

EAST SIDE MOVES  
STEADILY ONWARD

Reclamation of Sloughs and Low Lands Gives Additional Business Area.

BUILDINGS FOLLOW WORK

Churchgoing People Provide Many New Places of Worship for Rapidly Increasing Population of Big District.

That all property in central East Portland and suburbs feels the influence of the big filling projects, there can be no question. Few people who have witnessed the slow but steady progress of the great work of scooping up sand and gravel from the bottom of the Willamette river and dumping them in the slough and low grounds in East Portland realize what effect these great improvements have had. As long as the row of land between Union street and the Willamette River and the sloughs in East Portland stood without prospects of being filled, property was slow to sell. In fact, East Twelfth street, but when the Port of Portland dredge began pumping gravel to make some experimental fills between East Washington and Morrison streets, really began to appreciate and presently blocks formerly held at \$25,000 and \$35,000 went up first to \$75,000 and then to \$100,000. Owners of property on East Washington, East Morrison and East Stark and other streets where fills were made at first were uncertain as to the outcome, but the results removed all doubt.

A single unimproved lot on East Morrison and Third streets sold last week for \$16,000, which is at the rate of \$128,000 per block in that vicinity. East Washington, East Oak, East Stark, East Morrison streets and Hawthorne avenue have been filled and East Alder will soon be completed. East Water, covering a cost of more than a quarter million dollars, and the work is going forward. The influence of these improvements is felt on every lot and block in East Portland. It is seen in the case of price of \$27,500 paid by J. C. Almsworth for a quarter block on Grand avenue and East Ankeny street, which before the fills were projected could have been bought for less than \$10,000. W. L. Morgan, who erected a \$50,000 brick on Grand avenue and East Stark street, says he is more than satisfied with his investment in East Portland. These improvements brought the Healy building, costing \$15,000; the Mitchell, Lewis & Staver \$125,000 warehouse on East Morrison street; the Oliver Clifted Plow Company's warehouse, costing \$30,000; the prospective four-story warehouse for Parlin & Orendorff, costing \$50,000, and the best building of Wallace & Dehn, costing at least \$25,000.

Today the Oddfellows will lay the cornerstone of their new building on East Sixth and Alder streets, a lot that was bought for \$500 three years ago, and which could have been sold for \$700. The Pacific Bridge Company has completed its filling plant at a cost of over \$150,000 and is now engaged in dredging the Willamette River, where material without limit is to be had without cost for filling streets and vacant blocks, and has started on a work that will take between five and seven years to complete.

Mainly Sell for Cash.

In speaking of Portland real estate sales, W. H. Mall, who is considered good authority, says the most significant fact in connection with the main portion of the transfers is that they are for cash, or mostly so. He cites the sale of the quarter block on Grand avenue and East Ankeny by John Brigham to J. C. Almsworth for \$128,000. He says that a sale of that size in some other cities on the Coast would mean that perhaps \$500 was paid down, but the Portland deal was for cash. "Portland sales," said Mr. Mall, "are generally on a cash basis, and in that respect Portland is far ahead of any of the cities I recently visited on the Coast. People here have the money and have confidence in the place."

East Side Conditions Good.

As far as East Side property is concerned, conditions are very satisfactory. The recently important sales made in Central East Portland and Albina, and the constant sales made in the so-called resident districts indicate a most healthy state in realty. During the week W. C. Williams bought lots 14 and 15, and the north 24 feet of block 11 in block 1. Miller's addition to Sellwood, for \$700, practically a half block. This was the most important transfer made in Sellwood property for some time. Another suburban sale was that of lot 1, block 17, with house, in Center addition, North Mount Tabor, to Augusta Markwardt for \$200. In the Buckman tract, W. McHollard bought a quarter block for \$300. John L. Davenport bought lot 6, and west 2.9 feet of lot 8, in First addition to Holladay Park for \$200. In Hawthorne Park, George D. Rushmore bought a quarter block for \$200. Frank Robinson bought a quarter in block 64, corner of \$100. G. C. Gless bought a house and lot in Woodstock for \$170. George Dilworth sold to J. K. Fitzwater lot 1, block 5, Dunn's addition, with house for \$200. James E. Robinson bought lot 6, and house in John Irving's addition for \$600. W. H. Seward sold the east half of lots 1 and 2, block 2, Murray Hill addition to East Portland, with house for \$400.

Mount Tabor Wants Park.

