

ADDITIONAL POWER BEING DEVELOPED

Plant on Bull Run River Will
Have Capacity of Nearly
30,000 Kilowatts.

TUNNEL 4004 FEET LONG

Cost of Development Will Approximate \$5,000,000—Entire District Shows Activity and Many Realty Projects Under Way.

At the present time the largest force of workmen in the vicinity of Portland is employed in construction work upon the Big Sandy, north of Cherryville, in Clackamas County. Over 500 men are engaged in building a dam and constructing a flume for the Portland Railway, Light & Power Company.

Upon taking over the Mount Hood Light & Power Company's property, the engineers deemed it advisable to develop what is known as the Big Sandy project. It is estimated that the completion of the Mount Hood property, planned by the new owners, will require an expenditure of between \$4,000,000 and \$5,000,000.

The construction is under the direction of Chief Engineer Hawkins, of J. G. White & Co. The main features of the work are the construction of a dam on the Big Sandy, the building of a flume and the digging of a canal, so as to divert the waters of this stream through a tunnel into the Little Sandy, where the waters are again flumed to the powerhouse at Bull Run.

The work involves many interesting engineering features. The tunnel through the mountain, connecting the Big Sandy with the Little Sandy, is 4004 feet long, while the canal from the Big Sandy to the mouth of the tunnel provides for several small tunnels of 100 or more feet in length. At the present time, the larger tunnel to connect the Big and Little Sandy lacks 600 feet of being completed. From the dam in the Little Sandy to the Bull Run powerhouse is a distance of three and one-half miles. Over this route there has been constructed a flume nine by 12 feet in size. Upon the top of it there is a tramway with gasoline cars to carry material from the powerhouse to the mouth of the tunnel. A ride upon this is most interesting. The flume travels along the crest of the mountains, and beneath can be seen the gorges and canyons of the Little Sandy as well as the Bull Run river.

As a result of this development it is proposed to produce 30,000 kilowatts at the powerhouse in Bull Run. The 30,000 added to the 50,000 produced at Cascade, Estacada and Oregon City, will give the Portland Railway, Light & Power Company approximately 80,000 kilowatts. This is considered more than enough to supply the City of Portland for years to come.

There is a great amount of activity throughout the entire Cherryville district on the part of land owners, who see in this development greater possibilities for the producing power of their land. Cherryville has organized a Commercial Club, and is trying to connect itself with the extension of a line of electric railway from Cottrell to Sandy. It is pointed out that the several million dollars that the Portland Railway, Light & Power Company is going to spend in the development of its projects will make this section boom. It is only 24 miles in a direct line from Portland and will be opened up by the railway from Cottrell to Sandy, a new country will be opened and become immediately tributary to the city.

The location of a reservoir at the Bull Run Station has already resulted in a number of small ranches being located at that place. This reservoir covers 300 acres and there will be a completed well form a good sized lake. It will be 25 feet deep at its lowest point. There has been constructed here a large cement in-take feed the waters into the penstock and pass on into the turbines of the powerhouse.

When all this work is completed it will be the largest hydro-electric plant of the company, and there will be at least another development which will permit of 50,000 or 60,000 kilowatts of electricity being placed upon the wires. The combined hydro-electric power of the Portland Railway, Light & Power Company will be as large as any single plant upon the Pacific Coast, and a great deal larger than any other prospective power plant.

CHEAP FUEL IS URGENT NEED
Brickqueting Plant Is Urged for Portland.

One of the greatest needs of Portland is cheap fuel not only for domestic use, but more particularly for manufacturing purposes, in the opinion of Harvey Beckwith, manager of the Portland branch of Wells-Fargo & Co.

"Portland has an opportunity to secure cheap coal through the installation of a brickqueting plant," said Mr. Beckwith yesterday. "There is a large deposit near Chehalis, which contains millions of tons of coal. This coal is of a good quality, but is subject to air-slacking. By the brickqueting process the water is entirely eliminated and at the same time all the chief qualities are retained. Reduced to briquettes this coal is of an exceptionally fine grade, as demonstrated by tests recently made. With a plant established in Portland it is declared that coal can be delivered to the consumer at between \$5 and \$6.50 a ton. This same coal, in its natural state, is now being sold extensively by the Northern Pacific and O-W. R. & N."

