

HOSPITAL PLANS PUT ON RECORD

Wing of New Homeopathic Building Is to Cost About \$125,000.

EAST SIDE STREET-MAKING

Upward of \$2,000,000 Being Expended in Opening New Thoroughfares and Modernizing Old Ones With Hard Surface.

Blue print plans for the Homeopathic Hospital to be erected on East Second and Halsey streets have been filed with Building Inspector Dobson. For the present only one wing of the building will be built and the remainder will be erected as soon as required. The part to be built will cost about \$125,000. Contract for the foundation was let the past week to the Hurley-Mason Company for \$10,000. Excavating has already been finished, and only remains to put in the concrete wall. The east half of the block on which the hospital will stand will remain unoccupied until the other portion of the hospital is built.

THEY ARE COMING FROM TWENTY-FIVE STATES IN THE UNION TO THE GOLDEN GOOSE LAKE VALLEY AND SOUTHERN OREGON OF WHICH LAKEVIEW IS THE CENTER

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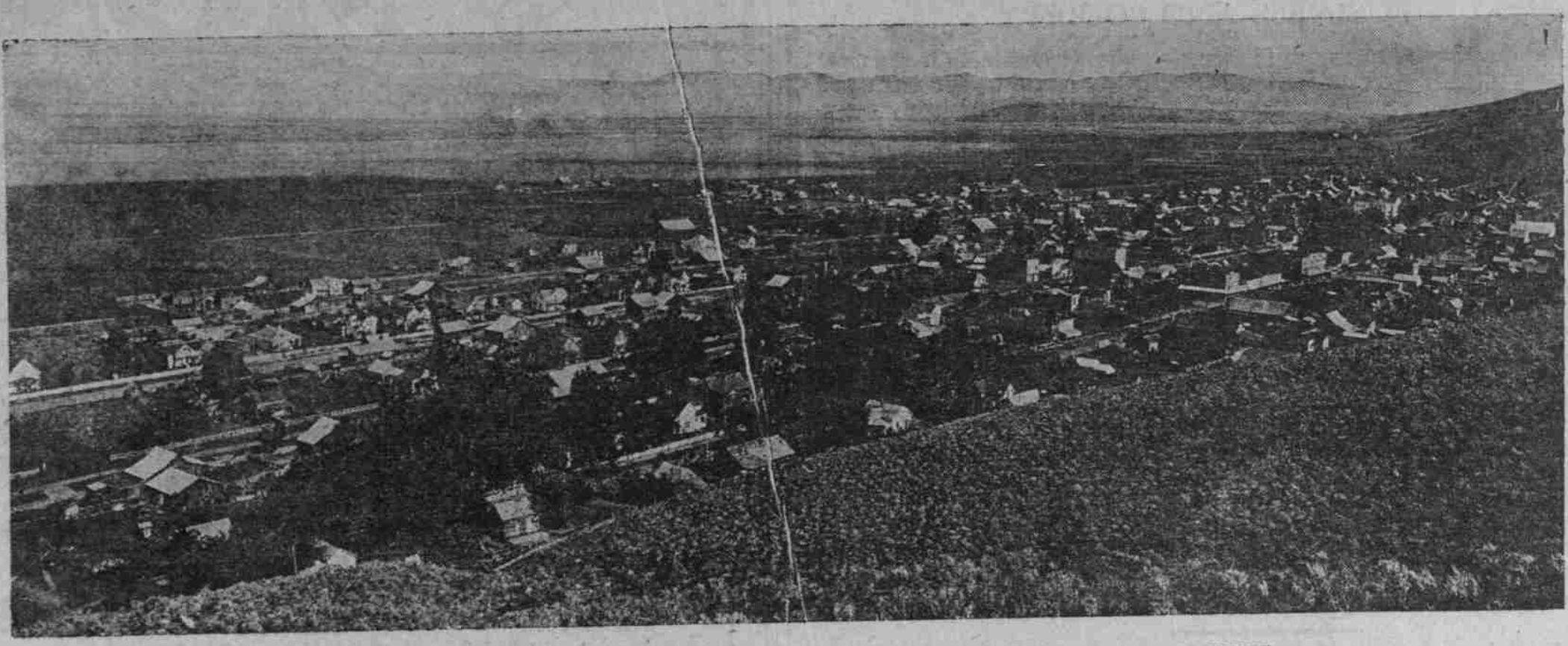


PHOTO OF LAKEVIEW—THE COMING METROPOLIS OF SOUTHERN OREGON—COUNTY SEAT OF LAKE COUNTY.

This company owns and offers a business or residence lot free—with every farm. These lots are alone worth the full price asked for all—if you can buy any cheaper lots in Lakeview. This is your LAST OPPORTUNITY to buy choice, cheap lands, with pleasant climatic conditions, left in the United States. There is no better investment in the world than these lands and lots, which are offered at one-fourth of their true earning value. There is only one crop of land and no one in the business of making any more. Land yields are enormous and prices always remunerative. Deposit your savings in Nature's Savings Bank—don't wait until all are sold. They are SELLING VERY FAST. The demand for the last tracts in San Luis Valley, Colorado, opened recently by this same company was so large that only two-thirds could be supplied. Every purchaser was delighted, and those farms are at a premium of 50 per cent. The advance in Southern Oregon will be much greater in one year. Then your opportunity will have passed forever—because farm-land values increase over one billion dollars per year, and farmers make over seven thousand million dollars per annum. Better stop NOW and think it over. Write today for free information about the land grant opening.

