

DULL WEEK COMES IN REALTY CIRCLES

Portland Takes Few Days Off, but Accumulated Business Will Show Later.

MUCH BUILDING PROJECTED

Dealers Say Next Few Weeks Will Bring Greatly Improved Conditions and That Large Amounts of Money Are Available.

BY JOHN J. HARRISON.

Nothing much was done during the last week in either the way of building operations or in sales of property that would create any kind of sensation. With that statement considered, it is to be reported that despite a climatological condition in this part of Oregon that makes our old friend, the oldest inhabitant, sit up and take notice, a very considerable amount of business was transacted.

A few transactions are reported in another column, that are enough to prove that investors are not deterred from making deals in Portland realty, even though Nature has taken a sudden notion to bring to us an exotic in the form of weather, probably to make a comparison apparent when Portland's climate is put up against that of other cities of the country.

Weather conditions normally in Portland are such that building can be carried on right through the year with little cessation on account of cold, and the enforced idleness of the last few days, while not material as to ultimate results, delays completion of several large undertakings for a time. Among these are the Rosenblatt hotel, the Olds, Wortman & King house, the Moler & Fox structure, the various warehouse buildings on both sides of the river and probably the alterations on at least two big hotel buildings.

With the advent of warmer weather Friday, work was resumed on some of the big buildings, and tomorrow will bring resumption on other projects, unless the weather King interposes a barrier.

Increase Dock Facilities.

Among the big transactions of the week was that of the Terminal Warehouse & Dock Company, although the sale was reported some weeks ago. This addition to the facilities of Portland for handling grain that is to arrive from the inland Empire it is believed is but one of several important elevators to be erected in the coming year. The gradual absorption of sites in the northwest end of the city by interests that are closely in touch with improved transportation facilities has given to that section property of value far in excess of the city than any other with present investors. It is pointed out by an operator in that district that owners of realty there are not content with the idea that their particular piece of property is essential to further progress in Portland, but should be willing to accept a fair price for the buildings. There is said to be not a single owner in the northwest end of the city who cannot today sell his land at a price two or three times that at which he acquired possession.

As a rule, realty men express the very best opinion of immediate prospects for the market. The big firms say lots of money is in sight, and that holders of inside income-bearing property are still indisposed to let go. Some of the arguments used recently by realtors to bear fruit, however, one of which is that funds realized from the sale of an inside holding can be reinvested in a suburban investment, and almost certain return at a higher rate of profit than can be seen in retaining holdings in the city. Instances without number are cited, and agents of the city have sold suburban sites, put the returns into suburban lots, built houses on these lots and today get a much larger return than they got before their "downtown" business blocks, and have less trouble in getting their money.

Opportunity for Investment.

A prominent realty man figures out the proposition this way: Say a man owns a parcel of ground and has a building thereon, the whole valued at \$200,000. This man has a revenue of \$20,000 a year, or 10 per cent—say three stores at \$350 a month and upstairs at \$600 a month. Let him sell this property and buy lots in the city, he can get \$100,000 a lot, and build houses to cost an average of \$1500. He can rent these at \$35 to \$40 a month, and simple figures show that he will receive nearly double the percentage he did from his business property investment.

The American Contractor, of Chicago, is commenting on prospective building operations in the country, says that every indication points to 1909 as a record-breaker in the building line. Portland, starting with a handicap of ten days, is not alone in this regard, but there is no question that before the year is far advanced the records here will assume the prominence of lion in comparison with other big cities they have taken in the last few years.

The year just closed shows an increase of 10 per cent over 1907 in Portland, whereas the country as a whole lost 6 per cent in 1908. There are a number of big buildings to be started within the next two months, and some that have been started for which permits have not yet been issued. These will give a good start for Portland in the race for supremacy in the building line, and when the rainy season is over the amount of new buildings that will be under way will at least equal the remarkable activity of 1908.

Building Practically Stopped.

Last week, or from Saturday to Saturday, there were only 22 building permits issued, carrying an estimated cost of \$50,175. The largest amount of any single permit is \$30,000 for a scenic railway for Council Crest. On Saturday, January 10, for the first time in many months, a day passed without a single permit being issued.

