

**ROOFS FOR DOUBLE CITY'S POPULATION**

Remarkable Building Up of East Side Takes Small Fraction of Land.

**FALL MARKET IS GOOD**

Many Deals Pending for Inside Realty, With Deposits Made, Await Examination of Titles for Announcement.

While residents of Portland are justified in "planning with pride" to the remarkable growth of the East Side, they are cautioned by a prominent realty man not to lose their heads.

"An examination of the new plat map of Portland," said he, "is all that is necessary to convince over-enthusiastic Portlanders that large tracts of land from the Clackamas County line to the toe of the Peninsula yet remain to be platted. I do not mean by that to depreciate what has been done nor what is in prospect in providing desirable building lots for our own people and the hundreds of newcomers arriving right along; but I do mean that enough vacant ground is obtainable on the East Side to provide living room for almost twice the present population.

"From my viewpoint, this is an excellent condition. It will be many years before the district destined to be a teeming city of homes shall be crowded for room. Already the great East Side outstrips the older West Side in point of population, and it has a lead that nothing can overtake. The West Side, to my mind, always will be the district where the bulk of business, both retail and wholesale, is to be transacted, but that part of the city does not seem to offer advantages for spreading out that the other side of the river possesses.

**Values to Advance.**

"The time is approaching when property in all the closely built-up districts of the city, on both sides of the river, is to advance in valuation; and this is the reason why holders in these districts are not in the market to sell. The natural result is that sparsely settled districts are rapidly feeling the effect of this strength."

Selling agents of some of the suburban plains report a gradual advance in valuations over prices paid for lots. Numbers of instances are given in tracts as far out as Belle Crest and Mount Scott in those directions. Sellwood and South Portland to the south and Fieldman and University Park to the north. This indicates that where car service, good streets and public utilities generally are provided, prices advance in proportion to the added expense of improvements.

City Engineer Taylor, in a response to a toast at the Herbert King dinner last Tuesday night, said the people of Portland seemed not to realize what a great amount of street paving is now under way in the city. He said more new work had been laid in the last year or two than in any corresponding period in the history of the city, and that at the rate at which new work was being undertaken it would not be long before Portland would rank with any city of the same size in the country in the mileage of first-class roadways.

**Need of New Hotels.**

"With all hotels in the city filled to capacity for several weeks past, the necessity for additional hotel accommodations has been recognized by both capitalists who are to erect new buildings to be devoted to that purpose and by owners of existing buildings who are arranging to enlarge their present quarters. The two important new hotel buildings are the Wilcox, Seventh and Stark streets, and the Rosenblatt, at Tenth and Alder. The Wilcox building is to be leased to Phil Metcahan, Jr., and excavations for the same are now under way. The Rosenblatt is stopped at the second story by failure of a contractor to furnish material. That trouble will be remedied in a few days and the erection of the building is then proceeding. The reinforced concrete building that is an annex to the Oregon is rapidly approaching completion, workmen being engaged on interior work. The latest enlargement to be announced is that of the Perkins, which recently received a thorough overhauling, but which is to have additional stories put on, and it is within the possibilities that the building will be otherwise enlarged. The new Cornellus may be doubled in size next year, though no definite plans have been authorized.

**Heights Hotel Not Abandoned.**

A report that a syndicate had been formed to build a magnificent hotel on Portland Heights has been revived and those having the matter in hand say the project has not been abandoned, but is still being considered. The proposal is originally figured on by the syndicate and Mr. Keasey was to select a site commanding a view of the city and river and to build a hotel second to none on the Coast, which it was believed would attract tourists from all over the world. Mr. Keasey, who controls most of the realty in that part of the city, said a day or two ago that the project had not been abandoned, but on the contrary, was likely to be taken up again almost any time.

The tone of the realty market continues to be excellent. It is known that several big deals are pending, and one prominent dealer in inside properties said yesterday that he had over \$500,000 in his hands, as deposits on deals. He explained as a reason for not announcing them at this time that contingencies might arise to prevent completion such as flaws in titles, and besides buyers might desire to secure other pieces in the same localities, as those under consideration and an announcement of the sales might interfere with making these additional purchases at ruling figures. For that reason, he said, premature announcement of purchases might not only turn out incorrect, but also would be unfair to buyers.

At this season a falling off in the number and amount of building permits is to be expected, but the total for the month so far reaches a figure quite satisfactory to "boosters" of Portland. There are as many large buildings now under way that building trades will find plenty of employment through the winter if not another one is started.

