

BIG PROFIT QUICK

Heights Acre Bought for
\$1200 Brings \$14,000.

GRANT TURNER IS SELLER

W. A. Gordon Buys Site for Residence—East Side Corner Goes for \$9500—Twelfth and Harrison Lot Sold.

Gaining \$12,800 on an idle acre in less than four years was the experience of Grant Turner recorded in the real estate transfers of last week. The site on which the enormous and rapid profit was made is located on Montgomery Drive and Myrtle street, in Carter's Addition of Portland Heights, which Mr. Turner purchased for \$1300 in 1906 and sold last week to W. A. Gordon for \$14,000, realizing over 1000 per cent on his investment. Realty dealers declare a greater profit could have been made on the site in the hills if the property were held until the end of summer, the period of the year when holdings of that type appeal particularly to wealthy visitors. Even \$14,000 for the land, they say, was a bargain price.

The new owner bought the site through the agency of D. E. Keasey & Co. He plans to erect a handsome residence in the near future, the view afforded by the site being the main inducement that prompted his purchase.

Another important sale of heights property was recorded in the transfer of the D. E. Keasey home on Chapman and Laurel streets to Fred A. Morris for \$12,500. It is said this sale also represents a neat gain over the purchase price of the site and residence a few years ago.

Keeping pace with the West Side market, a corner on the East Side also changed hands, Herman Enke declaring he negotiated a bargain in purchasing from W. O. Donelson the northeast corner of Eugene street and Union avenue for \$8500 cash. The purchase price, however, is in reality \$1000 more as Enke assumed the cost of street improvements in buying the site. The property which was sold through the agency of James A. Sheffield of the A. H. Birrell Company, has a frontage of 100 feet on Union avenue and 100 feet on Eugene street. It is within four blocks of Hancock street, a thoroughfare the Broadway bridge will touch, and the same distance from the proposed site of the new East Side police station which will be an imposing structure.

That Herman Enke is not much amused in declaring his purchase a bargain is evidenced by the fact that a modern two-story store and flat building facing Union avenue and two five-room cottages at present occupy the site. The purchase was made for an investment, Mr. Enke having no plans for the immediate improvement of his new holding.

Long held by Milton F. Henderson for a resident site, a lot on the north side of Savier street, just west of Twenty-ninth street, was sold last week to Mrs. Fritz Abendroth, wife of a local jeweler, for \$400. The property is regarded as one of the choicest in the Heights as it commands an uninterrupted view of the mountains and city. This sale was also made through the agency of James A. Sheffield, of the A. H. Birrell Company.

All of Willamette Heights in the vicinity of Savier and Twenty-ninth streets, is posted for improvement with bitulithic. This will include the district extending from Twenty-ninth street to the south line of Quimby street and the west line of Fall street. Bitulithic improvement on Twenty-ninth to Thurman street and from Raleigh to Savier street will also be undertaken this summer.

Another sale reported by the A. H. Birrell Company is the transfer of the southeast corner of Harrison and Twelfth streets to Mrs. Jennie Sheffield and associates, the purchase price being \$9000. The site is occupied by two cottages, the income from which is \$50 a month. The location being but one block from the Montgomery-street carline, and two blocks from the Thirteenth-street line, it is considered an ideal site for an apartment house and in the near future the cottages may be razed to make way for improvement of this type.

A. W. Hoyer, of Spokane, who has been associated with the Richland and Kennewick Land companies for a long period, and is regarded as an expert on irrigation and soil in the Inland Empire and the Columbia River and Yakima River valleys, has been appointed manager of the Richland Land Company's offices in this city.

Mr. Hoyer believes a great city will be built at the meeting place of all the railroads crossing Central Washington, and also at the confluence of the two great navigable rivers of the West, the Columbia and the Snake. There is no doubt, he says, but what Kennewick and Pasco will be twin cities, of which people of the West will be proud, before many years pass.

"I think Portland has the greatest future of any city in the Northwest," he said. "It is the center and outlet of the greatest agricultural belt in the West. When the Kennewick Northern Railroad, connecting the Great Northern road at Rock Island with the North Bank at Kennewick, is completed, it will give the Big Bend Country of Central Washington a water grade and down-hill pull for all its wheat. Practically the whole of the Washington export of wheat, as well as many other crops, will pass through this port."

PIONEER OF 1852 PASSES

Death Claims Mrs. Mary Ann Hurley of Gervais.