COMMERCIAL CLUB REVIVED

Intention to Advocate New Carline for St. John Announced.

One of the most important movements for the Peninsula is in the revival of the St. John Commercial Club, which was effected at the meeting Wednesday night, largely under the urging of J. E. Hendricks, president, and George J. Perkins, the secretary. Fees were placed at \$5 a year, initiation fee \$2, and a new roll of membership was signed up. A movement was started by the club to interest the

United Railways in the matter of constructing a streetcar line from the Swift plant to the ferry across the Willamette River, and then connect with the line on the West Side to Portland. This would provide the Lower Peninsula and St. John with a competing railway to Portland.

Secretary Perkins has already taken up this matter with the management of the United Railways. P. H. Edlerson, G. P. Perkins and J. A. Collier are the committee on this project. It also contemplates making the present ferry free to the public. The club has also other projects in view for betterments on the Peninsula. It is expected C. G. Buck and G. J. Perkins delegates to the Peninsula Development League, which is a federation of all the clubs in that portion of the city.

RECENT PLAT EASILY SOLD

Townsite Down Peninsula Is Making Great Progress.

On September 13 last, just four months ago, the Columbia Trust Company platted 25 acres, being a portion of tract 5 in the Lewis Love donation land claim. Over 1000 lots were platted, the tract being named Swinton.

The sale of this property has been quite satisfactory; there remain unsold at the present time less than 50 lots of the original plat. The price of the later sales was at a schedule of 10 per cent higher than those who purchased early. The chief influence in making these sales was the activity of the Swift packing interest in the development and building up of their townsite known as Kenton, which lies just west of Swinton.

The northern portion of Swinton is reported as having been sold largely to speculators and those desiring to erect business houses close to the stockyards. The portion of Swinton lying south of Watts street was covered by a building restriction of \$1500 and was sold to those who wanted desirable building sites. The sales have been made to people of all classes, few sales having been made of single lots, while a great many individual purchasers have bought as many as a dozen lots.

W. L. Bullis has let the contract and broken ground for a \$3500 residence on Morgan street. Lyman Ware has well-developed plans for a two-story business block on block 12, fronting on Columbia boulevard. W. R. Macbeth announces his plans to construct a business block on Kerby street. A number of residences are planned for construction early in the coming summer.

The company has been unable to make the improvements rapidly enough to keep pace with the sale of lots. Clearing and grubbing have been done, but is now stopped pending the establishing of city grades. The company is not waiting to delay the matter and realizing that the City Engineer's department has its hands full, has taken upon itself the engineering work, and its engineer, C. M. Thomas, has the work well under way. Within a short time grading will be resumed and streets being laid to city grade as established by the engineer. A six-inch water main will be brought down Plip street and two-inch pipes will be used for laterals running to all lots. Four-inch posts with street markers are in place at all corners.

ISSUE FEW BUILDING PERMITS

Week's Figures Indicate Almost Standstill in Operations.

Portland had a novel experience last week when weather conditions put a stop to building operations. The record, however, was only temporary, and this week will bring a rush to make up for the falling off. The following permits were issued:

January 11.
1072 East Thirty-second street, between Alameda and J. W. Wolf; erect 15-story brick dwelling; \$4500.
East Second street, corner Hancock, Charles Meyer, builder James Hyland; repair two-story frame dwelling; \$1000.
Vanover street, between Bech and Pailing, C. C. Cooley, builder same; erect two-story frame dwelling; \$1000.
1004 Glen avenue, between Wygant and Belmont; erect two-story frame dwelling; \$1000.
Missouri avenue, between Camp and Church, H. A. Lilling, builder same; erect two-story frame dwelling; \$1800.

January 12.
Northrup street, between Twenty-fifth and Twenty-sixth, A. J. Wilson, builder S. K. Kinnaman; erect two-story frame dwelling; \$6000.
Beach street, between Montgomery and E. A. Stephens, builder Newhart & Son; erect two-story frame dwelling; \$1000.
Bilbitt avenue, between Hawthorne and Birch, Thomas Vigar, erect two-story frame dwelling; \$1000.

