

**PAVING POLICY OF
WOODBORO**

**Many Miles of Hard-Surface
Streets Projected for
East Side.**

TENTH WARD IS ACTIVE

**Residents Across River Rejoice in
Plan of Putting in Best-Class
of Improvements—Cost
to Be \$2,500,000.**

There is general indorsement of the attitude of Mayor Simon toward laying hard-surface improvement from all portions of the East Side, and the coming year will witness the installation of many miles of that class of pavements. In the tenth ward during the last week several miles of pavements were projected to be laid next year, partly in the residence district. Councilman Ellis addressed several meetings of citizens of the tenth ward, with the result that petitions are being circulated along many streets. The most important improvement projected is on Killingsworth avenue, from Union avenue eastward to the city limits, or at least to East Forty-third street. This street extends through a purely residential section, according to the temperament of the people they do not favor a cheap pavement, even though the better costs much more at the start. The cost of the Killingsworth avenue pavement will be about \$150,000. The property-owners are just now investigating the different kinds of pavements.

Paralleled with Killingsworth avenue is Alberta street, which is to be improved with hard surface next year. This is mainly a residence street. It will be paved between Union avenue and East Thirty-first, a distance of 33 blocks, at a cost of about \$75,000. As there are double car tracks on this street, the cost will not be heavy. Summer street also is to be paved between Union avenue and East Fourteenth street.

Mississippi avenue will be paved between Goldsmith and Prescott streets. Proceedings for this pavement are under way before the Goldsmith street street, and Councilman Ellis will start proceedings for the pavement between Fremont and Prescott streets at Prescott. The grade of the street is to be lowered.

These are the main improvements projected in the tenth ward, outside of Rose City Park district, where Rose City Park Drive will be paved from East Twenty-eighth street to the city limits, and a mile and a half of streets have been thrown into a hard-surface district. Part of this territory is in the ninth and part in the tenth ward.

In the fine district of Holladay-Irvington improvements with hard surface are going forward. Multnomah street between Union avenue and East Fifteenth street will be paved as soon as the streetcar company can relay its tracks with heavy rails. It is proposed to extend the streetcar tracks east to East Thirty-seventh street. East Eleventh and East Thirteenth streets will be paved between Union avenue and East Fifteenth streets at a cost of \$12,000. East Eleventh street will be paved for the same distance, at a cost of \$14,717. Schwab street will be paved between East Sixth and East Fifteenth streets at a cost of \$25,334. East Tenth street will be paved between Knott and Brantley streets at a cost of \$24,541. The Broadway street pavement is completed and accepted between Union avenue and East Twenty-fourth streets at a cost of \$65,370, and Wasco street between Knott and Brantley streets at a cost of \$24,006.

Improvements projected for next year in the Ninth Ward run up cost figures. In the Eighth Ward hard surface is to be laid on East Twelfth between Holladay avenue and East Burnside street, while in the Ninth Ward all the streets are to be paved next year. East Morrison street is being paved between East Thirty-second and East Thirty-ninth streets. Several short pavements are projected in the Hawthorne Park Addition. East Thirtieth street is being paved between East Stark street and Hawthorne avenue and East Yamhill street will be paved between East Thirty-second and East Thirty-ninth streets.

In the Seventh Ward, outside of Ladd Addition and Hawthorne avenue, no hard-surface improvements have yet been made. The improvement of Hawthorne avenue is being completed between East Third and East Forty-first streets. Proposals have been made to extend this improvement to East Fifty-fifth street next year, and possibly on to East Sixtieth street. The proposed pavements for 1910 in the Seventh Ward are Division street between East Twenty-fifth street and the city limits, for which the contract has been let. Grand avenue between East Clay and Ellsworth streets, Milwaukee between Division and Holgate streets; Francis avenue from East Thirty-first to Ivanhoe. East Thirty-second and East Thirty-fourth through Kenilworth between Francis avenue and Holgate street. In the Waverly-Richmond district, and in the East Side Addition all streets are to be made hard surface next year.

It may be seen that the improvement programme for 1910 in street pavements is a large one, and that the projected hard-surface improvements have yet been made. The improvement of Hawthorne avenue is being completed between East Third and East Forty-first streets. Proposals have been made to extend this improvement to East Fifty-fifth street next year, and possibly on to East Sixtieth street. The proposed pavements for 1910 in the Seventh Ward are Division street between East Twenty-fifth street and the city limits, for which the contract has been let. Grand avenue between East Clay and Ellsworth streets, Milwaukee between Division and Holgate streets; Francis avenue from East Thirty-first to Ivanhoe. East Thirty-second and East Thirty-fourth through Kenilworth between Francis avenue and Holgate street. In the Waverly-Richmond district, and in the East Side Addition all streets are to be made hard surface next year.

On the whole the people are accepting the policy of the Mayor toward laying hard-surface pavements and are beginning to see that while the cost is more at the start it is really less expensive in the end. The cost when added to the owner of a little home seems appalling, but when he considers that gravel and macadam are but temporary, lasting only three or four years, he can see that the hard-surface pavement is really less expensive than the cheaper. This view is expressed in the list of the added value to the adjacent property.