GERVAIS, Or., July 10.—(Special.)—The death of Mary Ann O'Connor Hurley occurred here Friday morning after a long illness. Mrs. Hurley was born in Kilkenny, Ireland, in 1826. She arrived in Canada in 1846, accompanying relatives to that section, notable among whom was Archbishop O'Connor. One year later she went to New Orleans, where after one year she left for Keokuk, Iowa, arriving in 1847. November 1, 1850, she was married to Randall Hurley, living two years on a farm close to this city. In 1852 she crossed the plains to Oregon, arriving in Oregon City in October, 1852. They were members of the Dr. Millard train.

With her husband, Mrs. Hurley took up a donation land claim near Woodburn, in 1854. In 1856 they settled near Gervais, and then came in later years to the town to reside.

The following children survive: James J. and Miss Mary Hurley, of Gervais; C. W. Hurley, of Coos Bay, Wash.; Mrs. Annie Stott, of Portland; J. C. Hurley, of Bellingham, Wash.

Cascade Carries Railroad Ties.
ASTORIA, Or., July 10.—(Special.)—The steamer Cascade sailed today for San Pedro with a cargo of 800,000 feet of railway ties loaded at St. Helens.



HOTEL BAYOCEAN.

HOTEL BAYOCEAN, When Completed, Will Be to the Oregon Seashore What HOTEL PORTLAND Is to Portland

In many respects Hotel Bayocean will even surpass the Hotel Portland. To give one an idea as to the size of the building we would state that the court of Hotel Bayocean is 20 feet wider than that of the Hotel Portland, and that the whole building is in proportion.

The entire bay side will have verandas 16 feet wide. On the ocean side will be a great glass-covered porch, commanding a magnificent view of the sea.

Four hundred dollars has been appropriated to furnish each guest chamber, for Hotel Bayocean, with furnishings, will cost \$350,000. In other words, the furnishings alone of Hotel Bayocean will cost more than the combined cost of buildings and furnishings of any two beach hotels now on the North Pacific Coast.

Every detail of Hotel Bayocean's appointment will therefore correspond to that of the Hotel Portland and the best hotels of the Southern California resorts.

When the class of visitors now going regularly to Los Angeles

learn that equal accommodations and conveniences are to be found where the Summer Beach Climate is Absolutely Superior, the tide of tourists will turn toward Portland and BAYOCEAN.

Not only will the Natural Advantages and the improvements of BAYOCEAN make it a National Resort, but the class of patronage will show plainly that—

A New Epoch in Northwest Beach Resorts Has Opened

POTTER-CHAPIN REALTY COMPANY

514 Corbett Building, Portland, Oregon

416 R. A. Long Bldg.,
Kansas City, Mo.

421 Columbia Bldg.,
Spokane, Wash.

901 Monadnock Bldg.,
San Francisco, Cal.



HOTEL PORTLAND.

NEW DEPOT READY

East Side Station Will Be
Christened Tomorrow.

EXERCISES TO BE HELD

General Manager O'Brien Will Preside at Ceremonies—First Train to Leave at 8 o'Clock—Band to Play—Freight Depot Next.

The new Southern Pacific East Side depot, erected on East First street, between East Morrison and Alder streets, is completed and will be opened to the public tomorrow night with appropriate ceremonies, held under the auspices of the East Side Improvement Association, which appointed the first committee to secure the depot two years ago. All East Side push clubs will send delegates to attend the ceremony, at which General Manager J. P. O'Brien will preside. The first train will leave the new station shortly before 8 o'clock, half an hour after the depot christening.

Chairman W. L. Bovee, president of the East Side Improvement Association, will deliver the introductory address, and W. D. Fenton will speak in behalf of the Southern Pacific Railroad Company. H. H. Newhall, representing the business interests of the East Side, and General Manager J. P. O'Brien will also speak. The Peninsula band will give a concert at the depot before and after the exercises, which will be held inside the new station.

