

## SPRING RUSH ON

Many East Side Thoroughfares Being Improved.

ACTIVITY IS ON INCREASE

Back-Country Districts to Be Given Benefit of Better Road Facilities by Operations of Commencing Summer Season.

One of the incontrovertible evidences, aside from building statistics, of the great demand for building material for local use is furnished by a report from the Parelux Manufacturing Company. This concern recently established its

Salem line, to the Mercantile Agency, for \$19,000. It is the intention of the owners, so Mr. Shields says, to divide the land into small tracts to suit purchasers.

Simonton & McGowan have just sold a quarter of a block on the northwest corner of Seventeenth and Gilman to Charles F. Reed for \$45,000. There are three apartment-houses on the property and Mr. Reed, who is a recent arrival from the East, made the purchase for an investment. The deal was made by J. H. Shields.

Lewis & Lewis, architects, are preparing plans for a five-story brick and concrete warehouse 100x200, to be erected in the warehouse district in East Portland. The cost will be \$75,000. Plans will be ready by April 1. For the present names of owner and location are not made public.

John Lockhart, formerly of the Washington Life Insurance Company, is constructing 13 modern residences in Hancock Street Addition to Irvington. H. M. Fancher Company are the architects and designers. The order of architecture followed is English manor, chalet and colonial bungalow.

The Reimers Realty Company has bought 100 acres near Hillsboro and intends to put the land on the market in five and ten-acre tracts. It is the intention to plant these tracts in orchards.

## DOORS IN DEMAND

Mills Increase Capacity to Fill Their Orders.

SPRING RUSH IS WELL ON

Reports From Various Districts of City Show Building Operations to Be Under Way and Increasing Everywhere.

There are several streets on the East Side along which great progress will be made during the ensuing year, and there will be much rivalry along these streets. In Central East Portland important progress will be made on East Morrison and

# COOS COUNTY ORCHARD TRACTS

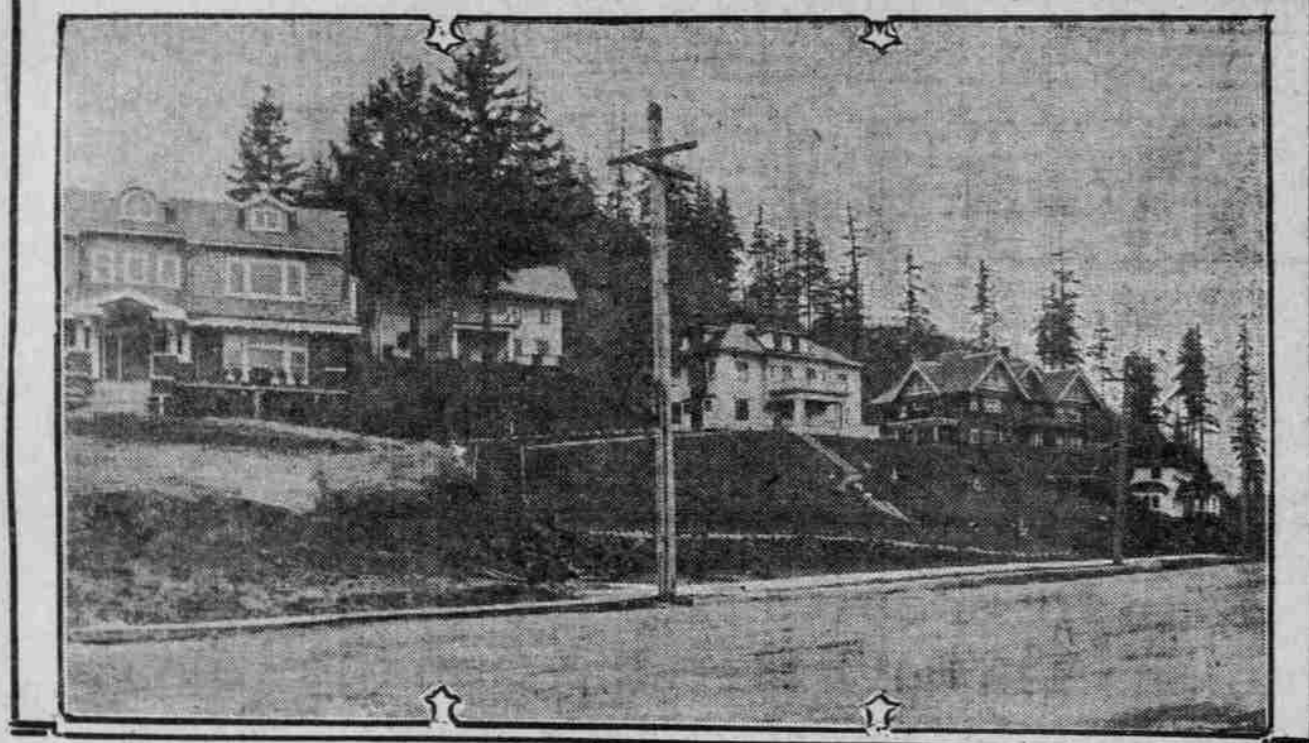
5 and 10-acre orchards in the Aberill Orchard Tracts of Coos County. The finest soil and climate in Oregon. No pest of any kind known. Planted and taken care of for four years. \$125 an acre. Terms \$100 down and \$10 per month with interest at 4 per cent.