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and Hawthorne avenue at a cost of over \$5,000. East Taylor street has just been paved with crushed rock between East Thirty-fifth and East Forty-sixth streets, this being done at a cost of \$21,000. Work has been started on Belmont street east from East Thirty-fourth street. This street will be improved with hard-surface pavement first to East Thirty-ninth street, and then on the West avenue. It will bring into Sunnyside the trade of a large section eastward. With the paving of Hawthorne avenue to East Fifthth street with hard-surface improvement and the completion of Belmont pavement to the river, Sunnyside will have two fine streets. New buildings are being erected all over this section of the city. All houses are occupied. Beyond East Thirty-ninth street, the old limits of Sunnyside, the district is building up with new homes to West avenue. Here the streets have been largely closed up, but proceedings have been started to open most of the principal streets between the Base Line road and Hawthorne avenue and also east and west. Water mains have been ordered laid on Belmont street as soon as the improvement is under way. Sewers will be put in within the next few months.

Permanent Pavements Best.
Hard surface pavements and permanent improvements are expensive at the start, but not so expensive as the cheaper in the long run. In the Irvington tract, where something over 45 blocks are being paved with sewers, water mains and hard-surface pavements on all streets north of Thompson, the cheapest lots are \$300. Before these improvements were projected lots could be bought most anywhere in the district from \$50 to \$80, but lots are selling for three times these figures. The whole district is being made a hard-surface district. The cost of street work alone is estimated at \$250,000. On East Twenty-second street the street railway company is laying heavy steel rails on concrete, with Belgian blocks, north to Knott street. Hard-surface pavement has now been put down on Thompson street between East Seventh and East Twenty-fourth street. Beginning at East Fourteenth out to East Twenty-second, all the streets northward are being paved either with asphalt

or bitulithic pavement. The Irvington Lawn Tennis clubhouse, which stands on Thompson and Twenty-second, was built among the trees, but is now being surrounded by attractive homes. Sales in the Irvington tract northward from Thompson are quarter blocks mostly, and a large number of attractive homes are rapidly springing up on all the new streets. It may be truly said that the steam roller is the forerunner of substantial progress. South from Thompson, under the inspiration and encouragement of the Holladay-Irvington Improvement Association, the general plan to pave all streets uniformly is being worked out. It is safe to say that inside of five years the great district northward from Sullivan's gulch to Vernon and east of Union avenue will be all paved with some kind of hard-surface roadway, replacing all gravel or macadam pavements. There are more streets being so improved in this district than any portion of the city, and in no section are more or a better class of dwellings being erected.

PERSONAL MENTION.
Mrs. Nettie Hallenbeck visited relatives at Puyallup last week.
Mr. and Mrs. H. A. Friedrich are spending their vacation at Seaside.
Mrs. N. F. Hildebrand has gone East on a pleasure and business trip.
Miss Edna Swan is visiting with her sister, Mrs. Arthur Bering, at Tacoma.
Miss Mary and Henry C. Otto are at Newport, guests at the Abbey House.
Mr. and Mrs. George V. Apel have left for the East, where they will visit relatives.
H. J. Blesing spent Sunday at Seaside with his family, who are at the Marbler cottage.
Mrs. Millie Beckman and nephew, Richard Kruse, have returned from Gearhart.
Mrs. Smith and Mrs. W. H. Smith left last evening for Vancouver, B. C., and Sound cities.
Miss Elizabeth Phillips and Miss Gladys Williams have returned to the city after passing a short time with

friends at the Fehren-Wauld cottage, Seaside.
R. E. Doyle spent last Sunday at Seaside with his family, returning Sunday evening.

Mr. and Mrs. J. C. Hare are guests this week of Mr. and Mrs. Frank Ombric at Tacoma.

John Clark and wife are enjoying their visit at Paradise Hot Springs, Monterey County, California.

Mrs. R. A. Marshall returned last week from a six weeks' visit to various parts of California.

H. Schulze, of Chicago, is the guest of Mrs. and Miss Fisher at their cottage in Gearhart Park.

Professor Albert Bushnell Hart, of Harvard University, and family, have taken apartments at the Hill.

Mr. and Mrs. William T. Barker and baby, Virginia, have returned after a two weeks' outing at Seaside.

Mr. and Mrs. J. Clyde Owen have returned from a visit to British Columbia and the Sound cities.

Miss Maxine Brown has returned home after spending three months with her aunt, Mrs. W. R. Cody, of Seattle.

Dr. and Mrs. J. M. Batcheller, with infant son and nurse, are spending several weeks at Salmon, near Mount Hood.

