

WATERFRONT IS IN DEMAND

Portland Has Vast Stretch of Fine Harbor, but Only Small Portion of Property Along It Remains on Market.

TIME is rapidly approaching, according to those best informed on the subject, when the waterfront property in Portland is to be found all taken up and used for freight dockage and ship landings. There is today probably no desirable frontage from the Madison bridge to a point some distance below the Steel bridge that can be bought except at somewhat excessive figures for ordinary purposes. That fact is not looked upon as anything detrimental to the future of Portland as a seaport, for the reason that both south and north of the strip mentioned there is frontage extensive enough to give dockage to the fleets of the world.

There is about six miles of frontage along the west shore of the Willamette not yet improved with docks, warehouses or factories, and in addition there is Columbia Slough, which has the advantage of both water and rail transportation right at hand, as also has the frontage near Linnton, so that for generations to come there will be no lack of good dockage and mill sites for new enterprises.

On the east side of the river there are still some desirable sites near St. John and some of the more recent purchases along that part of the river indicate that the district is rapidly attracting the attention of manufacturers and dock-owners.

Directly down the river on the West Side there is a long stretch of frontage where there is a slack depth of water. This is especially true of the west channel abreast of Swan Island. It is recalled by steamboat men that the west channel was taken by boats not so many years ago, and it is also the recollection of several rivermen that Colonel S. W. Rossier, in one of his reports recommended that the west river channel be dredged for the accommodation of deep-draft vessels. If this important work should be carried through by the Government, as it undoubtedly will be in time, at least three miles of frontage would be made available for docks and mill sites.

Recently there was a sale made to a shipbuilding firm of some 1600 feet of frontage below Guild's Lake, and at the time the conclusion was reached that the Government intended to deepen the channel on that side of the river, as it is believed the company would not have secured the site without such assurance.

Since the opening of the Spokane, Portland & Seattle Railway, frontage has been secured for terminal warehouses and grain docks. The big dock and warehouse for the company's use

is now well along in construction, near the foot of Raleigh street, and the new dock of the Campbell-Sanford-Henry Co. is also to be an important addition to the front in the same locality.

Probably the most valuable and most extensive frontage and dockage on the East Side is that belonging to the Portland Railway, Light & Power Company south of the Madison bridge. Along the East Side shore from the Swan-Poulsen mills on the south to the Portland Flour Mill dock, nearly opposite the Exposition grounds, there is an almost continuous line of docks for the four miles, particularly from the Steel Bridge northward. On the west bank for the same distance there is vacant frontage at the foot of the extreme southern end, and also in the Guild's Lake region. Warehouses and boat landings occupy the front from Madison bridge to the foot of Seventeenth street, and on this frontage are located the docks used by ocean liners and other deepwater craft.

There are 40 docks and wharves listed in the marina directory of Portland. At the foot of streets in the old part of the city are located the principal riverboat landings and ocean steamer docks, from the big Alsworth dock at the foot of Irving street to the Taylor-street dock.

All docks and wharves are owned by private corporations or individuals, neither city nor state authorities having much control over them apart from sanitary regulations. Every few months the matter of municipal or state ownership of the waterfront comes before the people, and at the last bond issue election the City Council was authorized to sell bonds in the sum of \$500,000 for the purchase of land and erection of docks which would be under the control of the Executive Board. The Council, however, has not acted in the matter as yet.

The state of California has control of the waterfront at San Francisco and has built a seawall extending practically the whole distance occupied by shipping, and also built the great ferry building at the foot of Market street. At times there is friction between the city authorities and the State Board of Harbor Commissioners in San Francisco, but it is the opinion among shipowners that harbor regulations and dockage facilities are quite satisfactory under existing conditions.

If the City of Portland ever is to acquire ownership in docks, the modification of merchant marine interests it is believed by advocates of public ownership the present is the time to acquire the necessary lands, for really many of the opinion that water frontage that would be suitable for the purpose is rapidly rising in value. On the other side of the question comes the opposition to any further going into debt by the city, and it is urged that the Council is not bound to place the dock bonds until such time as public docks become a necessity, which, they represent, has not yet arrived.