"Such a plant in Portland would mean the saving of millions of dollars to the consumers of Oregon and a large part of the Northwest. Immense sums of money are sent out of this district every year to foreign districts for our coal supply. I believe that it is up to the business interests of Portland to investigate the proposition with a view of securing an immense brickqueting plant and providing this territory with cheap fuel."

D. W. Campbell, general superintendent of the Southern Pacific; C. C. Oelt, president of the Union Meat Company, and other Portland men have looked into the proposition and are convinced that the establishment of a brickqueting plant in Portland, such as has been proposed, would solve the problem of cheap fuel for this territory.

Irvington Home Under Way.
Work has been started on a modern two-story residence for Dr. S. B. Wright on East Nineteenth street, between Stanton and Knott streets. The house will contain eight rooms, finished in selected Oregon fir and white enamel. The floors will be of hardwood. The house will cost about \$100,000 and will be ready for occupancy August 15. It is being built by G. W. Priest.

IRVINGTON RESIDENCE SELLS FOR \$10,500.



DWELLING AT HANCOCK AT EAST TWENTY-SEVENTH STREETS PURCHASED BY S. L. TEVIS. The handsome new residence of W. J. Hofmann, at the northwest corner of Hancock and East Twenty-seventh streets, Irvington, was purchased last week by S. L. Tevis, of the L. E. Menefee Lumber Company, for \$10,500. The house contains ten rooms and basement and is finely finished. The ground is 100x100 feet. The sale was negotiated by S. R. Norton. Mr. Hofmann has purchased a building site at the northwest corner of Knott and East Twenty-third streets through the agency of Goddard & Wiedrick and will erect a modern residence.

MANY FARMS SOLD

Land Trading Continues Brisk Throughout State.

VALLEY DISTRICTS DRAW

Improved Place of 250 Acres Near Falls City Purchased by T. M. Word for \$21,000—Sutherland Farm Brings \$18,000.

Trading in farm lands during the past two weeks has been active, although not quite as brisk as in the early part of the summer. According to reports received from all sections of the state, there appears to be a considerable demand for small farms. Newcomers to the state seem to be pleased with the possibilities of the Willamette Valley. Many home-seekers also are arriving in Central Oregon.

One of the large sales made recently was the purchase by Tom Word, of Portland, of a 250-acre farm near Falls City, the consideration being \$21,000. There are 110 acres set to peaches, cherries, and walnuts of 1-year-old trees. Mr. Word plans to make additional improvements on the place.

Colby Adams has sold his farm of 12 acres near Umatilla to M. McMechel and J. Headley, recently of Willcox, Canada. The place brought \$18,000. The farm is well improved and is considered one of the best in Sutherland Valley.

Two years ago C. O. Jeffery, of Garfield, Wash., purchased the J. W. Dickey farm west of Winlock, in Baker County, consisting of 400 acres. Last year he sold 240 acres and recently sold the remainder of 160 acres, netting a profit of \$7000 on the investment.

A. C. Henderson, of Pilot Rock, has sold a ranch of 800 acres in Umatilla County to S. Randall, of Bismarck, Mont. The place is used as a stock farm. The price paid for the property was \$18,000.

Eric Ghylin, of Bismarck, N. D., has purchased a farm of 30 acres from Harry Bracey, located near Banks, in Washington County. Mr. Ghylin is pleased with the Banks district and plans to make substantial improvements on his newly-acquired property.

T. A. Krugler, of Tacoma, has bought from J. E. Gates a tract of 62 acres near Wahanna Station, in Clatsop County, the consideration being \$10,000. Mr. Krugler will engage in truck gardening. The tract of vacant land known as Venice Park at Seaside has been sold by F. H. Leighton to the Empire Investment Company, of Portland. The tract contains 45 acres. The price paid for the property was \$25,000. The land will be improved for residence purposes.