**LET CONTRACT FOR NEW DOCK**

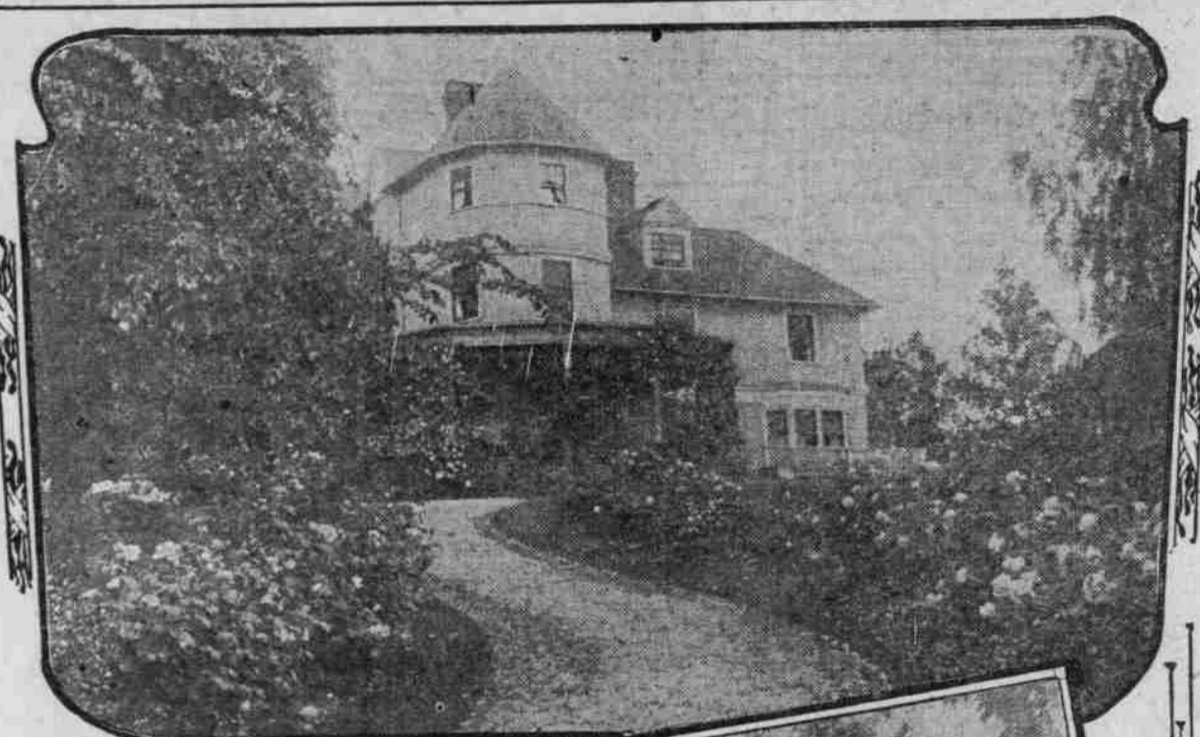
Public Utility at St. John Soon to Be Undertaken.

The contract for the erection of the new dock in St. John will be let next Tuesday afternoon at 4 o'clock, at which time the bids which have been submitted will be opened and read. City Engineer Andrews has prepared the plans for this dock, which will be erected at the foot of Philadelphia street. It will be 640 feet long by 120 feet wide and will be partly covered. The city issued bonds to the amount of \$60,000 for purchase of grounds and for erection of this dock, and the grounds

**Three of Portland's Attractive New Residences**



BUNGALOW OF M. A. GOVE 1049 CORBETT ST.



RESIDENCE OF J. H. SAGE, PORTLAND HEIGHTS



V. P. LEWIS 725 PROSPECT DRIVE, PORTLAND HEIGHTS

purchased at the foot of Philadelphia avenue cost \$23,500 and include two lots on each side of the avenue, which is 160 feet wide.

It is proposed finally to improve Philadelphia avenue down to this dock. The cost of the dock, of course, will not be known until the bids have been opened, but it is limited to the amount of \$35,500, left after paying for the waterfront property. From this dock much is expected, for St. John is making it more of a transportation center. River boats are expected to land there, besides the O. R. & N. Company will run a spur to this dock.

Besides this dock a number of streets are to be paved. Recorder Esson reported that for August twice as many buildings permits were issued than were issued for August in 1907, and the buildings erected are of a higher grade than erected before.

"Real estate is in good condition in St. John," said Recorder Esson, "but there are no snags lying around. On the whole, St. John has an excellent outlook, considering the street improvements projected and the buildings under way here. The city has its rock crusher and roller in operation, and at least some of the streets will be paved with crushed rock and other dressed up. The city crushes the rock and sells it to the street contractors."

**"TECH" ALUMNI FORM CLUB**

TO SUPPORT SCIENTIFIC WORK IN NORTHWEST.

Graduates of Massachusetts Institute Take Special Interest in Future of Whitman College.