W. E. Stevens, who handles Mount Tabor property mainly, reports conditions most encouraging. Recently he has a tract containing 40 lots on the Base Line road at Mount Tabor, and these have nearly all been sold at from \$200 to \$500. Sales at the Summit or Tabor Heights, have been numerous, and several new homes are being built on the heights.

The property-owners at Mount Tabor are looking forward with interest to the prospective improvement of Belmont street with hard-surface pavement to West avenue, and also the extension of the street to Tabor Heights, and finally to the top of Mount Tabor, where a public park will probably be established if the wishes of the people prevail. It is proposed to open a boulevard around the east, south and west sides of Mount Tabor and have it end at the summit, where the park will be located. If the plans of the push clubs are carried out, the Mount Tabor Improvement Association has appointed a strong committee—George K. Clark, P. P. DeBney and G. L. Lindsay—to handle this park proposition. Also E. T. Peterson, president of the South Mount Tabor Club, says he will co-operate in establishing a park on the top of Mount Tabor. There is already a winding road along which an electric car line can be built in future.

May Build Railway Spur.

F. B. Holbrook is asking for a franchise to build a double-track electric railway from the intersection of East

Talk on Real Estate

Why People Should Buy Portland Real Estate, and Why They Should Buy It From

Charles K. Henry & Son

It has been noted during the past few weeks that Charles K. Henry & Son have made some of the heaviest sales of real estate that have ever been made in the City of Portland, the purchases being made by well-known, far-seeing, capable business men, who now realize the fact that Oregon is the greatest section of the United States about to secure adequate railroad and other transportation facilities through the advent of the Hill and other railroads, as well as the many lines of electric roads being built throughout the state; the concerted efforts being made to get open-river transportation; the immense amount of irrigation land projects being put in the state, both by the United States and local enterprises, all tending to develop the entire State of Oregon, and all of which tends to the upbuilding of the City of Portland.

Business men, capitalists, investors and managers of estates throughout the United States realize that there is no investment so safe and certain as good inside property in a growing city, such as Portland is proving herself to be. The man with \$10,000, as well as the man with \$100,000 or larger sums to invest, cannot make a mistake in rightfully buying properties in the City of Portland. Any person who will pause, consider and reflect upon the fact that the Hill roads have built freight warehouses and are now building grain warehouses, more than doubling the capacity of that theretofore supplied to the city—every one must see that this portends increased business in the City of Portland. The cities that receive aid from the railroad companies grow very rapidly. We should cease ill-considered harping at the transportation companies, but enlist their good aid and offices in building up our city.

Any person who will take a map of the State of Oregon, showing our area of 96,000 square miles, with about 20,000 miles of Washington and Idaho tributary to it, being about half the total area of Germany, which supports a population of 65,000,000, while Oregon, with her salubrious climate, her very much more fertile soil, having less than 600,000, must certainly gain great population, and the City of Portland grow with it. The State of Washington and the cities therein, have grown very rapidly, because they have had the impetus given by the great Northern Pacific Railroad Company, that being now withdrawn, or at least lessened, as the company has about sold all its land. The State of Oregon, and consequently Portland, now about to receive the aid and impetus now about to follow from the advent of these railroads, will move forward very rapidly, and Portland properties will increase in value accordingly. As long as these United States continue to grow, and grow they will, Portland city properties will prove a sure and profitable investment.

Charles K. Henry & Son, who deal exclusively in inside properties, have been in the business for twenty years in the City of Portland, dealing solely in inside properties, not running a department store, not doing an abstract business nor an insurance business, BUT WE DO SELL REAL ESTATE, AND SELL THE VERY BEST OF REAL ESTATE—PORTLAND REAL ESTATE—and sell only on the commission basis, whereby the owner of property knows that he is not being speculated upon, and the buyer of the property knows that the price quoted is the price of the owner, thereby insuring absolute fair dealing, are fully qualified to give investors the very best aid and assistance in selecting bargains in Portland city property. They have sold many of the most prominent and largest properties in the city, and respectfully refer the investing public to any bank or business house in the City of Portland, and to their numerous clients.

Bankers, investors, executors of estates, living out of Portland, wanting Portland real estate, are cordially invited to write to or call upon

Charles K. Henry & Son  
250 Stark Street, Portland, Oregon

Thirteenth and Alberta streets in the North East Side district, along Thirteenth northward to and across Almsworth avenue. This is a short electric spur connecting with the Alberta line and run into a street not now provided with sidewalks and which is rapidly building up with homes. It will probably be extended to East Woodlawn.