EAST SIDE BUILDERS EMPLOY NEW MATERIALS IN ERECTION OF HOMES.



CONCRETE BLOCK HOUSE ON HAWTHORNE AVENUE TO BE MADE BY BEATTY

STONE RESIDENCE UNDER CONSTRUCTION IN PIEDMONT

**MACKAY TO BUILD
Site of Old Baker Theater to Possess Class A Block.**

Removal of the Baker Theater to the new location at Third and Main streets will mean the erection of a fine fireproof structure on the present site of the showhouse, at the southeast corner of Third and Yamhill streets. Donald Mackay, of the North Pacific Lumber Company, who owns the building, plans to improve the corner with a class A building as soon as the present lease on the property expires. There is a possibility that the improvements may be begun even before the expiration of the lease.

Building to Be Fireproof.

Definite plans for the improvement of this corner have not yet been made, owing to the long interval which remains before the corner will be vacated as a theater site. Mr. Mackay has decided, however, that his building will be absolutely fireproof and of the finest possible type, a class A building. He will build not less than a six-story structure.

Theaters Leave Center.

The question of location of theaters in Portland is a query, as in many other cities. The old idea that a playhouse must be located in the very heart of the business district seems to be giving way all over the country, and in Portland there is no exception. First

LOW RECORD MADE

Few Permits Issued by City Building Inspector.

TOTAL IS BUT \$85,755

Smallest Weekly Record for Year Is Set—Chances Still Good for Grandstand Finish for the Year.

For the first time this year the total of building permits for a single week fell below the \$90,000 mark. Last week was an exceptionally light one in the office of the building inspector and resulted in 12 permits for a total valuation of \$85,755. These figures give a poor showing for the month, as already with December almost gone the total is but a trifle over \$300,000. In December, 1908, the total was over \$900,000, and appearances indicate that the totals this month will show a big decrease.

City Building Inspector Dobson, however, believes that the present month may still be a record-breaker, despite the poor start. There are a number of sets of plans in the building inspector's office for large structures and some of these will be issued this month. Notable among these is the plan for the \$75,000 building for John B. Yeon, the Courthouse, for which a permit of about \$50,000 will be granted, the Hellig Theater, and several sets of plans for buildings to cost from \$5,000 to \$100,000.

The permits issued each day last week were as follows: Monday, ten permits for a total of \$10,500; Tuesday, three for \$16,350; Wednesday, two permits for \$19,000; Thursday, nine permits for \$17,200; Friday, ten for \$21,950; Saturday, eight for \$700.

**SOLDER FOUNDRY READ
PACIFIC METAL COMPANY'S
PLANT IS SUBSTANTIAL.**

Warehouse and Factory at Park and Everett Built to Handle Great Weights.

NEW FACTORY AND WAREHOUSE IS ABSOLUTELY FIREPROOF.

A factory for the manufacture of solder and tin to handle and store all tin, iron, copper, lead, zinc, etc., for jobbing purposes, has just been completed at the northwest corner of Park and Everett streets for the Pacific Metal Works. It occupies a quarter of a block and is two stories high. Of fireproof construction, it was built at a cost of \$39,000. Emil Schacht & Son were the architects for the structure.

PACIFIC METAL WORKS PLANT AT THE CORNER OF PARK AND EVERETT STREETS.

FINE HOMES BUILT

Irrington Keeps Up Record for Handsome Residences.

POPULATION GROWS FAST

Restrictions as to Buildings Permit Only Modern Structures to Be Erected—Streetcar Service Will Be Extended.

CONCRETE BLOCKS USED

**STONE AND CEMENT PLAY IMPOR-
TANT PART IN BUILDING.**

Handsome East Side Homes Being Erected with Unique Material for Construction.

Probably no portion of the East Side is building up as rapidly with three class homes as the Irvington and the Alameda districts. Hard-surface pavements have been laid on every street as far east as Twenty-fourth and north to Fremont. The building restrictions permit only the erection of first-class homes in this district, with the result that it has become one of the most attractive sections of the city. Good round prices are asked for building lots, but sales are being made daily to men who are attracted by the finely-paved streets and the uniformly attractive homes that have been erected and projected.

Recent statistics prepared by County Clerk F. S. Fields show that the population of East Irvington district has increased faster than nearly any other section of the East Side, and especially between East Eighth and East Twenty-fourth streets. These statistics were prepared to show that streetcar service had not kept up with the growth of the district. The Twenty-fourth street building operations are in progress, and that section promises to build up rapidly.

Gettes & Young have started excavating for the basement of an 8000 dwelling, the first of five to be erected at East Twenty-seventh and Thompson streets. The five houses they will erect will range in cost from \$10,000 to \$15,000. The first will be 30x40 feet. It will contain seven rooms and will be a high-class dwelling. When the floor, with the hall, living-room and dining-room, is completed, it will have the appearance of a checkerboard, cherry, white maple and mahogany wood being used. All the five buildings will have similar general characteristics of construction.

PACKARD COMPANY BUYS

TEN ACRES BRING \$30,000

Garage Site Purchased on Cornell Road.

Two-Story Brick to Be Built at Cost of \$29,000 on Lot Costing \$18,000.

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