IMPROVEMENTS ARE ALL IN

High-Class Accommodations Provided at Prospect Park.

"THERE is one point I desire to make," said A. R. Diamond yesterday, when going through Prospect Park in his automobile, "and that is that Rountree & Diamond do not announce to prospective purchasers, 'we expect to do so and so.' We not only want intending purchasers to come over here and see for themselves what we have accomplished in the way of asphalt streets, cement curbs and cement sidewalks on our entire tract, but if there is any doubt as to what is underground in the way of sewers, gas and water pipes, we ask that the records of the City Engineer be consulted. It will be found that it is not proposed to put in these improvements, but that the work is an accomplished fact."

Prospect Park is that part of Irvington comprised in the tract between East Seventh and East Fourteenth streets, north and south, and Knott, Stanton and Siskiyou streets east and west. To anyone not familiar with that particular part of the city, a visit to the locality is certain to be a revelation. Long stretches of smooth, wide streets connecting with those of the older parts of Irvington, bordered with cement sidewalks and parked, make of this new tract one of the most attractive spots in Portland. The ground lies high, giving an excellent view of the city, and the restrictions are the same that obtain in the general Irvington district, in that no house shall be built costing less than \$500, no stores shall be erected and houses shall be set back at least 25 feet from the sidewalk line. The owners of the tract expect from these restrictions to preserve the tract as a high-class residence district. In the matter of shopping facilities for residents, it is pointed out that the tract is only a block from Union avenue, where all sorts of stores are established, and besides, it is only 10 or 15 minutes' ride to the heart of the city on the West Side.

This latest Irvington addition contains 30 acres, divided into about 400 lots. The restrictions are the same that obtain in the general Irvington district, in that no house shall be built costing less than \$500, no stores shall be erected and houses shall be set back at least 25 feet from the sidewalk line. The owners of the tract expect from these restrictions to preserve the tract as a high-class residence district. In the matter of shopping facilities for residents, it is pointed out that the tract is only a block from Union avenue, where all sorts of stores are established, and besides, it is only 10 or 15 minutes' ride to the heart of the city on the West Side.

KENTON IN GOOD LOCATION

Five Snow-Capped Peaks Are Seen From Its Site.

KENTON, Swift & Co.'s townsite, is located one and one-half miles southeast of the packing plant, on the highest point of land on the north end of the Peninsula. An elevated roadway, accommodating all traffic by team, streetcars and also foot passengers, connects these two points. This elevated roadway is completed and ready for the sale for the tract line, the same having been ordered. This line will be in full operation within 90 days.

In Kenton the thousands of employees of the varied industries which will be located on the lower lands north of the townsite, and their families, and others will be attracted to this location, will have their homes, stores, schools, houses, churches, etc. The Portland Railway, Light & Power Company's extension of the Mississippi avenue line will run directly through the townsite on the main thoroughfare, Derby street.

The residence of H. H. Young, general superintendent of the plant, at Derby and Winchell streets, is an imposing house built of concrete blocks and containing 11 rooms, costing \$10,000. Diagnosed by the architect as a very beautiful bungalow belonging to Irving A. Heusser, traveling salesman for Swift & Co. This handsome little home cost \$200.

This location for a townsite is most ideal, being one of the most slightly in the whole city of Portland, and the only point within the city limits from which an unobstructed view of five snow-capped mountain peaks can be obtained. The work of constructing homes for the employees will be commenced March 15 and will be prosecuted with vigor.

We Do Not

Have to over-claim the virtues of

MENEFEE ADDITION

The intrinsic worth of Menefee lots is based on location, improvements and surroundings—the three essentials to a good investment.

Price \$600

Including Improvements.

See Menefee before you pick your home site.

Take Rose City Park car to Hancock St.