Miss A. Louise Small has returned from Seaside, where she has been a guest of Mrs. R. S. Oliver and Mrs. C. T. Tostevin.

Mr. and Mrs. W. H. Smith were the guests for two weeks of Mr. and Mrs. H. C. Weber at their summer home at Oceanview, Wash.

Mrs. H. F. Matzig, of 287 Thirteenth street, is entertaining her sister-in-law, Mrs. F. J. Williford, and daughter, Marie, of Butte, Mont.

Mrs. D. W. Hoobling and daughter are occupying their cottage at Seaside, Wash. They expect to return to Portland the middle of September.

Arthur E. West, of Tacoma, Department Commander of the Spanish War Veterans, will arrive in Portland tonight on his way to Boston, where he will attend the annual encampment of that organization. Mr. West will use his efforts to have Tacoma chosen as the meeting

place of the 1909 encampment. This will thus enable delegates to attend the Alaska-Yukon-Pacific Exposition, which will be open at that time.

Buy Streetcar as Souvenir.
CHICAGO, Aug. 22.—A dispatch to the

Tribune from Milwaukee, Wis., says: President Fred D. Underwood, of the Erie Railroad, has purchased an old-fashioned streetcar, the first in which he

ever rode, and shipped it to Wauwatosa, where it will be set up as an outdoor reading-room on the grounds of his ancestral home. The streetcar opened his

eyes to the possibilities of traffic on rails when he was a boy and turned his attention to railroading. Mr. Underwood has kept the old homestead, which he visits once a year, in such condition that many of his friends may spend their Summers there. There are three tents for overflow visitors.

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Sales and Improvements.
Sales on the East Side for the past week averaged up well, while new buildings projected and started were in advance of records for several weeks. The sales, mostly in residence districts, were widely scattered. The remark has become proverbial that Portland does not grow in parts, but grows as a whole. The building permits show that every section east of the Willamette shares alike in the general forward movement, ranging from the cottage to the high-class residence costing well up into the thousands.

Margaret L. Henning bought three lots in Block 36, in the Irvington tract, for \$4200. In the Hanson Addition J. G. Jones bought a house and Lot 2, in Block 27, for \$2700, and in the Tilton Addition near by, Bertine H. Prodder bought a house and fraction of a lot for \$2500.

Many sales have been made along Hawthorne avenue to Mount Tabor and a number of handsome homes costing upwards of \$5000 are being built. In the Murray Hill Addition, near Hawthorne avenue, Sadie J. Clagg bought the east half of two lots in Block 1, with a house, for \$3500. At Mount Tabor George A. Andrews sold to J. H. Zimmer a parcel of land on West avenue for \$1300. The Oregon Real Estate Company sold to Jasper Crane two lots in Block 178, Holladay Addition, for \$450.

North Albina Improvements.
Over \$100,000 will be expended in new buildings on Killingsworth avenue within the next few months. Francis L. McKenna, who owns a block on Patton and Killingsworth avenues, has had plans prepared for a three-story reinforced concrete structure to cover a quarter block. The lower floors will be occupied by stores and the two upper stories will be for hotel purposes. The cost of the building projected will be probably \$35,000. H. A. Rubie also will erect a business building on Killingsworth avenue to cost about \$10,000. Two other buildings are projected to be erected at once.

Killingsworth avenue promises to be a business center. Its growth has been remarkable. Only four years ago it was a mere cowpath and no one dreamed it would become a business street in so short a time. But the stumps were cut out and the street graded, and now a first-class hard-surface pavement is being laid between Union and Patton avenues at a cost of \$73,000, and between Patton avenue and Willamette boulevard a gravel improvement costing \$25,000 has been provided for. If the plans are carried out to widen the street to 50 feet between Willamette boulevard and Sandy road, a distance of six miles, it will be one of the finest streets in North East Side. Property on Killingsworth avenue between Williams avenue and Willamette boulevard has rapidly increased in value. Some of the quarters are held at \$10,000, others at \$5000, and very little of the property is for sale at any price at all.

Large Sums for Street Work.
Projected street improvements on the East Side run up to a large sum. Hawthorne avenue pavement from East Third to East Fifthth, \$200,000; Grand avenue, between Gillan and Broadway, \$45,000; Union avenue, between Holladay avenue and Highland, \$70,000; Clinton street, \$14,000; East First street, Killingsworth avenue, \$13,778; East Madison, \$23,085; East Third, \$74,300. These are all hard surface except on Killingsworth avenue where gravel will be used for a short distance, and the fills on East Third, between Hawthorne avenue and East Oak street.

On Hawthorne avenue the relaying of the car tracks will cost the street railway company \$10,000. On Union avenue there will be about the same cost for heavy rails.

These streets total \$219,000 as cost of new work, but are only a fraction of the total amount of street work under way all over the East Side. The total amount on the East Side would easily run up to \$2,000,000, including the wholesale street work undertaken by owners of tracts, like Irvington, Waverleigh and other places.

Improvements at Sunnyside.
At Sunnyside many of the important streets are being improved. East thirty-seventh street is being paved with crushed rock between the Base Line road