William Williams and Herbert Barrett, of Eugene, have purchased a tract of 120 acres on the Mohawk River from George Riggs. They have removed to the place and will develop it into a modern farm.

Ben C. Holt, of Walla Walla, has sold a tract of 102 acres in the Milton-Freewater fruit belt to W. T. Braden, the consideration being \$12,250. The place is improved.

CENTRAL OREGON LIVELY

BUMPER CROPS IN ALL SECTIONS ARE ASSURED.

Home-seekers Continue to Flock Into That District—More Railroad Construction Greatest Need.

"Central Oregon is preparing to harvest the biggest crops in its history," said O. W. Olson, of Portland, who has just returned from a trip by automobile through Crook, Lake and Klamath Counties.

"An unusual occurrence for that district has been the visitation of summer showers. The rains came just at the right time to aid the growing crops. In sections where irrigation is not yet in use the showers proved a great benefit to both grain and hay crops."

"There are many home-seekers arriving in Central Oregon and there is marked activity in all the districts. On my trip I visited Silver Lake, Fort

VIADUCTS WILL AID

Grade Crossings on O-W. R. & N. to Be Eliminated.

BIG DISTRICT IS AFFECTED

Territory on Either Side of Halsey to East Eighty-second Also to Get Streetcar Lines—Rapid Growth Is Predicted.

ANNEX HOTEL IS OPEN

NEW BUILDING IS TRIUMPH OF MODERN LUXURY.

Lobby 40 by 40 Feet, Furnished in Solid Mahogany, Is Index to Comfort and Solidity.

Completed with every provision for safety that modern engineering skill commands and fitted with a splendor that Orientals would deem extravagant. The Annex has been opened at the corner of Washington and Twelfth streets as a high class family and commercial hotel.

The entrance court, leading from Washington street to the main lobby, has a particularly handsome effect with Grecian marble columns, mahogany wainscoting and tiled floor with the ceiling in gold. The lights flashing through art glass are hidden. The lobby, which is really a beautiful room but with a cozy effect, is in brown, 40 by 40 feet, and all the wood used is mahogany. Big leather covered lounging chairs add to the air of luxury.

Of the 138 rooms, 70 have private baths. Each floor is furnished in a different style with fittings that are specially manufactured in the East. The Napoleon suite view with the Louis XIV, although the one fitted with walnut furniture is considered by many to be the more elegant. The carpets and all tapestries harmonize with the furniture in each suite, and the halls are richly carpeted.

One feature of the building that appeals to a guest is the solid concrete stairway absolutely fireproof, conveniently located to every corridor. The building also is entirely constructed of reinforced concrete.

With both telephone systems in every room the conveniences of the guests are provided for in many ways. The highest class service is afforded in the grill, and a first-class buffet is located on the Twelfth-street side, with entrance from the lobby. The hotel is owned by the Annex Hotel Company, of which Henry W. Fries is president and F. P. Williams is manager.

VIADUCTS WILL AID

Grade Crossings on O-W. R. & N. to Be Eliminated.

BIG DISTRICT IS AFFECTED

Territory on Either Side of Halsey to East Eighty-second Also to Get Streetcar Lines—Rapid Growth Is Predicted.

With the elimination of grade crossings on the O-W. R. & N. along the eastern boundary of the city, a big building movement as well as a public improvement programme will take place in the immediate future. The railroad company will spend a large sum in lowering its grade between the intersection of its line at Sandy road and East Eighty-second street and in installing viaducts.

The establishment of grade crossings at the principal arteries of traffic will make it possible to provide an immense district with streetcar extensions at a nominal cost, besides eliminating dangerous traffic conditions. The property owners in this district are anxious to have these improvements made as soon as possible, and virtually all of them have signed an agreement with the railroad company waiving claims for damages.