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plant in Sullivan's Gulch, near East Twenty-eighth street, to which place it was removed after a fire some months ago that destroyed the mill at East Seventh and East Morrison streets. The company had intended to go into furniture manufacture on an extensive scale, but was loaded up with orders for doors, sash and moldings to such an extent that it was decided to engage in this line of work almost exclusively. The destruction of the Anisic mill a few nights ago has made the demand so imperative that machinery has been ordered to increase the capacity of the Parelux mill. The firm points to this fact as one of the indications that building operations in Portland are under way to a greater extent than ever before.

The original proposal to erect a hotel at the northwest corner of Fourth and Alder streets has been given up and a "unit" company has undertaken to raise the necessary capital to put up a modern office building on the site.

Bennet, Hendricks & Tobey have made plans for a ten-room residence for W. C. Doman, to be erected on Crest Drive, Portland Heights.

The Hurley-Mason Company, of Portland, has been awarded the contract for foundation work of a depot at Seattle for the Oregon & Washington Railroad Company.

Reinforcement has started on the sixth story of the Wilcox Hotel building at Seventh and Stark. "New Imperial" as a name for the hotel is not favored by the lessees, so that it is now probable either the name of the owner or that of the hotel proprietors will be adopted.

Excavation is going on for the office building for the Portland Railway, Light & Power Company at Seventh and Alder streets. A rather novel contrivance has been put in by Hurley-Mason Company on the Seventh-street side, the sidewalk elevator having been replaced with steam lift that conveys loaded barrows to a derrick from which dirt is dumped into wagons. It is the intention to make the excavation without removing the walls of the present building until absolutely necessary.

Three lots at the southeast corner of Sherman and Hood streets were sold last week through the agency of Charles K. Henry & Son, the seller being Foreman E. Worick, the buyer John E. Bain. The consideration is \$700. The lots embrace a piece about 12x22 feet, on which are erected three cottages. This district is believed to be well-suited for warehouses as it will have the electric line on one side and the Southern Pacific on the other.

Contract for a residence for ex-Mayor H. S. Rowe has been let, to be erected on East Fourteenth and Schuyler streets, to Wilson & Nelson, for \$4500. It will be a two-story frame structure.

The most important realty transaction on the East Side for the past week was the sale of a block 121, Stephens' Addition, bounded by Hawthorne avenue, East Eleventh, East Twelfth and East Clay streets, by the Ladd estate to Louis Fairchild, for \$30,000. William Wurzweller is associated with Mr. Fairchild in the purchase of this block. The new owners announce they will erect buildings on the block facing Hawthorne avenue this year. Mr. Fairchild owns the corner on the southwest corner of East Eleventh and Hawthorne avenue and is interested in other property on the East Side. A large number of important sales have been made in this district. B. F. Brandes purchased a quarter block in the Ladd Addition for \$1800 and will erect a \$3500 house.

Among the sales reported by Otto & Harkson are the following: Forty acres on Clackamas Heights, B. M. and A. W. Dyer to L. Baker, \$4200; lot on East Thirty-second street, near Hawthorne avenue, Clara Clarke to Amelia Ruff, \$900; lot on East Fifteenth street, near Alberta, Alfred B. Larson to William Burk, \$600; lot on East Twelfth street, near Killingsworth avenue, August Hercher to Mrs. Crear, \$400.

