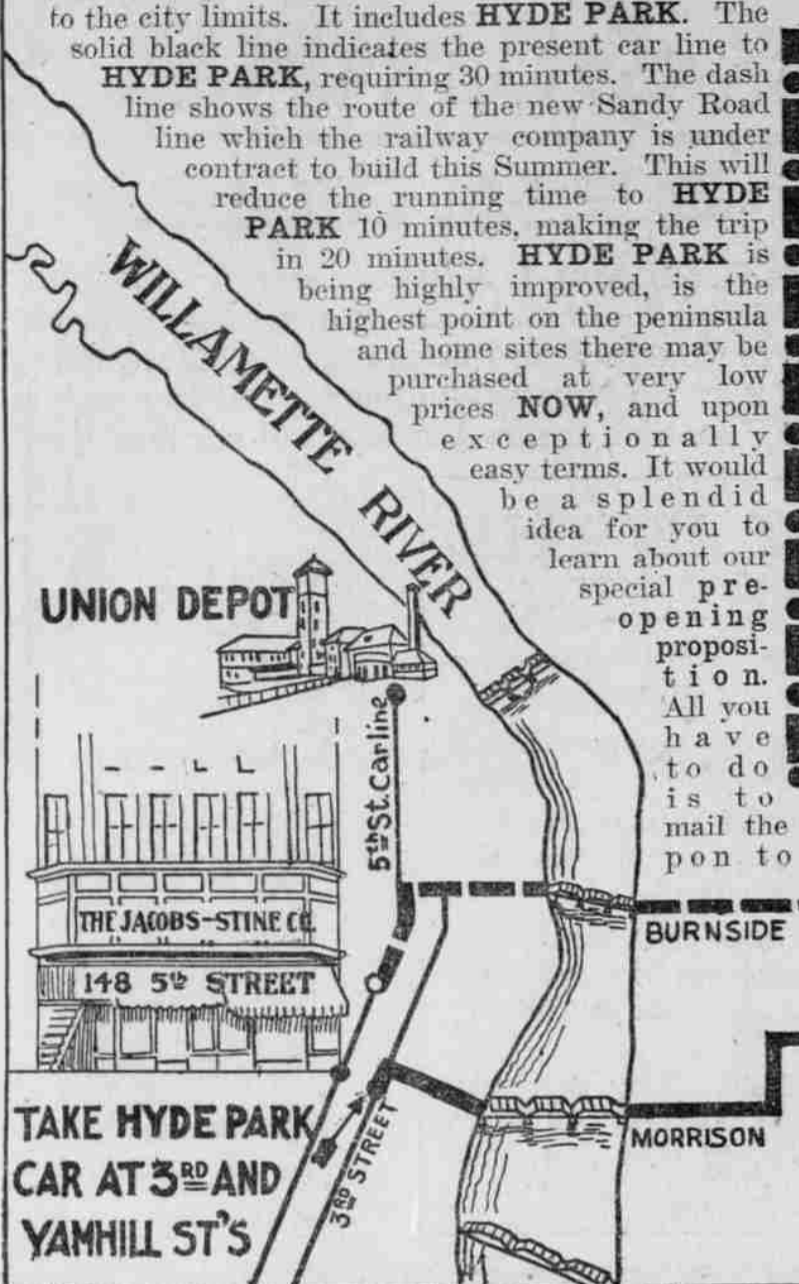


STUDY THIS DIAGRAM VERY CAREFULLY

BUY YOUR HOMESITE WHERE THE ARROW POINTS

There are many points of interest in it that are not often called to your attention. The dot and dash line bounds the great restricted district of Portland, all of which is on the East Side. Within this line, not a home can be built to cost less than \$1500. This means a splendidly built up section from Grand avenue to the city limits. It includes **HYDE PARK**. The solid black line indicates the present car line to **HYDE PARK**, requiring 30 minutes. The dash line shows the route of the new Sandy Road line which the railway company is under contract to build this Summer. This will reduce the running time to **HYDE PARK** 10 minutes, making the trip in 20 minutes. **HYDE PARK** is being highly improved, is the highest point on the peninsula and home sites there may be purchased at very low prices **NOW**, and upon exceptionally easy terms. It would be a splendid idea for you to learn about our special pre-opening proposition. All you have to do is to mail the coupon to us.

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See It Today



HYDE PARK
BELLE CREST
COUNTRY CLUB

No Interest
No Taxes
\$10 Cash
\$1.00 A Week

THERE'S ONLY ONE
HYDE PARK

ASK THE JACOBS-STINE CO. 148 5th STREET

COUPON
The Jacobs-Stine Company, 148 Fifth Street, Portland.
Gentlemen: Please mail me one enlarged map of Portland, showing the restricted district and all the streets, and also your HYDE PARK booklet and a complete set of Portland literature. Also advise me what your Special Pre-Opening Proposition is.
Name.....
Address.....

PLAN FOR CIVIC LECTURE

JOHN McVICAR TO EXPLAIN HIS METHOD.

Realty Board Invites Reformer to Describe Workings of City Government by Committee.

John McVicar, secretary of the American League of Municipalities, an organization that has been in existence for several years and which holds sessions every year for the purpose of comparing notes on the government of American cities and suggest reforms, may soon lecture in Portland. He is head of the public works department of his home city, Des Moines, Iowa, a city that has been conducting its affairs under a reform plan for some time. Mr. McVicar is father of the new form of local government, which, among other features, provides that a board of about half a dozen business men in cities adopting the system shall be appointed without regard to their political affiliations and shall have entire charge of municipal improvements and maintenance of streets, etc. The author of this form of government is now in California filling engagements to lecture on invitation from several towns. Henry W. Price, president, and James O. Rountree, secretary of the Portland Realty Board, are in correspondence with Mr. McVicar with a view of having him come to this city and deliver his lecture on the subject of municipal government

and improvements. In case he can arrange a date to come here, it is proposed to have a public meeting under the auspices of the board and other organizations interested in having changes made in Portland's charter, particularly those sections relating to making new streets and keeping them in good condition.

