

PENINSULA PLANS IMPROVED STREETS

Chain of Highways Will Extend From Center of District to Columbia.

KENTON BUILDS STREETS

Many Valuable Homes Are Being Built Along Portland Boulevard. Kenton's Improvements Include School.

Complete chains of hard-surface pavements are being developed on the Peninsula, which will connect the central portion bordering on Lombard street and the outer portion bordering on Willamette boulevard. Also a highway is projected to run to the Oregon landing of the interstate bridge from Meagley Junction and Columbia boulevard by way of the Union Meat Company's plant. It is proposed to pave a 40-foot strip on Willamette boulevard to McKenna avenue, and thence to the railroad bridge; the strip will be 15 feet wide.

This improvement will extend over the main portion of the boulevard in front of the campus of the Columbia University and University Park at Portsmouth, where the street carries a heavy traffic. The paved roadway will be confined with wooden headers. Another important improvement is that of Greeley street between Willamette boulevard and Lombard street. On this street cement sidewalks were laid last year and the street was graded preparatory to hard-surface which will probably be laid this year. Proceedings have been advanced so that the bids are invited for this work.

Already work is in progress on Lombard street between Wabash and Derby streets in Kenton, and later will be continued to Albina avenue. The paving of Albina avenue between Killingsworth avenue and Lombard street is projected and approved and has been started. Albina avenue will be paved so that strips on each side of the paved roadway will be left for utilities.

Improvements Cost \$250,000. The cost of these improvements will be in the neighborhood of \$250,000. They will form a connecting chain of hard-surface streets on the Peninsula. Probably the most important will be the improvement of Willamette boulevard, the highway which follows the windings of the Willamette to St. Johns. This street always carries a heavy traffic, but is not in good condition throughout the year and at times is almost impassable. It is an important street on the Peninsula connect with the Willamette boulevard and it extends to and runs through St. Johns, forming a connection with Columbia boulevard.

In Kenton at present a general system of street improvements is under way, which will be completed later. These streets cover the main portion of Kenton and will cost about \$250,000 when finished. Bids have been invited for the improvement of Patton avenue between Jarrett street and Portland boulevard. Patton Avenue May Be Paved. There is a further movement to pave Patton avenue from Columbia boulevard and Columbia boulevard and proceeding along will be started in the near future. Also it is proposed to straighten out Patton avenue between Jarrett street and Columbia boulevard, in Kenton, where there is a jog. It is felt that Patton avenue should be a straight street, inasmuch as it is to be extended to the interstate bridge if that span is built. As the sewers in Kenton were not laid in last year, the hard-surface pavements are laid without delay.

In the matter of building there is considerable activity along and near Portland boulevard between Vancouver avenue and Willamette boulevard. An excellent class of homes are being built along the Portland boulevard between the north side, where they range in cost from \$3000 to \$5000. Several of the principal streets between Portland boulevard and the east side of Kenton have been supplied with cement sidewalks, and that district is steadily filling up with good homes.

So far no movement has been started to improve the Portland boulevard, but it is expected that it will be improved and the abutting property-owners feel that it would be too heavy a burden to have the entire cost placed on their shoulders.

Swinton Gets Homes. Along Albina avenue through to Columbia boulevard several fine additions are being filled up with homes. Swinton, on the east side of Kenton, where excellent progress in moderate homes. This class of improvement extends eastward to and near Willamette boulevard. The only street improvements in this district consists of grading and sidewalks, as the property will not stand ready to advance in value.