January 13.
Connell street, between Thompson and Seattle Railway Company, builder same; erect scenic railway; \$10,000.
351 Morrison street, between Second and Third, Fitcher estate, builder Johnson & Robertson; repair one-story brick building; \$500.
Mississippi avenue, between Humboldt and Madison, Miller, builder same; erect one-story frame dwelling; \$1000.
Front street, between Alder and Morrison, Mrs. E. Hamilton, builder Monroe & Criswell; repair one-story reinforced concrete and steel shed; \$1000.

January 14.
25 Fifth street, between Burnside and Couch, Williams and Beegs, builder same; erect one-story steel-roof shed; \$50.
Front street, between Alder and Thirteenth, C. F. Wright, builder H. L. Camp & Co.; erect two-story frame dwelling; \$1000.
Thirteenth street, between Spokane and Nehalem, William Strahlman, builder S. S. Dalseg; repair two-story brick building; \$400.

January 15.
Kerby street, between Bech and Fremont, John Westrom, builder same; erect one-story frame dwelling; \$1200.
500 Commercial street, between Sellwood and Knott, Shontz & Schmitt, agents, build for J. P. Kotof; repair 15-story frame dwelling; \$1500.
East Stark street, between East Seventh and Eighth, A. E. Jockelyn, builder same; erect 15-story frame above; \$2000.
East Washington, Rev. A. Verhaeg, builder William Vaelt; repair two-story brick store; \$500.
Williams avenue, between Alberta and Beaver, Meyer, builder E. J. Giesher; erect two-story frame dwelling; \$5000.
East Second street, between Second and Third, Dr. Wilson, builder T. Hiramman; repair two-story concrete house; \$2000.
Lewis estate, builder Hurley-Mason Company; excavate concrete basement; \$500.

START BUILDING NEW MARKET

Site at First and Washington to Be Improved.

Work was started yesterday on clearing off the lot at the southwest corner of Washington and First street, where a brick market building is to be erected. Before the building is started, the architect of the building, let a contract yesterday to J. O. Trendley for excavation and construction, and it is the intention to begin that work tomorrow. The building is to be ready for occupancy by April 1. The estimated cost is placed at \$20,532.

Buyers Acreage for \$15,000.

L. H. Maxwell has just bought eight acres of the Portland Railway, Light & Power Company for \$15,000 and will plat the tract. The land is located near Piedmont and fronts on Union avenue, and near the electric car track.

Teeth for Souvenirs.

TRINENTON, N. J., Jan. 15.—Sabano Malitto, who is condemned to die in the electric chair next week, has made arrangements to have two gold teeth extracted from his jaw after death and forwarded to friends in Italy. The condemned man feared to undergo the ordeal in the dentist's chair before death.

PLANS MADE FOR NEW BUILDINGS

Work of Construction to Start in Near Future on the East Side.

ACREAGE TRACTS TAKEN UP

Surveyors in Camp South of Milwaukie Attract Attention of Realty Men to That Section and Progress Watched.

Numerous buildings are to be built on the East Side, to be erected as soon as the weather will permit. Plans have been prepared for the two-story building for the Brooklyn Republican and Improvement Club, to be built on Powell and East Thirteenth streets, by L. S. Daus. He announces that work will start on this structure soon. It will contain a lodge and public hall, a second floor and storerooms below. There is now no hall in that portion of the city. The cost will range between \$5000 and \$7500. The Central Methodist Church of Albina has started work on a \$6500 building on Vancouver avenue, and the Danish Church will also build on Vancouver avenue and Skidmore streets at a cost of \$7000.

At present, work has been held up on the foundation of the East Side depot, but the machine is on hand ready to drive the piles. The contractor who will furnish the concrete blocks is ready to start turning them out whenever wanted. It is expected that the new tenants of the Seattle will put up a brick building on his lot on Union avenue, near East Burnside street, during the present year. Preliminary plans were drawn some time ago.

Hurley-Mason Company has secured a contract for the foundation of a five-story hotel building to be erected on the corner of East Morrison and East Third streets for Clarence Sewell and A. L. Stephens. This foundation will carry a building of greater height than concrete piles, it not having been decided how many stories will be erected. No enterprise, so it is considered, of great importance to the East Side than this hotel project, and business men generally in Central East Portland are doing all they can to encourage its construction, believing it to be in the line of substantial progress.

