

EAST SIDE GLAD TO HAVE STATION

Southern Pacific Depot Believed to Work for Upbuilding of District.

WANT FREIGHT-SHED NEXT

Big Section of City Continues to Grow, Especially on Outskirts, Where Building Operations Progress Rapidly.

Positive assurance that the Southern Pacific passenger depot will be erected at once on the corner of East First and East Morrison streets has been received with satisfaction by business men and owners of property in that portion of the city. Construction of this depot means more to East Portland than the people there realize, but its importance may be understood when it is considered all the Southern Pacific lines will enter the city through the East Side within two years, or less. Trains must leave Fourth street and come into Portland over the new branch line which will cross the Willamette River at Oswego and Milwaukee. Announcement is made that orders have been issued for work to be resumed on the railroad bridge across the Willamette River at Oswego, which was suspended about two years ago. Iron for this bridge is all on hand and some work has been done on both sides of the river. Most of the steel is stored at the Southern Pacific Shop ready for use. The bridge itself will not be built until Spring, as winter is not a favorable time for that sort of work. With both lines on the Willamette River connecting in East Portland this East Side depot becomes important. It will stand directly on East Morrison and First streets, so that passengers may step on passing streets and cross the Morrison bridge. General Manager O'Brien has for the past two years discussed the erection of this depot with various committees from the East Side clubs and at all times displayed a keen interest in the growth of that portion of the city. He assured the committee calling on him that he had kept in close touch with the progress of the city, and was interested in all its progressive movements, as the Harrison lines have large holdings in East Portland.

Freight Depot Next.

With the passenger depot out of the way, the next step will be to secure a freight depot, which is something that the club committees have discussed with Mr. O'Brien. With the big-all operations progressing rapidly which will change the lowlands, now useless for building purposes, into valuable warehouse and wholesale district, and the erection of several high-class brick structures, like the 4-story brick for Parlin & Orendorf, near the corner of East Water and First streets, and the building of Mitchell, Lewis & Staver on East Morrison street, the business men will have stronger grounds for asking for freight facilities on the East Side.

The routing of the West Side cars on the East Side also will help hasten the time when the freight depot will be needed. Of course, all the filled property between Union avenue and the Willamette River will become at once of great value for business buildings. It is situated practically in the center of Portland with both rail and water facilities. It is considered certain that another year will see many buildings for wholesale purposes erected in this district. C. A. Bigelow, president of the East Side Business Men's Club, expresses the opinion that the passenger and freight depots, the former being assured and the latter to come later, will greatly facilitate growth in this district. He has contended that the freight depot is of more importance than a passenger depot. H. H. Newhall, of the East Side Bank, says, however, that the general manager, who understands the situation better than anybody else, is the best judge as to whether a freight depot would be an advantage, but Mr. Newhall figures out great advantage to the East Side from the passenger depot. He expresses the opinion that the main portion of the passenger travel will use the depot on East First and Morrison.

"It will certainly become a considerable center," said Mr. Newhall, "and I look for passengers generally from the local towns on both the East and West Side lines to leave the Southern Pacific trains at the new depot and cross the Morrison bridge direct into the heart of the business portion of Portland. Hotel hacks will come to the new depot as well."

Opening for Hotel.

Mr. Bigelow says there is a good opening for a hotel near the new East Side depot. "Next to this depot in importance is a hotel with popular prices," said "as conditions are certainly ripe for such a building. It ought to be built near the depot. When the trains of the Southern Pacific lines are routed through the East Side, such a hotel, in my judgment, would be a good investment. It would have to be run on sensible and business lines, and the rates charged would have to be moderate. We shall see a great many people coming to Portland from the Willamette Valley and the surroundings who will want to stay several days and who would prefer to stop in a hotel on the East Side than at the more expensive hotels on the other side. Besides, there will be a saving of time in getting off the Southern Pacific trains at East First and Morrison street and with a good family hotel near by they would stop there. I hope and believe that this hotel proposition ought to be agitated and some one, or company, induced to make the investment, which I am confident would return good profits."

Many Residence Sales.

"My office has been filled with people wanting to make investments since the election," said J. H. Nolia, of North Albina, yesterday. He said that most of the men inquiring for property were strangers who had come to invest on the Peninsula. Other dealers in East Side property make the same announcement. With exception of the \$18,000 sale in the warehouse district, between Union avenue and East Water street, sales the past week have been for addition sites and widely scattered. Architects are again busy drawing plans for new dwellings. In Irvington, A. B. Manley bought a quarter, lots 9 and 10, in block 13, and lots 9 and 10 in block 67, for \$3000. Fannie W. Conklin bought lot 3, block 4, Walnut park, for \$1700. C. J. Cook bought in Rose City Park lots 17 and 18, in block 84, for \$1025. Frank Love sold to Franz W. Boh-

man lots 12 and 13, in block 7, Miller's Addition to Sellwood, for \$2000. In Mount Tabor Villa Annex, Lester E. Miller bought lot 8, in block 11, with house, for \$2000. H. E. Ray bought lots 7 and 8, McMillen's Addition, for \$4312. In Kern Park H. B. Cokerham bought lots 23 and 24, block 19, the former owner being Charles Wansmaker, for \$2900. Mr. Cokerham also bought lots 1 and 2, block 9, Kern Park, for \$2900, making his purchase in Kern Park, in Mount Scott district, \$5800. In Kenton, on the Peninsula, Charles Townsend bought of the Kenwood Land Company a quarter in block 5 for \$1500. In Albina, Walter A. Goss sold a quarter in block 72 to the Interior Warehouse Company for a price not announced.