A Massachusetts Institute of Technology Club was formed at a dinner Friday night of the alumni held at the University Club. At this meeting the guests of honor were President Penrose and Professor Hendrick, of Whitman College, Walla Walla. Dr. Penrose spoke of the educational needs in the Northwest as to scientific and technical training, and dwelt upon the importance of getting the support of all technology men in the Northwest in his endeavors to form a splendid scientific school in connection with Whitman College. He made a strong appeal to those present to bring pressure to bear on Dean Burton, of the Institute at Boston, to have him attend the educational congress which is planned for November at Walla Walla.

An enthusiastic lot of men responded heartily to his request. The Technology Club, of Portland, was formed at once and an invitation was extended through the secretary pro tem, Morris Whitehouse, to Dean Burton, requesting that he plan a Western trip to take in the educational congress and to meet the various technology organizations in the principal cities of Idaho, Washington and Oregon.

S. G. Reed, one of the overseers of the new Whitman College and a Technology graduate in the class of 1894, spoke at some length on the merits of the proposed new Whitman, and dwelt upon the splendid opportunities for Technology to exert an influence in the formation of the new scientific school. The following men were in attendance:

Messrs. Reed, MacNaughton, Raymond, Whitney, Nelson, Whitehouse, Honeyman, Crowell, Labbe, Marcus, Milken, Elliot, Lawrence, Dr. Penrose and Dean Hendrick.

Many letters were received from Spokane, Tacoma, and Seattle for Technology, even expressing a strong

desire for a formation of a Northwest alumni association, and wishing the Technology Club of Portland every success in its endeavors to persuade Dean Burton to come to the Coast.

**HALF-BLOCK BRINGS \$32,500**

Local Syndicate Buys Old Kiernan Homestead on Morrison.

John Kiernan's old home at Sixteenth and Morrison streets, at the northwest corner, was purchased yesterday from O. W. Taylor by E. B. Piper, I. N. Fleischner and Dan J. Malarky for \$32,500. The deal was handled by Edgar J. Daly. There is a frame house on the piece, which is 100x100, and the buyers took over the property as an investment.

In the opinion of realty dealers the figure at which the property passed is considered a fair valuation for that part of the city, and by some is considered a bargain. The improvement is not of any great value.

**EXPENSE OF CITIES**

Increase for All Over 30,000 Population.

**NEW YORK MOST COSTLY**

City Ruled by Tammany Increased Expenses 38 Per Cent in Five Years—Northern Cities Spend Most on Their Schools.

WASHINGTON, Sept. 26.—The Bureau of the Census has just issued its annual report on the statistics of cities having a population of over 30,000. This report covers the year 1906, and includes financial statistics.

The number of cities included in this report is 118, of which 15 had over 300,000 inhabitants, 27 between 100,000 and 300,000, 48 between 50,000 and 100,000, and 68 under 50,000. Of the 118 cities, New York had the largest land area—209,218 acres; New Orleans stood second, with 125,600; Chicago third, with 114,532; Philadelphia fourth, with 81,223; and Duluth fifth, with 40,355. The city having the smallest land area was West Hoboken, N. J., which had 545 acres. Duluth, Minn., with 67,337 inhabitants, takes in more territory than St. Louis with its 685,220 inhabitants. Salt Lake City, with a population less by 548 than that of Hoboken, includes an area 85 times as great.

**Cost of City Government.**

The costs of government to the taxpayers are represented approximately. These payments in the fiscal year 1906 amounted to \$607,677,442; of this total the payments of New York city, aggregating \$178,447,103, formed 29.4 per cent.

For 148 of the 158 cities the corporate payments for the five years, 1902 to 1906, were as follows: \$49,846,327, \$34,528,284, \$52,056,346, \$59,377,482, \$96,671,901. The percentage of increase for New York city from 1902 to 1906 was 38.2, which is materially greater than for the total of the other cities.

Of the total corporate payments 67.6 per cent was for current expenses, 31.4 per cent for improvements and 1 per cent for the reduction of debt. The relative increase of payments in the five years was somewhat greater for permanent improvements than for mere expenses of operation and maintenance.

The total per capita corporate payments for the 158 cities in 1906 were \$26.54. In four years the costs of municipal government increased 18 per cent faster than population.

**Boston Highest, Milwaukee Lowest.**

Of cities with an estimated population of over 200,000 the per capita corporate payment was largest for Boston and smallest for Milwaukee. Next in order after Boston were New York and Washington; and of the cities with small relative costs of governments, New Orleans, Buffalo and Baltimore were close rivals with Milwaukee.