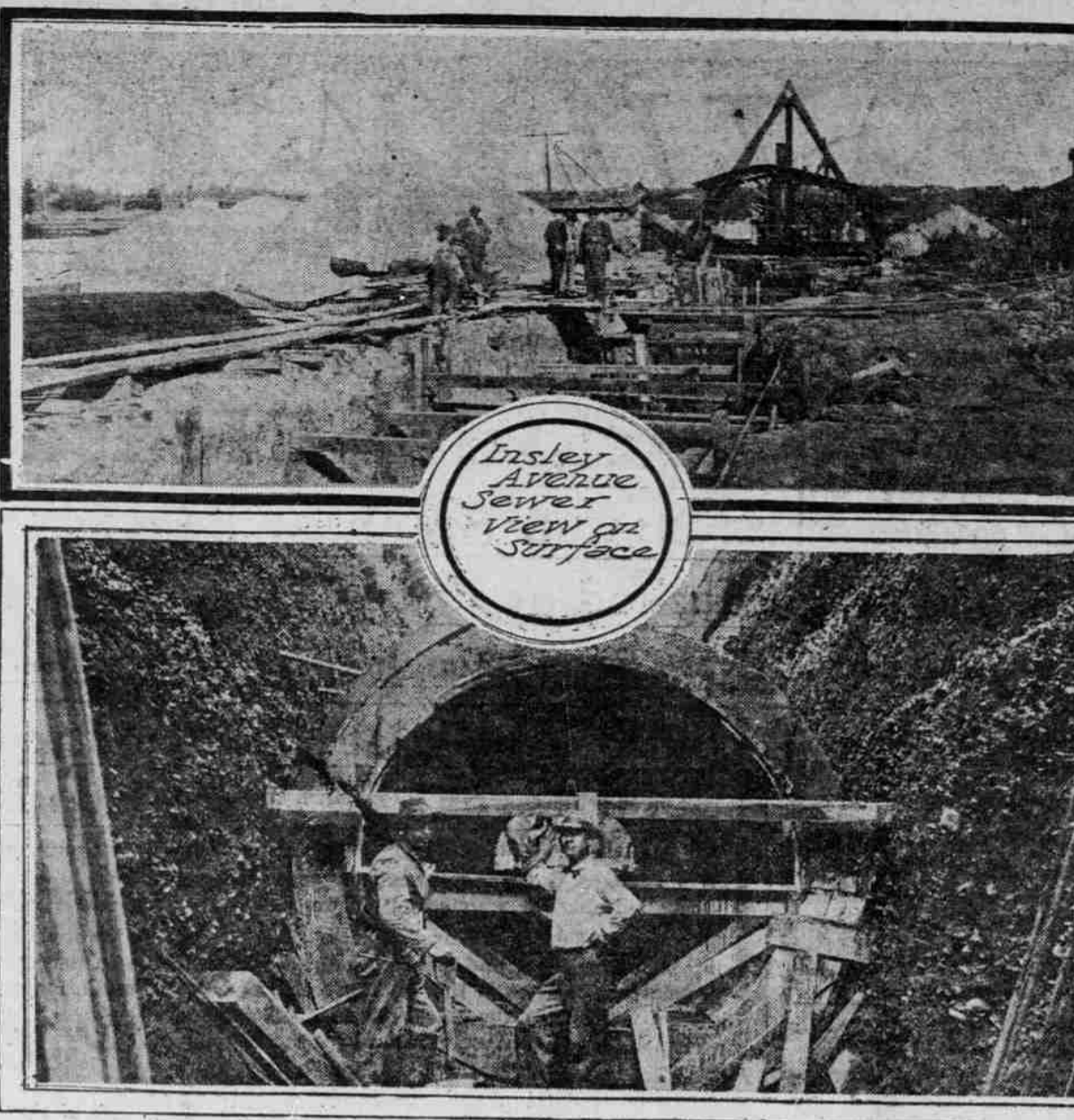
At Kenton, the district has authorized the erection of a modern schoolhouse to be completed in the near future. Part of the main building will be put up this year and the balance will be completed in the next year. Cost will be something over \$50,000, and the building will be ready for occupancy by the opening of school in the Fall. Owing to the growth of Kenton, that district has been calling for this schoolhouse for more than a year past.

Fire Company Expected. Announcement is made that the new fire station in Kenton, built some time ago, will soon be occupied by a fire company. With the main streets of Kenton paved, the company will be able to afford fire protection for a wide territory.

