WASHINGTON HEIGHTS

WHERE THE HOMES OF THE VIEW-LOVERS WILL BE SITUATED

THESE LOTS are the choicest ever offered to the view-loving public. The prices are reasonable and include CITY WATER, CEMENT WALKS, SEWERS and PARKED, HARD-SURFACED STREETS. These lots are being purchased by a very desirable class, either for immediate occupancy or future use. Avail yourself of the opportunity to secure a homesite WITH ALL THE IMPROVEMENTS at a reasonable price. TERMS IF DESIRED.

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FINE HOMES ON HEIGHTS

PLANS ARE DRAWN FOR MANY COSTLY RESIDENCES.

Citizens Are Building West of City at Average Expense of About $10,000.

Probably in no section of Portland are there more fine residences under way and planned than on Portland Heights. The development of the sightly slopes west of the city has been very rapid during the past two years and indications are that improvements will be even more numerous in the future. The proposed boulevard, to cost $150,000, is a strong factor in attracting people to Portland Heights, and in nearly all cases the dwellings being erected are costly and beautiful.

Among the fine homes soon to be started on the Heights is one for Dr. Henry Jones at Twentieth and Carter streets. Dr. Jones' present residence is on the block purchased by the Board of Education for a new West Side High School, and after selling this property he immediately made arrangements to build on the new location. This dwelling will cost $12,000 and the site adjoins A. D. Charlton's fine home. The building will follow the Colonial style of architecture. Plans for it have been prepared by Emil Schacht and construction will begin as soon as an old structure now on the property can be torn down.

The same architect has drawn specifications for a $10,000 home to be erected by M. L. Cline at Chapman and Laurel streets. This residence is well under way, as is also work of remodeling the Walter Smith home on Twenty-first street, between Carter and Jackson. This handsome home will be practically rebuilt, the changes being made at a cost of $10,000. Another fine residence on the Heights is to be erected by Fletcher Linn, who will build at Nineteenth and Laurel streets. Grading will probably begin this week for the site of this dwelling, which is to cost $8000.

M. H. Houser is also building a fine home on Portland Heights. It is located at Twenty-first and Jackson streets, adjoining the Walter Smith property. This residence will cost $15,000. Plans are being prepared in the office of W. C. Knighton. In the same office designs have been drawn for a $13,000 home for C. E. Rumelin at Twenty-second and Thurman streets on Willamette Heights.

NEW BUILDING COMPANY HERE

Selects Portland as Headquarters in Pacific Northwest.

Having confidence in Portland as the center of building operations in the Pacific Northwest, Thompson, Starrett & Company, of New York, one of the largest building concerns in the world, has established an office in this city and has delegated Louis R. Barras, recently of San Francisco, to look after the company's interests in this district, which includes Seattle. The first construction work to be performed by this company in Portland is that of the erection of the 10-story annex of the Meier & Frank Company and of this Mr. Barras will have entire charge.

"As representative of the company by which I am employed, I came to San Francisco immediately following the earthquake and there superintended the erection of 20 of the largest and best buildings in that city," said Mr. Barras yesterday. "We believe there is a big field opening up in the Pacific Northwest in the way of building operations. Feeling confident that such is the case we have decided to establish permanent headquarters in the Worcester building in this city. We are figuring on several important building projects both in Portland and vicinity."

MEET IN SEATTLE MONDAY

Sound City Preparing to Entertain Traveling Passenger Agents.

SEATTLE, Wash., Sept. 12.—Everything is in readiness for the annual gathering of the Traveling Passenger Agents' Association, which will begin its sessions Monday. Prominent transportation officials from all over the United States and Canada, members of the organization, are expected to be in attendance. Elaborate arrangements have been made for the big banquet to be given at the Hotel Butler Annex, which will be given Tuesday night.

A. B. Calder, agent in Seattle for the Canadian Pacific Railway, will act as toastmaster. Governor Mead will speak on "The State of Washington"; Mayor John F. Miller will talk on "City of Seattle"; I. A. Nadeau, "Alaska-Yukon-Pacific Exposition"; C. B. Yandell, secretary of the Seattle Chamber of Commerce, on "Facts About Seattle"; Henry E. Reed on "Exploitation," and Frank P. Goss on "The Press."

Another feature of the convention will be the excursion on the steamship Governor next Wednesday, and a big representation of the business and professional men of Seattle will accompany the visitors. The trip will include all points of interest along Puget Sound.

SCHOOL-BUILDING DISPUTE

Writer Hints He Would Like to See Collapse of Corner in Architects.

PORTLAND, Sept. 11.—(To the Editor.)—Relative to the communication and editorial comment in yesterday's Oregonian criticising the methods of the School Board in the award of the Albina High School building competition, I wish to relate an experience illustrative of the truth of Isaac C. Redde's criticism of Portland school buildings in general and of the School Board's actions in particular.

The writer, while in conversation with Judge George T. Baldwin, in Klamath Falls two Winters ago, was asked if he had inspected their new school building, at that time just completed, and of which Klamath Falls citizens justly felt proud. Upon stating that he had, Mr. Baldwin remarked that they had employed an architect from Albany, for the reason that there wasn't one in Portland fit to "make a school building," and referred to Portland's school buildings as proof of his assertions. Mr. Baldwin, from his standpoint, was right, and it would have been useless to have explained to him that Portland architects were in no way responsible for the buildings complained of, since these architects mentioned have never had a fair opportunity to figure on any.

There need be no surprise, therefore, that School Boards of the various cities of Central and Southern Oregon have, in nearly all cases, gone to Albany for their architectural talent when erecting schools.

Some of us still remember that the Superintendent of our schools, upon returning from a tour of inspection in the East, boasted to the School Board that our school buildings were as good as those built elsewhere; that our frame buildings with drilled children were as safe as those of brick or stone. Not long afterward, the country was shocked by the destruction of children's lives in a fire where school drills seem to have been of little use, and in a building of masonry. Some of us, in spite of the School Superintendent's pride and provincialism, have yet to be shown in the matter.

As to the award in question, The Oregonian's editorial seems to be a fair presentation of the case. It is evident that the School Board used Mr. Somerville's name as bait to get plans from Portland architects. No competent and reputable architect, who depends upon the merits of his work alone, goes into competition in this day and age, unless architects are to be the judges of his drawings. It takes a surgeon to know a good surgical operation, and the history of competition for public work shows that "pull" rather than merit counts for everything, and from all reports, this competition was no exception to the rule.

Two years ago an attempt was made to induce the School Board to call for competitive plans before the erection of the present East Side High School. The existing example of a Jonesonian architectural crime attests the failure of such efforts.

Why call it an architectural squabble? We hear of proposed boulevards and parks for beautifying the city. Why not an aroused public interest that will demand of a School Board methods that will insure to Portland school buildings that will also beautify and be as safe for the small children as the High School pupils, and be a credit to the city?

EDMUND BIDWELL.

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