George Willard Brown has bought the Milwaukee Summer home of Charles McCormick for \$1750. The premises are located overlooking the Willamette River near the old Milwaukee clubhouse.

J. H. Shields reports the sale of a 30-acre farm at St. Louis Station, on the

which the company will take care of for four years. A ten-year-old orchard, consisting of a variety of walnuts, apples, pears, cherries, etc., shows that this land is especially adapted for the raising of fruit. Its nearness to Hillsboro makes these tracts attractive to prospective buyers.

## BANK CLEARINGS AHEAD

Show Marvelous Gain Over Corresponding Week Last Year.

Bank clearings for the week ending yesterday were far and away beyond the figures for the corresponding week of last year. The total for the week as shown by the records of the Clearing-House was \$9,999,665.23. This is a gain of \$2,239,510.93 over the figures for the same period of March, 1908. While a part of the increase may be explained by the heavy tax payments during the week, it is believed the bulk of the total is the result of regular commercial transactions, and shows the prosperous period Portland now enjoys.

## United Selects Headquarters.

The Ruth Trust Company, the land department of the United Railways Company, will soon occupy the old quarters of Hartman & Thompson, on the Stark side of the ground floor of the Chamber of Commerce building. Part of the new quarters will be used as a ticket office by the United Railways Company, whose promoters own the Chamber of Commerce building, until such time as other arrangements are made for a more commodious passenger station. The United Railways plans to begin operation of its new line to Holbrook within the next few days and the Portland terminus of the line will be the Chamber of Commerce building.

Belmont streets, Union and Grand avenues. There is particular rivalry between Union and Grand avenues.

Grand avenue will have hard pavement from East Clay to Hancock streets, a distance of over one and one-half miles, but it is not a long street, although 80 feet wide, and at present carries much of the business. Union avenue will soon be extended from Woodlawn to Columbia boulevard, which will practically mean that it will extend from the Willamette to the Columbia River.

Proceedings are progressing to make this extension from Woodlawn northward. Union avenue will be paved from Holladay street to Highland, which will make it a business street to Highland.

The erection of the new railroad bridge from the foot of Holladay avenue will make a marked change in East Side centers. If the plans proposed are carried out, it is proposed to connect this bridge with East Third street, and a bridge across Sullivan's Gulch is proposed on East Third street, which will open East Third street as a business street. This will depend on the filling of East Third street between Hawthorne avenue and East Oak street, now projected, but held up by the Executive Board on account of the cost. The new railroad bridge erected at Oregon street will help Union avenue and East Third street.

The plan for the railroad bridge is to extend Larrabee street to a connection with the East Side approach and route the Albia and Holladay carlines on Larrabee street. Property owners at the east end of the railroad bridge are making a fight against the removal of the bridge, but if the bridge is moved to Oregon street they want an approach built to the bridge from the foot of Holladay street. If they are sidetracked

without this approach their property would be damaged. It would mean also that another business center will be built up at the foot of Oregon street.

In Central East Portland, Grand avenue has the advantage of the streetcar tracks over Union avenue, although the latter is the longer street. Some residents who have considered the matter carefully are of the opinion that Union avenue will be the main business street through East Portland and Albia for the reason it will run from river to river, while Grand avenue only runs to Hancock street north with little prospect that it ever will be extended. Friends of Grand avenue, however, point to the fact that Grand avenue is a wide street and has got a big start, with a number of new buildings in prospect, so that Union avenue may not overtake it in the march of progress.

Of the streets extending eastward from the Willamette River, Belmont, East Stark, Burnside, Hawthorne avenue and Division are considered the most important. East Morrison runs only to East Twentieth, where it is diverted by Lone Fir Cemetery. Belmont extends now to the top of Mount Tabor from East Water street. It is being improved for that distance, and is sure to be a great East Side street. East Stark extends from East Water to a connection with the Base Line road and with all roads in the country.

It will be improved from East Twentieth to Fortieth street this year, and later on out to Mount Tabor.

East Burnside street at present ends at East Thirty-second street, but will be extended through the Ladd farm along the park that has been selected. East Burnside street receives the travel from Sandy road, and will also receive travel from Villa avenue when it has been opened through the Ladd farm, and from Montavilla to Fairview.