The depot building, including the Union Depot, is one of the most attractive structures of its type in the state. The eastern part of the block was filled to grade and

plies were driven for the foundation. Concrete blocks, artistically cast, were used in the main structure, which is 100x20 feet. On the north side the concrete walk is built out to the curb on Alder street, and on the east side the concrete reaches the railroad, that passengers may step from the walk to the trains and leave the trains dryshod. Both north and south an overhang of the roof is constructed for baggage or for passengers, and on the west side there is an ample driveway from East Alder to East Morrison street for carriages and hotel hacks. The interior of the building is finished in blue marble wainscoting, and the floor is tiled. A large waiting-room furnished with easy seats is also provided, and a women's rest room and a smoking room for men, with lavatories, are installed. These are finished in marble and possess most modern sanitary arrangements. The waiting lobby is heated by a furnace. A ticket office opens into the waiting-room, and a baggage-room is provided at the north end of the waiting-room. An agent will be kept at the station at all times.

It is predicted that the depot will be generally used by passengers from all trains from the south, owing to its nearness to the centers on both sides of the river. A passenger leaving the trains at the East Side depot may reach the center of the West Side before the trains arrive at the Union Depot. It is also thought the depot's popularity will grow when the West Side trains cross the new bridge at Oswego and are brought into Portland through the East Side.

Steps are already being taken to secure a freight depot for the East Side, and a letter from General Manager O'Brien indicates the improvement may materialize in 1910.

Of the eighty-eight millions of population of the United States, one-third, speaking in round numbers, are found in the 15 original states.

PENINSULA SEWER BIG

SYSTEM PROBLEM FOR NEW ADMINISTRATION.

Surveys Incomplete—Construction Will Require Two Years—Club to Urge Improvement.

One of the most important improvements the new administration will be called upon to cope with will be the sewer system for the Peninsula, agitation for which was started a year ago by the North Albina Push Club, a resolution being introduced by J. H. Nolte. It is understood City Engineer Taylor has finished some of the preliminary work on the big sewer system in the way of surveys, but the bulk of the first work remains undone. It will be the most extensive sewer system projected in Portland, and the cost is roughly estimated at \$500,000, although it may cost much more. The territory will embrace all the Peninsula, beginning a short distance south of Killingsworth avenue and extending to Union avenue, thence to St. John.

The territory embraced will be larger than the Brooklyn sewer district, and there will be two or more large conduits running down the Peninsula. It will take at least a year to prepare the plans for the system and about two years to build it. The North Albina Push Club will undertake to get the project under way, as it is felt it will be needed urgently by the time it will take to build the sewer. A large population is predicted for the Peninsula within the next few years. There is a movement on foot to form a hard-surface district on the Peninsula before the sewers are laid.

Selmers Prepare for Catch.
ASTORIA, Or., July 10.—(Special.)—The run of salmon continues fairly good and the majority of the gillnetters have done fairly well. The selmers are getting their gear on the grounds and the most of the grounds will be in operation within a week.

The outside traps are also preparing to begin fishing, as the freshet is fast subsiding.

Missionary to Speak.

Mrs. Paul McClintock, of Hahnemann, China, a sister of James F. Ewing, of the Portland Academy, of this city, will speak at the First Presbyterian Church on Monday, July 12, at 2:30 o'clock. All who are interested in Chinese missions and their results are invited.

Passenger Service to Be Probed.

ASTORIA, Or., July 10.—(Special.)—Notice has been received that the State Railroad Commission will hold a meeting in this city on July 23, to hear and investigate the charges of delays in the schedule of the passenger trains on the Astoria & Columbia River Railroad.

"Newlyweds" in Trouble.

CHICAGO, July 10.—Weeping wives and frightened husbands besieged the office of Marriage License Clerk Salmonson in the county building yesterday in a vain effort to learn whether they were legally married, or whether, according to a recent decision of Municipal Judge Bettler, they had been united by justices of the peace who had no authority.

Many women carried babies, while others led small children. All had read

of Judge Bettler's ruling that marriage ceremonies performed by justices of the peace in Chicago since the inauguration of the Municipal Court were void. Judge Foster, acting Chief Justice of the Municipal Court, declared that the law was illegal. If the decision is affirmed, a special act of the Illinois Legislature may be sought to legalize all such marriages.

PORTLAND HEIGHTS NO. 2

A NEW WEST SIDE ADDITION.

Take Advantage of Development
WHY?

You know that the Mount Calvary line must be completed by June 1, 1910. We challenge our competitors in any other section of the city, to sell level lots with graded streets and water as cheap as we are selling Portland Heights No. 2. The only way to treat yourself right is to investigate it. Answer this question in your mind: Is the man who buys lots next June, after the carline is in operation, and pays two to three times as much as they are at present, as wise as the man who buys today, lots 50x100 feet for \$160 to \$210?