Construction of a new road is proposed from Meagley Junction and Columbia boulevard out to the Union Meat Company's plant. The St. Johns Commercial Club and the Portland Improvement Club have this project in hand, and are getting it into shape. Opening of this new road to the packing plant from Columbia boulevard and Meagley Junction is a highly important improvement for the Lower Peninsula, said E. G. Brannan, general manager of the Union Meat Company. He hopes to see it succeed. It will bring East St. Johns and St. Johns to within three quarters of a mile of the packing plant, whereas by way of Columbia boulevard and the Kenton roadway the distance is two and a quarter miles. The Union Meat Company also proposes to build a roadway to the probable Oregon landing of the proposed interstate bridge on the Columbia River. This will be the road we are trying to open direct to the packing plant. The St. Johns people a short and direct route to the entrance to the interstate bridge. It is not intended to rebuild the bridge, but the outlook for the interstate bridge is not discouraging. He says that he has no doubt but it will be built.

Small Factories Building. "Everything looks good on the Peninsula. In East St. Johns and at Meag-

VIEWS OF HUGE INSLEY-AVENUE TRUNK SEWER WHICH WAS COMPLETED LAST WEEK



Insley Avenue Sewer, View in Trench Showing Type of Construction. UPPER—SHOWING A SECTION OF THE SEWER DURING ITS COURSE OF CONSTRUCTION. LOWER—A GLIMPSE OF THE TRENCH IN WHICH THE BIG PIPE WAS LAID.

SEWER IS FINISHED

Puzzling Insley Avenue Line Is Ready for Service.

ENGINEERING MARK IS MADE

Main Trunk Drains 1800 Acres of City and After Many Difficulties Is Finally Completed at Cost of \$132,000.

LARGE AREA IS FILLED

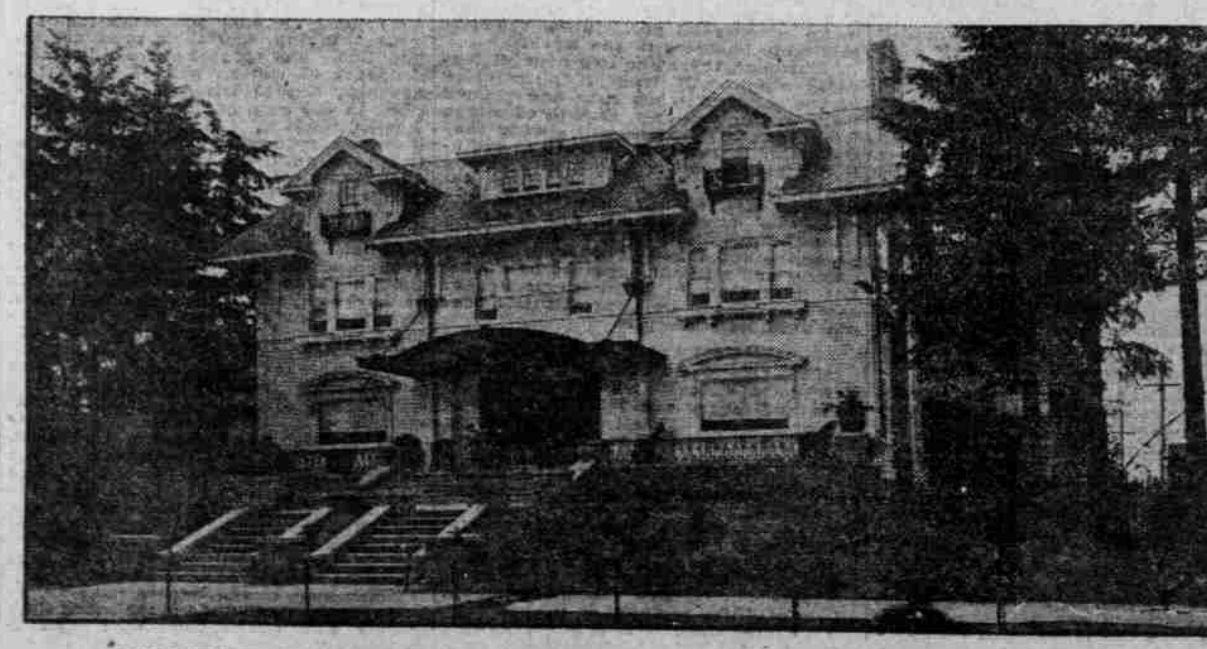
O. W. R. & N. PREPARES TO INSTALL FREIGHT DEPOT.

New Approach to Burnside Bridge and Long Viaduct Over Second Street to Be Made.