Portland Trust Company of Oregon

S. E. Cor. 3d and Oak Sts.

Better than Banking

WILL GROW FASTER THAN INTEREST

3½ acres for \$8000, inside the city, on the Peninsula. Very easy terms. 7½ acres on the railroad, close to station, not far from Portland; ready for the plow. \$2750.

5½ acres, right on two railroads, bordering on the city boundary line—\$3750. Easy terms.

15 full lots near Kenton, on Pippin street; \$500 each, one-third cash.

SOME EXCELLENT RESIDENCE BARGAINS

7-room modern house, on the carline on Portland Heights; \$3750, half cash.

9-room modern house, one block from car, on Portland Heights; unobstructed view; \$9500, terms.

Handsome new 8-room house, with furnace and everything modern; \$5500; easy terms.

JUST GOOD INVESTMENTS

Quarter block in North Portland, trackage.

Three lots in same locality, trackage.

2½ lots; trackage.

SOME EASY BUYS

House and lot, \$1000.

6-room house and full lot, \$1500.

New 8-room house, \$2500. Easy terms.

JOHN B. EASTER

407 Gerlinger Building.

Phone Main 2202.

CITY HOMES and ACREAGE

Fine modern 8-room house, fireplace and furnace and other improvements; walking distance; East 17th st; \$5500; easy terms.

Fine quarter block, well located, on carline; 8-room house; high and slightly; only \$3250.

Fine 7-room house, near carline; modern improvements; furnace; lot 50x100; East 20th; easy terms.

New modern 8-room house, just finished; East 24th st; \$3500. A good buy.

Fine quarter block, East 20th st, near Mt. Tabor carline; \$2750; improvements all in; \$500 cash.

Fine 6-acre tract, all in cultivation; only 10 miles from Portland, 15 cents car fare; running water; no stone or gravel. A snap.

16-acre tract near Eagle creek; timber enough to pay for it; land level and near station; only \$200; \$50 cash.

10 acres fine land, running water, near carline; easily cleared; \$1000; \$50 cash; balance easy terms. Don't fail to see this.

CHARLESON & CO.

411 Commercial Bldg.

Phone Main 896.

Water Front

Next to fireboat, and adjoining the two blocks purchased by Mt. Hood Railway for their terminal—50x380—\$350,000.

H. P. Palmer

213 Commercial Club Building.

Alberta Wheat Lands

Are the Very Best on the North American Continent.

A broad claim, yet it is the exact truth in every particular and is proven to be such by the crop reports of Canada and the United States. Notwithstanding the high intrinsic value of these lands, their owner, the Canadian Pacific Railway, is offering them at very low prices and on easy terms because it wants these lands settled and tilled so they may fulfill their mission—to become the granary of the world.

EASY TO INSPECT

These lands are only 40 hours' ride by rail from Portland and within driving distance from Calgary, a modern, thriving city of nearly 30,000 people. None of the lands are more than 15 miles from a railway. Crops can therefore be marketed at little trouble and expense.

THE SOIL IS WONDERFULLY PRODUCTIVE

For many years the famous "Palouse Country" has held the record for bumper crops of wheat, but the "Calgary District" of Alberta now holds it and will continue to do so. Comparison of the average yield per acre of wheat from 1902 to 1906 tells the story in an absolutely convincing way.

The average yield of wheat per acre during 1902 to 1906:

In CALGARY DISTRICT	26.85 bushels
In Idaho was	23.7 bushels
In Washington was	22.0 bushels
In Oregon was	19.1 bushels
In California was	11.8 bushels

Crop reports also show that the wheat crop of this district runs very evenly in yield from year to year, due to the even temperature and equally distributed rainfall during the growing season.

THE LAWS—WATER—CLIMATE—RAILWAY AID TO NEWCOMERS

The laws of Canada are absolutely fair. Grain inspection by government agents and stringent laws governing grain buyers were devised for the special protection of the farmer.