A contract has been let for the erection of a manse for Holy Cross parish, at University Park, for \$2500. Work will start as soon as weather permits. E. G. Worth is having a home erected on East Stark and East Eighteenth streets, to cost \$4000.

Acreage Sales Reported.

A sale of 74 acres on the Barr road, northeast of Montavilla, has been effected by Murray & Caswell from Henry Adams for \$30,000. It is announced that the land has been secured for an investment. However, the owners may decide to plat it later. Near Rose City Park the Bronaugh tract of 15 acres has been bought by local capital from the Portland Trust Company for \$25,000. This tract will be platted and improved and will be known as "Merion." A new addition, carved out of the Rosenthal land being platted and will be added to the market the present year. It will be improved with graded and parked streets. There is a decided movement on the part of the city to acquire the Hancock Addition, Rose City Park, Hyde Park and the Gregory Investment Company's tract, and already a large quantity of land is being purchased. All property in all these tracts, preparatory to a great building movement. All property in this district is attractive to investors and home-builders alike.

Country Property Attractive.

Construction of high-grade macadamized roads in Multnomah County and vicinity has attracted the attention of the Gresham and Troutdale branches of the O. W. P. system have added great value to every acre between Portland and Sandy River. A few years ago land could be bought near any of the main country roads at from \$50 to \$100 an acre, but this land, with no improvements, commands \$200 and \$300 an acre. Along the Base Line, within a mile of the Troutdale branch, land is held even above \$500 an acre, about 11 miles from the city. The railway company has just announced a new time schedule increasing the service to Gresham and to Troutdale, which adds more value to acreage.

Four view surveys have been running preliminary lines for a spur which will connect the O. R. & N. main line with the O. W. P. tracks, both being of the same gauge, so that cars from the O. R. & N. can run over the electric line. This connection will be made to facilitate the handling of freight. At Troutdale a station will be built. With the completion of the public work with increased railway facilities the land between Portland and the Sandy will be made even more attractive than ever.

Street Railway Buildings.

The Portland Railway, Light & Power Company will start its improvement at Sellwood, near the golf links, this Spring, which includes the erection of car barns and a clubhouse for the carmen. The company ultimately will build a car barn covering the block of ground between Couch and Linn avenues and between East Eleventh and East Thirteenth streets. The structure will be built in sections and the plans call for the erection of the two southern wings at present. The northern part will be 60 feet by 40 feet long, while the part to be built this Spring will take up the remainder of the block and will provide for 30 cars. In connection with the car barn, plans are being prepared for a commodious clubhouse for the carmen, but it has not yet been decided whether the clubhouse will be built separately or in connection with the car barn. The clubhouse will be fitted up with modern conveniences for the carmen, such as bowling alleys, billiard tables and reading-room. The building is to be of brick. Erection of these car barns and clubhouse will make a center of importance at the south side of Sellwood.

Buyers Seven Lots.

G. C. Fields and others have secured seven lots at the intersection of the north street and Grand avenue from the Oregon Water Power Company, paying \$16,000. They have already sold two lots, and hold the remainder at a good figure. Purchase of these lots means that Grand avenue will be extended southward for some distance, but that the hill will not be cut through back by the street railway company for some time to come.

At Woodlawn L. H. Maxwell has purchased 2.4 acres of unplatted ground for \$6000 from the Portland Railway, Light & Power Company. Oglesby Young purchased of the same owner 1.2 acres for \$2500, including a house and lot in Tobacco Addition, in South Mount Tabor. Alexander Mon-

roe bought five lots in block 2, paying therefor \$2700.

William Decker bought the west half of lots 3 and 4, block 16, for \$2500, which he transferred to the Star Drilling Company, which has a large plant in that section. In the Nicholson Addition, East Portland, Centenary M. E. Church purchased two lots and manse for \$6000. At Sunnyside the "Investors' Realty Company purchased lot 9 and the west half of lot 10, block 54, for \$6000. William McCredie purchased three acres in the Murray donation claim for \$7500.

In Albina, Charles R. Kier sold to R. Brunzee lot 16, block 52, for \$4500. Lot 1 in block 7, in the Nicholson Addition, was sold to Edward Grenfell for a price not announced.