The O. W. R. & N. Company is engaged in preliminary work for the erection of the freight depot at the mouth of Sullivan's Gulch. It is announced that the vacant blocks between East Burnside, East Flanders, East First and East Second streets are to be filled up to grade. Several acres of material have been dumped into the low grounds on the east side of East First street preliminary to the filling of these blocks. On East Second street the entire space has been occupied with four tracks northward from the bridge approach. Plans which will be used in the foundation of the viaduct over the Burnside bridge until after the Rose Festival. In rebuilding the approach it will be demolished so that a long viaduct will be built over East Second street and part of the railroad land in order to provide more clearance for cars underneath. The county will start rebuilding the approach probably this month and the railroad company will build the steel part of the viaduct at the same time.

Useless. (Washington Post.) A young fool never believes what an old fool tells him so, what's the use of anybody either giving or taking advice?

VIEW OF HANDSOME EAST SIDE HOME JUST COMPLETED.



RESIDENCE OF CHARLES STEWART AT EAST FOURTEENTH AND KNOTT STREETS.

BIG MEET PLANNED

Pacific Coast Architects to Gather Here June 9-11.

FINE PROGRAMME READY

Delegates From Six States to Attend Convention—Many Subjects of Interest to Designers Will Be Up for Discussion.

Two hundred architects are expected to be in attendance from Utah, Idaho, Washington, Colorado, California and Oregon at the third annual convention of the Architectural League of the Pacific Coast, which will be held in Portland on June 9, 10 and 11.

Among the subjects for discussion at the convention will be the league control of the architectural exhibitions of the coast; publication of an annual of the proceedings of the league; a catalogue of the league's annual exhibition; organizing architectural courses in the universities and the creating of an architectural society.

Special papers will be presented by Professor Walter Perry, of the University of California; Irving S. Rufford, chairman of the education committee of the league; John Austin, president of the Southern California Chapter of A. I. A.; Charles Behm and David J. Meyers, ex-presidents of the Washington Chapter of A. I. A.; W. R. B. Wilcox, president of the Washington Chapter of A. I. A.; Edgar M. Lazarus, president of the Oregon Chapter of A. I. A.; Joseph Jacobberger and other architects.

The programme of the three days' meeting is as follows: Monday, June 9, 12 o'clock—Luncheon. The Technical Club, a local organization of architects and engineers. Speaker, Dr. Stephen B. L. Penrose, Whitman College, Pullman, Wash. "The Relation of the Architect and Engineer to Public Life" signifying trip.

9:30 A. M.—Convention called to order; discussion devoted to educational subjects; representatives will be present from numerous architectural universities of the Pacific Coast States.

12:00 P. M.—Business session; election of officers and adjournment.

9:30 A. M.—Business session. Ad Club luncheon. W. H. Wood, president of the Washington State Chapter, will preside.

2:00 P. M.—Business session; election of officers and adjournment.

FINE HOME IS BUILT

DWELLING OF CHARLES STEWART IS ATTRACTIVE.

Interior Is of Elaborate Finish, and House Is Equipped With All Modern Conveniences.

Among the most attractive homes built on the East Side this year is the ten-story dwelling just completed at East Second and Knott streets for Charles Stewart, a pioneer Portland real estate dealer. The house contains two stories, full attic and basement and is the finest of modern feature in the present year. Several other streets are to be improved under proceedings now under way.

Union avenue has been opened to Columbia boulevard, and an effort is being made to get the avenue paved to Columbia boulevard. The Portland Railway, Light & Power Company owns a 30-foot right of way, and the owners of the abutting property have donated recently to the city, a 10-foot strip, making a 40-foot street corresponding with the rest of the street southward. Proceedings have been started to condemn the right-of-way and make it part of Union avenue, so that the street may be paved. It is further planned to extend Union avenue from Columbia boulevard to the Columbia River to the location of the proposed Interstate Bridge on the Oregon side of the Columbia River.

The district east of Woodlawn street and Dekum avenue is attractive, and many fine homes have been built there. It is through the work of the Woodlawn Improvement Association the Woodlawn district has made good progress the past few years in both public and private improvements. The club started a movement to open and grade streets, much of which is under way. The filling up of every modern feature in the district has been greatly facilitated.