Hawthorne avenue extends to West avenue, or East Sixtieth street, and is to be paved to Fifty-fifth street this

year if the contract is let. It is 70 feet wide for the main portion of the distance, and already is lined with some of the finest residences on the East Side.

Division street is yet in the making, between Tenth street and the city limits. The travel is heavy over this street, and it is to be paved to the city limits. It will be one of the important streets. Powell Valley road, which furnishes access to the city from the Mount Scott district, will be a great street in the future, when it has been taken over from the county and made a street.

Milwaukee avenue, leading to Mil-

waukee, is also an important business highway, and carries a large travel. There is now a movement to improve all these important streets extending from East Water street to provide better access from the surrounding suburbs. This can be done only by making the streets and taking them out of the control of the county.

## "WATCH THE MOVEMENT"

down the river." See Harborton adv. Page 6, Section 2. Pumps that fit at Rosenthal's.

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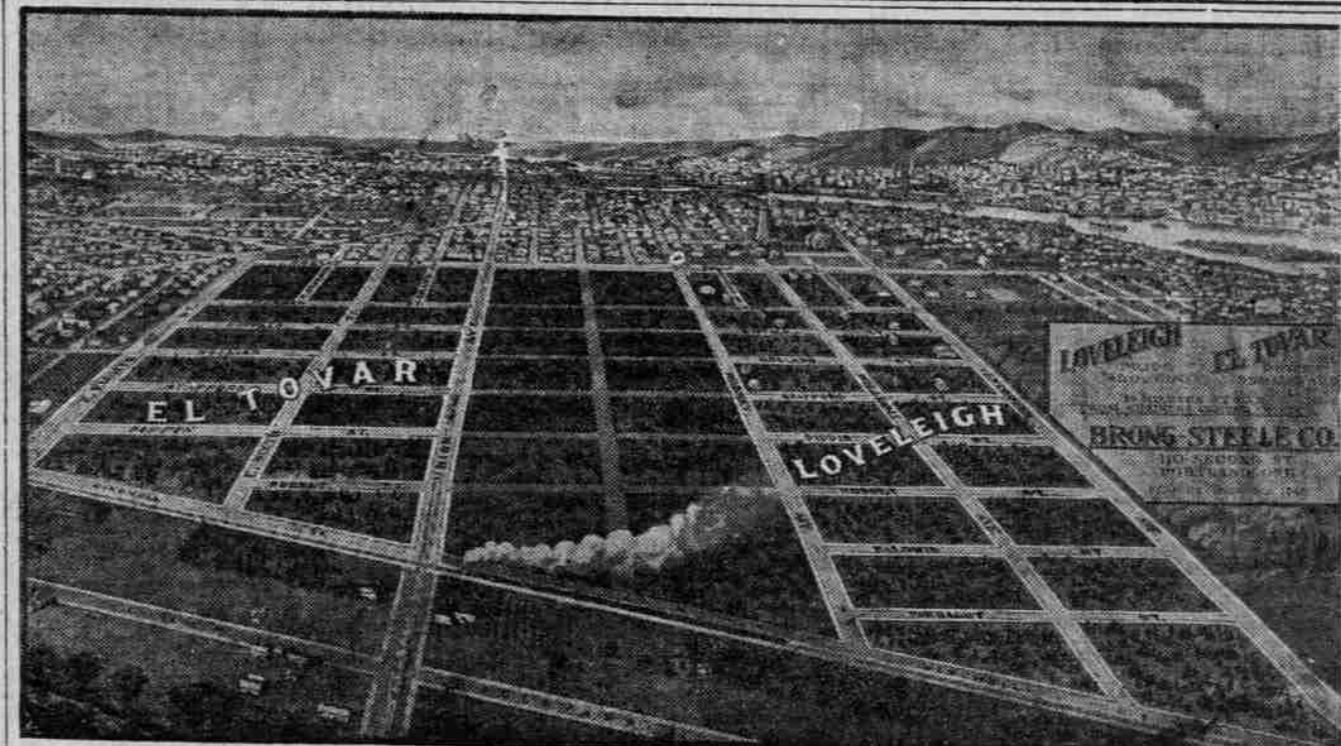
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