Surveyors in Field.

The Southern Pacific Company, which has projected the construction of the "cut-off," which will bring the trains of the West Side across a bridge at Oswego, the hills, Milwaukie and East Portland, has surveyors in the field running lines for the new branch. A camp of surveyors is located in Oswego, near Grange Hall, but since the storm nothing has been done. This party has been in the field for some time. Also a camp has been established on the west side of the Willamette River, where the bridge will be erected, and some of the preliminary work has been started. The bridge construction cannot be started before Spring.

These camps show that the company will proceed with the building of the cut-off and the bridge across the Willamette River at the opening of Spring. The company has not asked for a franchise through the city, but that is expected to come later. Iron for this railroad bridge is stored on the Southern Pacific grounds on the East Side.

WANT EVEN OLD HOUSES

DEMAND CONTINUES FOR RESIDENCES IN CITY.

New Tracts Platted Both in Portland and in Territory Contiguous to City.

"I met with quite a surprise when I got to my office this morning," said Donald Woodward yesterday. "I have had on my list for a number of months two old houses for rent and despaired of doing anything with them this Winter, and besides they are on a lot that will be built on in the Spring with a good-sized apartment-house. When I came into the office my cashier told me she had rented the old houses. Imagine anybody moving this kind of weather. I found, however, that the new tenants had just arrived in Portland and had to get some sort of shelter at once and took the old houses rather than go to the expense of living in a hotel for two or three months. There are few houses for rent in Portland and so far as our agency is concerned we have more applicants for houses than we can supply."

Word is expected soon by the officials of the Sunnyside Congregational Church from the Church Extension Society regarding their application for funds to supplement the building fund for the new edifice. It has been ascertained, reports Rev. J. J. Stone, the pastor, that the application is now being considered and that the money may come at any time. It is hoped to start work on the new edifice early this Spring, to cost upwards of \$25,000. Ground was secured several months ago.

D. H. Weyant, president of the Union Paint Company, of Portland, has been looking up a site for a large paint factory at some point on the Peninsula in the vicinity of St. John. Mr. Weyant says that the company desires to establish a factory that will employ between 50 and 60 men, and the factory will be above \$2000 per month. The railroad facilities in Lower Peninsula are considered favorable for such a plant. However, no definite action has been taken, but probably will within a few weeks.

The gravel pits that for so long have been regarded as retarding building up of a portion of Woodlawn, are to be filled and the site cut up into building lots. L. H. Maxwell has purchased the eight acres running through to Union avenue from the Portland Railway, Light & Power Company and announces his intention to begin filling soon. The consideration was about \$15,000.

The Portland Trust Company has sold 15 acres of ground known as the Rose City tract, situated on the Rose City Park to local capitalists for \$25,000. It is the intention to plat the tract into building lots. The name of the new addition is Merion.

Work is progressing on the interior building of the Oregon Hotel. The new building, which is being erected on the site of the old building, is being removed piecemeal and giving place to a modern concrete structure.

The Veteran Land Company has sold for C. M. Fowler, lots 14 and 15, block 15, this addition, northeast corner East Salmon and East Twenty-third streets, on January 13 for \$2600. The same was recorded next day.

Humason & Jeffery have sold to Dr. J. H. Montgomery four lots on the northwest corner of Sixteenth and Jefferson streets. The property belonged formerly to Tyler Woodward and was sold for \$15,000.

Dr. H. A. Rockey purchased last week the quarter block on the north corner of Fifteenth and Irving streets from M. Wilhelm, of Monroe, Or. The consideration is given as \$27,500. Three cottages are erected on the site.

The Moore Investment Company has completed a deal for about 1000 acres of farming land north of Umatilla. The acreage is to be disposed of in small pieces of five to ten acres. The new townsite of Luzon is to be located on the tract.

Devlin & Pritchard report the sale of a three-acre tract at Riley Station on the Oregon City carline for Charles W. Riley to Charles F. Powers of McCloud, Cal. Consideration, \$1200.

L. N. Fleischer and Dan J. Malarky have bought from E. J. Daly the east half of block 28, Couch's Addition, property being bounded by Fifteenth, Quimby and Baker. The consideration for Charles W. Riley to Charles F. Powers of McCloud, Cal. Consideration, \$1200.