Lane to Improve Roads. (ETEGENE, Or., May 31.—(Special.)—The County Court yesterday awarded contracts for the construction of between five and six miles of macadam road to the Eugene Construction Company. The contract for the road from McVey's Point to Goshen is \$22,885, or about \$5530 a mile. To the Ambrose-Burdess Company was given the contract for the construction of a mile each, near Cottage Grove, for a total of \$10,025.

NEW HOME OF AMERICAN LAUNDRY



AMERICAN LAUNDRY CO.

SUBURB'S PLANS BIG

Milwaukie to Spend \$100,000 in Improvements.

STREETS TO BE PAVED

New Water System to Be Installed at Cost of \$20,000—Franchise for Electric Line Asked and New Buildings Planned.

Milwaukie, one of Portland's lively suburbs, will spend about \$75,000 for improving streets and will erect a complete new water works during the present year at a cost of \$20,000. Several buildings under way and projected will cost \$25,000 or more. At the last special meeting of the City Council Tuesday night the paving of Front street through the city was authorized, according to the estimate of the City Engineer, for \$40,000. The Oregon City branch of the Portland Railway, Light & Power Company occupies Front street and will be apportioned for part of the cost. A bridge across Kellogg Creek will be rebuilt at a cost of about \$200, but this money will not be assessed to the property owners and will come out of the road funds. Mayor Elmer has been anxious that this improvement should be made on account of its importance. Work has been resumed on the Foster road improvement which was started last year. The improvement will cost \$15,000, and will soon be completed. The City Council has authorized the improvement of Laurel avenue in East Milwaukie for a distance of 1 1/2 miles. A franchise for an electric railway has been asked for through Milwaukie along Front street. Front street is asked for, but Mayor Elmer declared that he would not consent to a franchise on that street on the conditions of the ordinance as the Portland Railway, Light & Power Company has a track there now. However, he did say that if double tracks were laid on Front street with its own provisions properly safeguarded he would not object. The franchise will come up at the next regular meeting of the City Council.

BIG PROGRESS IS MADE

MARKED STRIDES ARE NOTED IN WOODLAWN DISTRICT.

Through Activity of Improvement Organization Principal Streets Have Been Improved.

Completion of the Woodlawn fire station and installation of the fire company there Monday night marks an important progressive step in the Woodlawn district. The building stands on the corner of Durham and Dekum avenues on a triangular piece, which was formerly the site of the railway station. These two streets are to be paved through the district, and the work has been started, and it is expected to get the improvement completed by the end of the year.

The building is a two-story brick one, and is provided at present with a horse-drawn apparatus, which will be changed to motor apparatus soon. It cost \$8000 and is finely equipped in every way. Through the efforts of the Woodlawn Improvement Association, which has its main office in the district, the streets have been laid in the district, and there is good fire pressure. Dr. W. E. Smith, who spoke for the citizens of Woodlawn, said that the people of Woodlawn were entirely satisfied with the engine house and the fire company.

Union avenue to East Twenty-third street, at a cost of \$12,000 to the property owners of the district, has been completed. The street is a very fine district to the eastward. The track was first extended to East Thirtieth street by property owners, and the city has since extended it to East Twenty-third. The cars are now in operation. Dekum avenue has been opened eastward almost to Concordia College. In time it is probable that the Woodlawn car line will be extended to a connection with the Alberta car line, which is being run on East Thirtieth street.

The district east of Woodlawn street and Dekum avenue is attractive, and many fine homes have been built there. It is through the work of the Woodlawn Improvement Association the Woodlawn district has made good progress the past few years in both public and private improvements. The club started a movement to open and grade streets, much of which is under way. The filling up of every modern feature in the district has been greatly facilitated.

Union avenue has been opened to Columbia boulevard, and an effort is being made to get the avenue paved to Columbia boulevard. The Portland Railway, Light & Power Company owns a 30-foot right of way, and the owners of the abutting property have donated recently to the city, a 10-foot strip, making a 40-foot street corresponding with the rest of the street southward. Proceedings have been started to condemn the right-of-way and make it part of Union avenue, so that the street may be paved. It is further planned to extend Union avenue from Columbia boulevard to the Columbia River to the location of the proposed Interstate Bridge on the Oregon side of the Columbia River.

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