Plans for Many Buildings.

Architect C. C. Robbins is preparing plans for the home of H. McCormick, East Salmon and Twenty-eighth streets, to cost about \$25,000. This house will contain 13 rooms. Also there will be a garage of pressed brick with sandstone relief. The residence will be the most pretentious structure erected in Sunnyside. The dining-room will be 22x10 feet and the living-room 18x22. December 1 the handsome dwelling erected for Wells-Mead, at East Twenty-first and Tillamook streets, will be completed. It will contain 10 rooms and will cost \$20,000. Architect Otto Kleemann has let the contract for the B. H. Bowman flats, on Belmont and East Twelfth streets, to William Kayser. In all there will be six flats. The old residence on the corner will be modernized. The cost of all these improvements will be \$12,000.

The four-story brick warehouse for Parlin & Orendorf, on Belmont, between East Water and First streets, is nearing completion. Lewis & Lewis, the architects and W. T. Muir the contractor. Originally estimated to cost \$50,000, it is probable that the cost will be \$75,000 when finished. It will be an important addition to the wholesale district of East Portland.

A large number of dwellings are to be erected in Rose City Park and in the coming months. Butterworth-Stephenson Company is preparing plans for two stores and two 6-room flats on their own property on East Twenty-eighth and Halsey streets. These dwellings will cost approximately \$2500. This firm also is making arrangements to erect ten new cottages—five in Rose City Park and five in Rosemead, which will be for renting purposes.

A two-story residence on East Sixteenth between East Washington and East Stark streets, for B. F. Rowland, to cost \$5000, has been started. On East Burnside, between Seventeenth and Eighteenth streets, ground has been broken for the home of Mrs. Sarah Guerin, to cost \$3100.

Noteworthy Suburban Growth.

Attractive homes are being built along the Base and Section Line roads for 10 miles eastward, so that practically Portland suburbs now extend that distance eastward. The county maintains these roads in excellent condition and is constantly improving the crossroads. In fact, the county is now maintaining and building roads in the suburbs which compare favorably with some of the best streets in Portland. Between Montavilla and Rockwood, on the Base Line road, half a dozen pretentious homes have been erected the past year and several more are being completed. At Rockwood one of the best schoolhouses in Multnomah County is being completed.

On the Section Line road, near where the Troutdale electric railway passes, is a dwelling that will cost \$2000. Also near Kilgavon, on the Section Line road, a schoolhouse is being completed at a cost of \$2000. All the land as far east as the Twelve-Mile House and Gresham has grown in value; very little if any can now be had for less than \$100 and \$150 per acre. The policy of the county in building permanent roads, with layers of crushed rock, rolled down to a compact surface, has had much to do

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with giving additional value to this acreage.

Cleared acreage north of the Base Line road is held as high as \$500 an acre where the land is adapted for growth of small fruits. Where strawberry vines are in, \$500 is asked in some instances. Less than three years ago this same land only commanded \$200 an acre, and sold very slowly at that price. Except the unenclosed land none of the property in this vicinity is for sale at the latter figure.

Looks Good to Joseph Buchtel.

Joseph Buchtel, a pioneer real estate dealer, says that since the election there is a general improvement in all lines. "We have had more inquiries the past week," he said, "for all kinds of property than we had in a month before election. In the warehouse district between Union avenue and East Water street there is a considerable movement. We sold a block in that district before election, and the owner clapped on \$10,000 on the price when Taft was elected President. Purchasers want to buy city property—we have several for whom we are looking up locations. There is inquiry for farm land, and timber land is most sought."

Extensive Grading Proposed.

Henry Wenne, of the Overlook Com-

pany, whose property is in Multnomah Addition announces that the company will at once start extensive grading, laying water mains, gas mains and cement sidewalks, in all costing about \$100,000.

The improvements already have been made. A steam shovel for the work is on the ground and active work will start this month. This is the most extensive improvement projected in that portion of the city for some time. The company will do its own street improvements and avoid delays.

Start on Grange Hall.

Plans have been accepted and work started on the addition to Evening Star Grange Hall on the Section Line road at South Mount Tabor. The present building will be retained and an addition be built on the west side, providing a hall 20x20 feet. The cost will range between \$1500 and \$2000. It is expected to have the addition completed for the meeting the first Saturday in January. Membership of this Grange has reached 225 and is growing rapidly.

Plans Another Building.

In addition to those under way Manager C. C. Allen of the Swift Packing Company, announces that the company has decided to erect a 4-story brick building, 50x20, on a concrete foundation, for

a tankhouse. For the main building for the Swift Packing Company the foundations are now more than two-thirds finished, and will be ready by December for the superstructure. The other buildings on which work is soon to start are the slaughter-house, cooler, wool pulley, engine and other secondary buildings.

Dwelling of Concrete Blocks.

Architects Clausen & Clausen are preparing plans for a new home for Peter Van Datta, to be erected in Rose City Park, of concrete blocks.

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