The block on the north side of Hancock street, between Twenty-sixth and Twenty-seventh was sold last week by Ruth M. Decker, of Denver, to E. J. Hoffman. The block contains 30 lots and will be put on the market at once. The consideration was \$10,000.

West feet are known to be the cause of most cases of grippe. To prevent wet feet use Webfoot Oil Blacking on the shoes. It is the finest shoe grease on the market. Preserves the leather and makes shoes absolutely waterproof.

L U Z O N

Luzon is a town located on the North Bank R. R., on the Columbia River, one hundred and seventy miles east of Portland; it has the distinction of being the first town to have electric lights before a town lot was offered for sale.

The Luzon Land Company has just completed arrangements for the installation of an immense light and power station, electricity from which will be used for pumping water from the Columbia River for irrigation, also for general lighting and power purposes.

The plan of this new project is rather unique. The Company has laid out a large tract of land surrounding the town, in five and ten-acre tracts, and they propose to put water and electric lights on each and every five-acre tract.

IRRIGATED ORCHARD TRACTS

The land to be irrigated is a deep, rich volcanic ash. The elevation of the land is less than 300 feet, therefore it is well adapted to grow all kinds of berries and fruits, more particularly for the growing of peaches, cherries and grapes.

ORCHARD TRACTS

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TRACTS

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IS READY FOR SHOW

Architectural Club to Hold Its Second Exhibit.

BETTER THAN LAST YEAR

Representatives From Coast Points Coming—Scholarship Work to Be Shown—Portland Club Ranks High in Civic Work.

The Portland Architectural Club has sent out announcements for its second annual exhibition, which will be held from March 22 to April 10, inclusive. On the evening of March 22 will be held a dinner and private view, at which time will be entertained representatives from nearly all of the architectural organizations along the Coast. Plans for the formation of a Pacific Coast League of Architecture will also be under discussion. On Tuesday night, March 23, will be given a reception to the friends of the Architectural Club. The exhibition will then be open to the public from 9 A. M. to 5 P. M. on week days and 12 M. to 5 P. M. on Sunday. The usual free afternoon Thursday and Saturday will be held, according to the rules of the Museum of Fine Arts, where the exhibition is to be held.

The secretary is corresponding with all of the leading architects west of the Rockies and promises that the exhibition will be far superior to that of last year, especially in works of sculpture and of domestic architecture and decoration. Special arrangement is being made for a representative of the best work in Boston, New York, Chicago and the Middle Western cities. It is hoped that the Massachusetts Institute of Technology may send a large exhibit, and the club has the word of Jules Guerin to include in the New York exhibit some of his famous Egyptian work of illustrations. A large illustrated catalogue is being planned and it is expected that it will far exceed last year's attempt.

An interesting feature of the exhibition will be the first public view of the scholarship work done by the Junior members of the Portland Architectural Club, under the direction of the scholarship committee. Monthly problems have been held for some time and much interest is shown in the prize scholarship offered for the most meritorious work.

The Portland Architectural Club is fast securing for itself a recognized position in the various organizations of the city standing for civic improvement, and has recently sent a committee before the Charter Revision Committee with a draft of a proposed law, establishing an Art and Building Commission to pass upon all works of art and architecture bought by the city. Control of municipal architecture was also recommended, and a law similar to that used in Baltimore, costing over \$30,000 should be obtained by competition under the rules of the American Institute of Architecture, while all works costing less than \$30,000 should have their architect appointed by the Mayor, subject to the approval of the Arts and Building Commission.

Death Claims Union County Resident

UNION, Or., Jan. 15.—(Special.)—William Hancock, who died December 30, 1908, was born in Bruce Mines, Ontario, September 16, 1854. At the age of 18 he went to Canada. He was later returned to the United States and was married to Mary B. Gardner, of Kincardine, Can. To them was born six children: Violet, William Jr., Clara, Charles, Robert and Arthur. In 1890 Mr. and Mrs. Hancock located in De Lamar, Idaho. In 1900 he retired from the mines and with his family moved to Cove, Or., where he was Justice of the Peace and

Countable for a number of years. At the time of his death he was court bailiff of the Circuit Court of Union County.

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