There is an abundance of good water at an easily-reached depth. The climate is good. Plenty of sunshine and rain when the growing crops need it, and generally mild in the winter. The Canadian Pacific Railway stands ready to aid newcomers in every possible way, going so far as to put in a first crop at actual cost.

ALBERTA

is not alone a wheat-producing country. Oats, Barley, Flax, Timothy and Alfalfa, as well as all root crops, including sugar beets, grow to perfection. Many farmers are successfully growing small fruits, such as Strawberries, Raspberries, etc.

QUALITY OF WHEAT

February 26, 1909, "Alberta Red" wheat was awarded the first prize for the best hard winter wheat, open to the world at the Third Trans-Missouri Dry Farming Congress just held at Cheyenne, Wyo. "Alberta Red" took the championship prize at the Portland Exposition.

"THE CANADIAN NORTHWEST IS THE LAST GREAT WEST"

and the cream of that section is the Calgary District. Many ambitious young men have gone there and are glad of the move. No place offers equal advantages to the young man of limited capital to whom the high-priced land in other places forms a barrier to their future success.

PRICES AND TERMS OF PAYMENT

Non-irrigated lands, \$15 per acre. Irrigated lands, \$25 per acre. 10 per cent cash, balance on or before 10 years with interest at 6 per cent.

Fill out the attached coupon and we will send you literature that will explain many things impossible to touch upon here. Our excursions are leaving here weekly. See us about rates.

IDE-M'CARTHY LAND COMPANY

311-314 Abington Building, Portland, Or.

Send me literature descriptive of your Canadian Wheat Lands.

Name

Address

Ide-McCarthy Land Company

Exclusive Agents Canadian Pacific Railway.

311-314 ABINGTON BUILDING, PORTLAND, OREGON

On the Willamette

A beautiful 10-acre tract, all cleared and some improvements. Only piece of real river-front property for sale between Oregon City and St. John at this price. Close to car. Will double in six months.

\$8500

HUMASON & JEFFERY

A 3814. 226 Stark St. M 1189

FINE FARM

VERY EASY TERMS

If you want to make money, what is better than a good wheat farm? We have a splendid buy in Eastern Oregon, near Wasco, consisting of 920 acres, partially in crop. If desired, terms can be had for \$1 per acre down; balance easy payments. Call at 412 Commercial Block, Second and Washington sts., and we will give you full particulars.

DABNEY & DABNEY

Commercial Building.

INCOME \$1320

Price \$12,000

Earnings can easily be increased. Corner with apartments, 135x100; four apartments, 5 rooms and bath; three 5-room cottages; also vacant corner, ripe for business improvements. All this in Lower Albina, for \$12,000.

Chapin & Herlow

332 Chamber of Commerce.

BIG INCOME

Business Property

Fine income property on Glisan st.; lot 50x100.

Smith & Everett

309 Failing Bldg.

POOR MAN

\$150 as first payment on a home, then \$20 monthly. Why not try to own your own home?

PURSE, 218 Chamber of Commerce.

East St John

The shipping center of the lower Peninsula

HOME SITES

BUSINESS SITES

FACTORY SITES

The nearest point on high ground to the Swift Packing Co. and the Monarch Mill Co.

The only railway station on the Peninsula

Water, lights, phone, streetcar, schools, graded streets

PRICES: \$250.00 AND UP

Easy Terms; agents on the ground

Take the St. John car, get off at

East St John

EAST ST. JOHN LAND CO.

IMPETUS FELT AT ST. JOHN

City on Peninsula, Greatly Helped by New Industries and Better Transportation Facilities, is Building Up Fast.

St. John along with other parts of the peninsula is feeling the impetus given by new industries and the resulting influx of population. Property there has been rising rapidly in value and the demand is now stronger than it has been at any previous period in the history of the town. More than \$35,000 worth of property has changed hands within the past 15 days.