The Halsey-Street Improvement Club has organized a movement to secure better transportation facilities for the district south of Sandy road and east on either side of Halsey street as far as East Eighty-second street. It is desired to have an extension built from the Sandy road line to a point south on East Sixty-seventh of some other street about midway between the intersection of Halsey and Sandy road and East Eighty-second street. A line running east and west through the district is also sought.

It is estimated that about 30,000 people will be directly benefited by the proposed improvements. In addition to a big building activity that is expected will take place within the next year in the various residence additions, it is probable that several warehouse enterprises will be established along the O-W. R. & N. right of way.

A community center of considerable proportions is springing up at East Eighty-second and Halsey streets. Recently three-story buildings were completed and other business buildings are planned. A block near this center was purchased last month by J. L. Schute, of Seattle, for \$5000. Mr. Schute plans to build a factory for the manufacturing of incubators and poultry utensils. It is expected that the plant will employ between 50 and 60 men steadily.

"This entire district will make big progress during the next two years," said J. Fred Larson, of Umbdenstock-Larson Company. The plan to lower grade of the railroad company and to eliminate grade crossings by the construction of viaducts will mean much for the district.

GAS PLANT RUSHED

Project Represents Expenditure of \$3,000,000.

BUILDING SITE IS READY

Works of Portland Gas & Coke Company to Be Among Finest in Country—Daily Capacity Will Be 15,000,000 Cubic Feet.

Work is progressing rapidly on the new \$3,000,000 plant of the Portland Gas & Coke Company. The site comprises 45 acres lying between the Spokane, Portland & Seattle bridge and the Government moorings, and has a frontage of 1800 feet on the Willamette River.

About 15 acres of the property has been filled, bringing the site for the buildings up to a 34-foot level, which is one foot above the extreme high water mark. This is also on a level with the S. P. & S. tracks. A sour is now being built from the main line to the property. It will be completed next week so that it can be used for the immediate delivery of material and machinery from the East direct to the site of the plant.

There has been dredged from the river channel immediately in front of the property 200,000 cubic yards of dirt, which was used for making the fill for the building sites. The fill reached an average height of 17 feet. Leading directly from the wharf to the filled portion of the property is a trestle 50 feet wide. This structure will make it possible to provide ample facilities for water shipping. The wharf and trestle have just been completed. The plant will also have direct shipping connections with the S. P. & S.

"By next Christmas the first unit, with a daily capacity of 5,000,000 cubic feet of gas, will be in operation," said Manager Fabst yesterday. "The material for the tanks and machinery is now being shipped from the East and work will be started immediately on the buildings. The buildings will be of reinforced concrete construction and as nearly fireproof as it is possible to build them. The plant will be as modern and complete as any in the country. Everything about the plant will be first class. The buildings will be of architectural beauty, while the grounds will be given landscape treatment to conform with the City Beautiful plan to be carried out in Portland."

"With a generating capacity of 3,000,000 feet available by the close of the year, we will be enabled to discontinue operations at the old plant at the foot of Glisan street not later than April of next year. After that date we will be ready to dismantle the old works and to hurry the completion of the new plant, when the plant, when entirely completed, will have a daily capacity of 15,000,000 cubic feet. This will be 5,000,000 cubic feet over our present daily capacity. The district gas supply holders will be connected with the trunk main leading from the new plant, with the exception of these tanks, all city works will be abandoned, thus eliminating the smoke nuisance."

In addition to the new plant the company is building a three-story reinforced warehouse on the quarter-block at the southeast corner of Second and Flanders streets. When this building is completed the warehouse and gas holder at Fourteenth and Couch streets will be dismantled. The new warehouse will be equipped with all modern appliances for the handling of material. The building will have a red pressed brick facing and will be built to carry two additional stories. The stable at the northwest corner of Second and Flanders streets is being converted into a garage, which will be used for the storage of 13 auto trucks and five touring cars. The company has abandoned the use of teams entirely, believing that with the use of automobiles and motor trucks it will be enabled to reach outlying districts to better advantage. The garage and warehouse will be completed and ready for use in about two months.