At Woodlawn a distinct growth is shown in all directions, but particularly in the gradual disappearance of the gravel pits, which have held back that section for many years. The large pit alongside the Woodlawn car line is being filled up, and will soon be covered. This pit occupied nearly four blocks. Other excavations are being filled, mainly through the improvement of streets, material being taken from the streets as they are graded and dumped into the pits.

A considerable number of streets are being paved, and new homes are being built. One result of all these improvements is that the value of the real estate is holding its own and slowly advancing all through that section.

Steel and Concrete Bridges.

The steel bridge across Sullivan's Gulch, on Union avenue, will be completed and thrown open to the public by October 1, when traffic will once more resume the former route across Burnside bridge, which has been diverted over the Steel Bridge. Cost of this bridge will be \$75,000. Also work on the reinforced concrete bridge across Sullivan's Gulch on the Heights is being progressed rapidly. The forms are in position and the concrete mixer is running full capacity. The Portland Railway, Light & Power Company will have tracks over this bridge, as the company must have an outlet to the growing district north and east of this point. Another modern bridge is called for at East Twelfth street to replace the worn-out structure at that point, to connect with the public park on the north side of Sullivan's Gulch. Owing to the growth of Central East Portland, bridges across Sullivan's Gulch doubtless will be erected at alternate streets in the course of time.

Scheme for Mission Villa.

J. J. Patton has been appointed architect to prepare plans for buildings for the Unit Sharing Associates. Walter Thomas Mills, secretary of the organization, says that Mr. Patton has been engaged to prepare the final plans for the group of buildings to be erected on a site of seven blocks, which were secured some time ago on East Thirtieth-seventh and Powell streets. The architect lives in Berkeley, Cal. He is expected to arrive in Portland in a short time, and start work on the plans. Mr. Patton has had 12 years' experience. The general plans contemplate a group of 12 apartment houses, each building to have a capacity for housing 12 families. There will be a central plant to supply heat, light, laundry and a vacuum system for house cleaning.

Building Many New Churches.

Several new churches are under construction and projected on the East Side. Among these are the following: St. Francis, East Eleventh and Oak street, \$75,000; Central Christian, East Salmon and Twentieth, \$50,000; Sunny-side Congregational, \$25,000; Mississippi-avenue Congregational, \$10,000; Hassalo-street Congregational, addition,

\$7000; Westminster Presbyterian, addition, \$2000; Clinton Kelly Memorial Methodist, Powell Valley Road, \$5000; Millard-avenue Presbyterian, Mount Scott district, about \$3500; North Albina United Evangelical, \$2500; Jesuita, Catholic, school and church, \$15,000, and home, \$10,000; church and school, Catholic Highland, \$55,000; Forbes Presbyterian, Sellwood street and Gantenben avenue, \$15,000; chapel in Piedmont, \$1800; University Park Methodist, Church, manage, \$2500; Mount Tabor Presbyterian, Belmont street, \$10,000; Southern Methodist, Union avenue and Multnomah street, \$75,000. These buildings represent an expenditure of \$327,500, and about \$50,000 for furniture. For most of the buildings that are under way or being completed the money has been raised from the membership.

The contract for the foundation of the Central Christian Church, East Salmon and East Twentieth streets, was let the past week for \$5000. The total cost of the church is estimated at \$50,000. C. K. Robbins has completed the plans for the structure.

South Suburbs Grow.

As far south on the Oregon City Electric Railway as Jennings Lodge is evidence of expansion. At Milwaukie 20 houses are being erected, besides the new schoolhouse, which will cost \$10,000, and work on the new city hall is being carried forward. On Milwaukie Heights a number of attractive Summer homes have been built. Here also is the \$10,000 dwelling of J. W. Grainger, a Milwaukie fruit raiser. Oak Grove has several new buildings, including a two-story frame near the waiting station. The people at Oak Grove will soon be connected with Portland and the surroundings with a telephone service, a local company having been formed for that purpose. On Jennings Lodge new Summer homes have been built. At Jennings Lodge the Evangelical Camp-Meeting Association bought eight acres from the Shaw-Fear Company at \$200 an acre several years ago, and a few months ago sold off three acres fronting the river for \$800 an acre, more than the whole tract cost. The three acres front on the Willamette River. The Shaw-Fear Land Company bought the three acres, and is holding it for Summer homes. There is a demand for sites for these on the Willamette River, and all the land fronting on the river is advancing in value.