Of the total general expenses the percentages formed by the expenses of the principal departments of cities were as follows: Schools, 23.2; police department, 12.7; highways, 11.8; fire department, 10.4; general government, 10.3; sanitation, including costs of health department, sewers, etc., 8.7; charities and corrections, 6.3; recreation, including parks, 3.4; libraries and museums, 1.8; and all other departments and branches, 8.8.

**Water and Light Revenue.**

Of the commercial revenues, the most important were those derived from quasi private industries operated by cities. Of these industries, city water-supply systems held first place, and docks and wharves second. The total municipal revenues from water-supply systems in 1906 amounted to \$51,622,800, of which total New York received \$10,444,646. The aggregate receipts from docks and wharves were \$5,322,300, of which amount New York received \$417,594.

Of the 158 cities, 117 or about 74 per cent owned and operated water-supply systems. All but three of the 117 cities show an excess of receipts over expenses.

Receipts from electric light systems were reported by nine cities; from gas supply systems, by six cities; from markets and public scales, by 8; from cemeteries and crematoriums, by 6; from institutional industries, by nine.

The value of properties of private industries at the close of the year was \$886,322,737. The outstanding indebtedness on assets was reported at \$69,479,255, showing that if taken as a whole, the 158 cities have earned from revenue nearly one-half the cost of these industrial plants. These relatively large payments for the plants of quasi private industries and the relatively small amount of bonded indebtedness by reason of their establishment is in marked contrast to the condition of affairs in the greater portion of the cities of Great Britain.

**Debt and Interest Rates.**

The total debt of the 158 cities at the close of the fiscal year, 1906, was \$1,782,749,501, and less sinking fund assets, \$1,285,841,497. The per capita of total debt was \$76.53. The per capita debt in the four years increased \$12.45, or 32 per cent.

The cities having a per capita net indebtedness exceeding \$100 numbered 116. They were: New York, \$129.30; Boston, Mass., \$118.69; Pueblo, Colo., \$112.51; Newton, Mass., \$109.38; Cincinnati, O., \$111.24; and Pawtucket, R. I., \$100.57.

The average interest rate on the public debts of the 158 cities was, for 1906, 3.25 per cent. The seven cities with lowest average rates were as follows: \$1.8 for Springfield, Mass.; \$1.28 for Youngstown, O.; \$1.31 for Hartford

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ford, Conn., 2.6; Binghamton, N. Y., 2.6; New York, 2.6; and Providence, R. I., 2.6. The seven cities with highest average rates were: Birmingham, Ala., 6.0; Spokane, Wash., 5.5; Little Rock, Ark., 5.4; Tacoma, Wash., 5.4; Denver, Colo., 5.3; Houston, Tex., 5.3; and Seattle, Wash., 5.3.

**Expenditure on Schools.**

The relative investments of cities in school property may be noted by the varying amounts per capita allowed for interest on such investments. These ranged from 21 cents for Atlanta, Ga.; 24 cents for Charleston, S. C.; 24 cents for Memphis, Tenn.; 26 cents for Elizabeth, N. J.; 26 cents for Knoxville, Tenn.; 27 cents for New Orleans, La.; 29 cents for Baltimore, Md.; and 30 cents for Covington, Ky.; to \$1.01 for Springfield, O.; \$1.02 for East St. Louis, Ill.; \$1.03 for Yonkers, N. Y.; \$1.06 for Salt Lake City, Utah; \$1.08 for Boston, Mass.; \$1.22 for Joliet, Ill.; \$1.28 for Springfield, Mass.; \$1.28 for Youngstown, O.; \$1.31 for Hartford

Conn., \$1.33 for Oakland, Cal.; \$1.33 for Duluth, Minn.; \$1.41 for Newton, Mass.; \$1.41 for Tacoma, Wash.; \$1.45 for Denver, Colo.; \$1.45 for Pueblo, Colo.; and \$1.56 for Spokane, Wash.

In like manner the aggregate per capita cost for maintaining schools, including the foregoing amounts for interest, varied from \$1.71 for Charleston, S. C.; \$2.03 for Knoxville, Tenn.; \$2.11 for Montgomery, Ala.; \$2.15 for Memphis, Tenn.; and \$2.17 for Norfolk, Va.; to \$7.20 for Oakland, Cal.; \$7.20 for Butte, Mont.; \$7.21 for Springfield, Mass.; \$7.32 for Boston, Mass.; \$7.52 for Denver, Colo.; \$7.59 for Salt Lake City, Utah; \$8.13 for Newton, Mass.; \$8.50 for Spokane, Wash.; and \$8.76 for Pueblo, Colo.

**Cause to Remember Mr. Hughes.**

Baltimore News.

One man on a racetrack near New York bet \$500 to \$1000 that Mr. Hughes would not be renominated. When the news of the Governor's success came, the racing men were dumb.

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