Country Schoolhouse to Rise.
Plans and specifications are being drawn for a schoolhouse, 25x35 feet in size, with basement, for the Plainview district, in Multnomah County, by Architect Newton C. Gaunt. It will contain one large classroom and a playroom in the basement. The contract will be let July 1.

Concrete Stable Completed.
A two and one-half-story concrete stable, 100x100 feet, has been completed by Thomas Hissop on Union avenue and East Salmon streets, at a cost of \$15,000. Modern plans were followed for safety, sanitation and lights throughout the structure.

Albany's "Hub" Is Typifying.
ALBANY, Or., July 6.—(Special).—The "Hub," typifying Albany's prominence as a railroad center of the Willamette Valley, was a leading feature of the decorations for the big Oregon Electric celebration in this city last Thursday, and as a prominent part of the "hub" display the hub of a wagon which crossed the plains to Oregon in



Beautiful---Happy

PARKROSE

Here the country and the city meet. Here you have all the advantages of the country combined with practically all the conveniences of right "downtown." Parkrose is the place for YOU. It means a better living for your family and more chance to get ahead. And think of this—a Parkrose acre costs no more than a good city lot—a whole acre, remember. It is right in the pathway of Portland's growth—just beyond Rose City Park. Before you know it, you are the owner of several choice lots. It's a good investment for every man. Investigate Parkrose today.

Slauson-Craig Company

Successors to Real Estate Department of Hartman & Thompson
304 Oak Street, Opposite Commercial Club

1849 was shown in the parade. This old hub, which has been carefully saved by the First National Bank of this city, as a historic memento of pioneer days in Oregon, was placed in a glass case and arranged on an automobile float and attracted great attention in the parade.

BAY CITY

Deep Water Seaport,
Railroad Terminus
on Tillamook Bay

THE CITY OF

OPPORTUNITY

Here are the factors that will make BAY CITY Oregon's second metropolis:

The new jetty at the entrance of Tillamook Bay.

The deep channel direct to BAY CITY.

The Panama Canal (all three to be finished about the same time—1914).

The 35,000,000,000 feet of timber tributary to Tillamook Bay. This represents a pay roll of \$320,000,000 to haul and cut the logs to lumber.

The Transcontinental railroads. One there now and another built one-third the way.

The dairying industry of Tillamook County.

The fisheries.

As sure as roses grow in Portland, Bay City will be Oregon's second metropolis.

LOTS \$65 to \$1500
On Very Liberal Terms

Call or write for particulars.

BAY CITY LAND CO.
701-2-3 Spalding Building

D-7-7-12

CALGARY

Commercial Center of the Middle Canadian West

We are building a country here in this most rapidly growing portion of the American Continent. Calgary is the commanding center of this great territory—the heart which receives from all portions of the tributary region a quota of the wealth which they produce and in turn distributes to them necessities and luxuries gathered from the marts of the world. Over 180 wholesale houses sending out one thousand traveling salesmen from Calgary each week, testify to this fact. If you are looking for a new and inviting field in which to engage in business or manufacturing, Calgary's opportunities will attract you. Write me for individual information.

Andrew Miller, Industrial Commissioner, Calgary, Alberta

TUALATIN VALLEY ACREAGE

Splendidly located near Portland, on United Railways. Fast trains, week-end rates, COMMUTATION TICKETS. Near town of North Plains. Electric light, pure water, improved streets, modern buildings. Ideal location for FRUIT FARMS, DAIRY FARMS, BERRY FARMS, POULTRY FARMS

ENCOURAGEMENT GIVEN SMALL INDUSTRIES
For literature write or call at office of

RUTH TRUST COMPANY
Main 5976, or A 3774. 235 Stark Street, Portland, Oregon.

VIEW OF SITE OF NEW \$3,000,000 GAS PLANT.



WHARF AND TRESTLE LEADING TO BUILDINGS ALREADY COMPLETED.