BETTER STREETS IN PROSPECT

Fifteen Miles Already Contracted or Petitioned For.

Undoubtedly the average man on the street would, if asked how many miles of paved streets would be laid in Portland this year, say: "Oh, three or four miles, perhaps."

So rapid has been the spread of the better streets movement in Portland that over four miles of hard-surfaced pavements are already contracted for by the city, while 13 miles of specifications are being prepared by the City Engineer or are awaiting bids. This makes the surprising total of over 15 miles and thus far in 1908. The presidential year will be remembered by the citizens of Portland as the red-letter year for better streets. The repeated demands of the more progressive property owners, the hesitating neighbors are being answered this year apparently more readily than ever before, and there is much less of the old spirit of conservatism in expenditure for a needed improvement.

Contracts have been let this far for \$1,525,295 worth of street improvement. This total covers all varieties of improvement also, including a strip of stone block paving, laid in a place of especially wearing traffic.

It has been pointed out that no stronger evidence of the complete recovery of the business of Portland from the general depression of last November can be found than in this total of the street improvements for the first seven months. It is a concrete argument for the commercial activity of the city which is hard to surpass, and as such is already being used widely.

In discussing the subject of good streets the other day, Mayor Lane declared that the Portland property-owners have apparently decided that standard, well-known types of hard-surface pavement are the most satisfactory and that, judging from their petitions for such improvements, they do not favor experimenting.

The men prominent in the movement for better streets, alive to any possible objection to their assessments, are taking up the proposed amendment of the state bonding law by which the contractors will be paid for their work when the pavement is completed and accepted by the City Engineer. At present, long delays in payment seem inevitable, and the contract companies freely assert that if the receiving the money due them promptly it would be possible to reduce the cost of paving.

Unless West Side residents bestir themselves the people living in what were once the sparsely settled districts of the East Side will be far ahead of them so far as good streets are concerned. The Irvington-Holladay Addition people want an entire district paved and seem in a fair way of accomplishing their plans.

IOWA SOCIETY PICNIC

Annual Outing of Large Association at Hood River.

HOOD RIVER, Or., Aug. 1.—Six hundred members of the Hood River Iowa State Association and their friends ate barbecue and enjoyed a speech-making at Grange Park, near here Friday. The occasion was the annual meeting of the association for the purpose of electing officers and renewing old associations of their former home in the Middle West. Of the several associations at Hood River of this character, the one representing Iowa enjoys the largest membership and their mid-Summer annual meeting is always looked upon as one of the big social events of the year. The programme included an oration by J. Van Nieuw Bandy, pastor of the Unitarian Church, addresses by A. A. Jayne and M. P. Isenberg, and a violin solo by Miss Lella Radford. Mrs. George Wickham recited "When Rolls the Oregon," and a recitation entitled "The Old Hawkeye

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State," was also given by Miss Adah Rose. The officers elected for the ensuing year were W. F. Laraway, president; M. M. Hill, vice-president, and J. H. Osborne, secretary and treasurer. Mr. Laraway was elected president of the association for the fifth time.

Suspected of Big Robbery.

SAN FRANCISCO, Aug. 1.—John Dever, charged with a daring holdup but suspected of being one of the men who robbed Lundy's jewelry store some months ago, is being held by the police. He was captured by two de-

tectives on the waterfront last night, after a desperate struggle. The police refused to say just what evidence they have to connect him with the Lundy robbery, when nearly \$100,000 worth of diamonds were stolen. Dever has been arrested before, but no evidence to hold him could ever be secured.

Chinese Come for Study.

SAN FRANCISCO, Aug. 1.—The steamer Siberia, from the Orient, today brought here a commission appointed by the Chinese government to come to the United States to study commercial conditions. The commission is composed of Wang

Ching Chia, senior secretary of the department of agricultural works and commerce; Pan Sau-Chih, second assistant secretary of the same board, and Li Ching Lien, collector of the Port Straitton. Mr. Laraway was elected president of the members of the commission by Assistant Secretary of the Treasury Beekman Winthrop, and they were met upon their arrival on the dock by a representative of the collector and the Chinese Consul here. They will remain in San Francisco for some days.

Oklahoma, although the youngest state, has 33 Catholic churches, in the care of 70 priests.

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