King & Gilmore report the following sales: Three stores in the French block, at Columbia boulevard and Oswego street, and lots 1, 2, 3, 4, 5, 11, 12, 13, block 2, and lots 3 and 5 in block 1, all in the Caples tract, for \$500; lot and house in Severance addition for \$1150 and a house and lot on South Jersey street for \$1750, with enough small sales to bring the total up to \$10,000.

S. L. Doble reports the sale of three houses and lots, also one lot without improvements, the total being \$5000.

W. A. Olin & Co. report total sales of \$3000. S. C. Norton has sold the 25-foot lot next to the First National Bank on Carey street to Philip Schneider, of Portland, for \$450 and the St. John Land Company has sold over \$3000 worth of small lots. Several other small deals have been made aggregating a total of over \$25,000.

In addition to this, recent East St. John transfers will reach \$10,000. This district is rapidly coming to the front.

The Oregon Mineral Paint Company, now located at Salem, has purchased a three-acre site at East St. John and guaranteed to begin the erection of a \$100,000 plant there by June 1. This company will build a three-story building with full concrete basement; also other departments in separate buildings. It will employ 30 men and the monthly payroll will reach \$2000.

Scalen Brothers, of St. John, have purchased a site at East St. John and will erect a concrete block building. The Barnes planing mill has been in operation for some time and the Pitchless Lumber Company is working hard to get its plant ready for business by June 1. The Monarch Lumber Company will build there one of the largest saw mills in the country. Several houses have already been erected and within the next three months it is believed that there will be more than 25 new homes in this section.

Charles Foss has nearly completed a contract to clear 65 acres of land for J. B. Holbrook. This is the largest clearing contract ever let in the neighborhood, and the lots are being sold as rapidly as cleared.

Indications for a large amount of building in St. John in the near future are good. The school district has voted \$20,000 in bonds with which to build two new school houses, both within the city limits. One is to be a high school to cost \$10,000, the other a grade school to cost \$10,000. The high school is to be located right in the heart of the city, diagonally across from the City Hall, on the block willed to the city by James John. This site is ideal, being high and commanding a view of the river and mountains. The grade school will be located just inside the city limits near East St. John, which will likely become part of St. John proper when the vote on annexation is taken next month. In addition to the school houses the Knights of Pythias will build a \$12,000 brick structure at Charleston and South Jersey streets, where they have purchased a \$3000 lot.

The class of buildings erected is improving greatly. The \$20,000 city dock will be finished in about two weeks and bids for its lease are being advertised for in Portland, St. John, Tacoma and Spokane. The dock will be modern in every particular and will be a great help to the city, as well as a source of revenue. A free ferry to connect with the West Side has been authorized by the Legislature and bonds for this purpose will be voted at the coming election. Several miles of streets will be graded and hard surfaced this year.

The St. John Lumber Company has more than doubled its capacity and will now be able to cut 400,000 feet every 24 hours. Two 120-foot smoke stacks have been purchased and one has been placed

EDGEWOOD

On Salem Electric line at

TIGARDVILLE

5-acre tracts, fine soil, cleared, slightly location.

\$250 per acre and upwards; easy terms.

W. E. EDWARDS

316 Chamber of Commerce.

Rossmere

One of the most beautiful residence districts in Portland. The ideal site for beautiful homes. It will pay you to look at Rossmere before purchasing elsewhere, as you will find, in addition to the choicest location, every modern, up-to-date improvement, such as graded and graveled streets, 10-foot parkings, cement sidewalks, curbing and Bull Run water (all in, complete and paid for). Rossmere sells itself. If you once see it, no further urging is necessary. Look at Rossmere today—the sooner the better.

ALL LOTS 50x100; \$2000 BUILDING RESTRICTIONS; \$450 TO \$650 PER LOT, INCLUDING IMPROVEMENTS.

We guarantee a perfect title. Take Rossmere car, Third and Yamhill. Agent on the ground afternoons.

CLARK-COOK COMPANY

6 Board of Trade Building.

Phones: Main 5407, A 3252.