It was at the suggestion of the Realty Board that R. H. Thomson, City Engineer of Seattle, delivered a lecture on good streets a few weeks ago, the good effects of which were recognized at once in realty circles. It is now proposed to keep up the interest in these matters by hearing what Mr. McVicar has to suggest. His plan has been adopted by the cities of Galveston and San Antonio, Texas; Des Moines, Iowa, and several other places in the country.

The Realty Board is to enlist the co-operation of the municipal affairs committee of the Chamber of Commerce and the various push clubs of the city to secure the date for the lecture, which is reported to be received with much interest in cities of the East. If a favorable reply is received by the board due notice of the date of the lecture and place of its delivery will be given to the public.

INCOME CARRIES PAYMENTS

How Portland Values Started Upward Few Years Ago.

In 1902, Charles E. Fields and John P. Sharkey were associated in some realty deals. They had during that year \$5000 for which they had no immediate use, and looked about for a suitable investment. Finally a plan was hit upon to advertise for a piece of improved realty on which a payment of \$5000 should be made, the balance

to be carried at a certain rate of interest. Their idea was to find a piece where the income from the buildings would take care of the interest on the back payments, insurance and repairs, the realty men figuring that advance in valuation of the property would bring them a good return on the deal.

A corner of Park and Yamhill was selected from a number of offers made and the deal closed up. The valuation was placed at about \$11,000, and the rentals more than covered the desired amount. After holding the property a few months it was sold for \$17,000, and in about three years thereafter Mr. Fields made an offer of between \$20,000 and \$25,000 for it, which was refused, the owner, who is a non-resident of the city, replying that he considered it an investment that could not be duplicated elsewhere. Said the Eastern Oregon owner of the property: "It is my belief that Portland real estate will depreciate only when two things happen—the Columbia and Willamette run dry."

HEIGHTS TO HAVE BOULEVARD

New Streets Being Made to Connect With Vista.

Favorable progress is being made in the plan for improving Vista boulevard on Portland Heights. Property owners in that district of the city are joining in the movement with enthusiasm, and even those who will receive but reflected benefit in increased value of their holdings are making no protest against the proposed scenic roadway.

For some time D. E. Keasey has had gangs of graders at work on the territory to the south and east of the old Heights district, opening up new streets running around to and beyond the Seventh-street terraces, these to

form a continuation of the proposed boulevard. Much work in that direction already has been done, with the result that buyers of beautiful homesites are becoming more and more interested in that part of the district.

Mr. Keasey shows concurrence with the opinions expressed by expert landscape engineers regarding the selection of road lines for the lands from Sixteenth around to the old castle are being threaded with streets following the contour of the hills, besides providing the lowest per cent grade possible. He is also carrying out a uniform plan of street improvement, and when a dwelling is in the way of a projected street and the owner declines to move the house, Mr. Keasey buys the place

and tears down the obstruction. His firm has probably demolished more old houses on the Heights than all the other interests put together.

The work done by Russell & Blyth on Willamette Heights is also noteworthy. For months the firm had crews at work blasting out roadways leading to localities that were practically inaccessible to teams before the streets were graded, whereas now a large district is provided with good drives and much desirable property brought into the market.

July Permits Mount Upward.

Two building permits of \$100,000 each, issued during last week, while not coming as surprises, swelled the month's totals to nearly the half-million mark; that is to say, in the 10 business days of the present month there were 137 permits issued by Inspector Dobson, carrying estimated cost of construction of \$496,950.

The two permits were for frames of the Rosenblatt Hotel at Tenth and Alder, and same for the Y. M. C. A. building, at Sixth and Taylor. These amounts are for but a portion of the final cost of the two buildings.

Dull Market in California.

A. L. Craig, formerly connected with the Portland Gas Company, who left this city to make his home in the San Joaquin Valley, California, about a year ago, is visiting relatives here. He is accompanied by Mrs. Craig and their daughter. Mr. Craig soon after arriving in California opened a real estate office in Stockton, forming a partnership with J. A. Coley. He reports real estate business in that part of the country, and in fact in California from one end to the other, as extremely dull at the present time. His firm deals principally in acreage and their latest enterprise is the handling of what is to be the greatest orange grove in this country. The grove is to cover 175 acres in a locality in the valley watered by the never-failing Stanislaus River, and where orange culture has proved successful in a small way.

Metzger Acre Tracts

On the Salem Electric Line, Only 30 Minutes' Ride from the Heart of the City. Are the best possible investment within the reach of people of all classes. They will provide delightful home sites for the man of means or revenue-producing ground for the man of energy, as the ground is unexcelled for raising vegetables, fruit, berries or walnuts. The price we ask is

HALF THE ACTUAL VALUE

As you will agree with us after examination. Beautiful scenery, shady nooks, magnificent timber, bubbling springs, sparkling brooks are only a few of the many attractions offered in this Eden of the Willamette Valley. Take the cars at Front and Jefferson streets, get off at Metzger Station and enjoy a few hours amidst delightful surroundings.

PRICE \$200 AND UPWARD

PRICE—\$200 and up per acre, according to location.
TERMS—10 per cent cash and 3 per cent of the purchase price per month.
INTEREST—6 per cent per annum on deferred payments.
ON CASH PAYMENTS a discount will be allowed.

Figure it out—it only takes a saving of 20c per day and up to purchase one of these acres.

For particulars and beautiful descriptive plat call at our Portland office, 226-228 Front street, or at Metzger Station. All cars stop at Metzger's.

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