Do you want to buy now, or wait?

UNITED TRUST COMPANY
917 Board of Trade.

THE BEST ACREAGE ADJOINING PORTLAND —IS IN— METZGER ACRE TRACTS

Only 29-minute ride from Jefferson-Street Station, on the Oregon Electric Railway (Salem line). Get off at Metzger Station. We are selling these acres at a very low price, from \$250 AND UP PER ACRE. The best soil in Oregon. Excels in Strawberries and other kinds of berries, Cherries, Apples, Plums, Peaches and Walnuts grow to perfection, in fact, excels in vegetables, fruits and berries of all other places. Everything WILL GROW that CAN BE GROWN in this zone. Agents on the ground every day.

N. B.—TO THE PUPILS OF ALL SCHOOLS:

Do not forget the contest for the classification of all trees, shrubs and plants growing in METZGER NATURAL PARK (a part of this tract). Fifty dollars will be given as the first prize to the one having the largest list of names (either common or botanical).

\$25.00 for the second largest list.

\$15.00 for the third largest list.

\$10.00 for the fourth largest list.

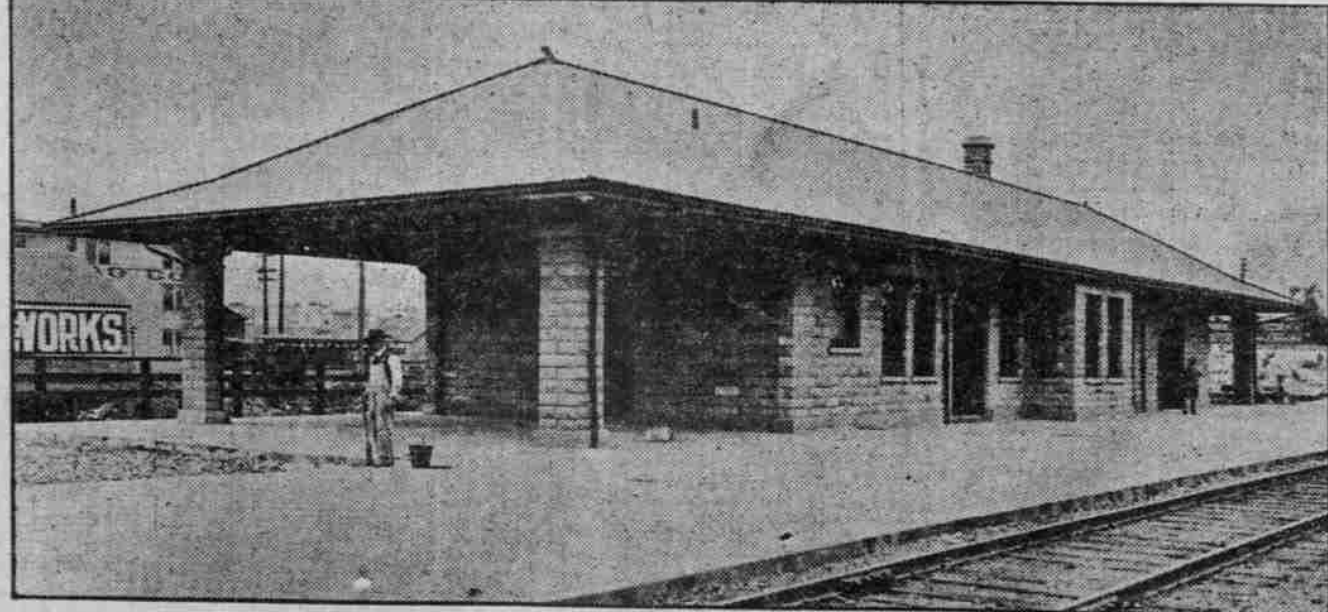
Prizes to be awarded September 1 by competent judges.

Register your name, and the name of your school, at our office at Metzger Station. Mail your list to the undersigned.

For further particulars and plat of Metzger Acre Tracts, call at our City Office, 226 and 228 Front St., Portland, Oregon.

HERMAN METZGER, Owner
Metzger Station Phone, Main 6409. City Phones, Main 474 and A 1374.

NEW BUILDING TO BE CHRISTENED TOMORROW.



SOUTHERN PACIFIC DEPOT, EAST FIRST, BETWEEN EAST MORRISON AND EAST ALDER.