EAST SIDE SEEKS WHOLESALE HOUSES

Development of Central East Portland as Big Shipping District Is Aim.

COMMON TERMINALS HELP

Business Men's Club Formulates Extensive Plans for Attracting Commission Men-Advantages of District Are Cited.

Between 15 and 20 commission houses, jobbers and wholesalers are now located in Central East Portland and are having carload shipments placed right at their warehouses for unloading. Other firms are awaiting the action of the North Bank Railway before firmly securing locations on

before finally securing locations on the East Side.

The East Side Business Men's Club has started a campaign to fill up East.

Third street and Union avenue with commission houses and jobbers, and has submitted an invitation to commission men to investigate the situa-tion. In a statement issued by H. A. Calef, president of the club, the an nouncement is made that from 80 to 90 per cent of the produce for Port-land now comes in on the East Side and the Southern Pacific when elec-trified cannot take freight down Fourth street on the West Side.

Jobbing Center Grows. In referring to the natural advan-tages of the East Side President Calef

"The natural commission house, job-bing and wholesale center for Portland will be on the East Side, between East Burnside street and Hawthorne avenue along Union avenue in particular, and along East Third and East Second streets, where carload lots can be set to your houses by all railroads com-ing into the city. The new Southern Pacific East Side freight depot at East Pacific East Side freight depot at East First and Oak streets, also now used by the O.-W. R. & N. Co., and the new East Side freight depot to be erected this year by the S. P. & S. at the cornear of East Morrison and Union avenue, will make of this Central East Side district an ideal commission house, jobbing and wholesale center, without bridges to cross; with the most convenient transportation reached by all rallway lines entering the city, both all railway lines entering the city, both steam and electric. This is particu-larly true under the new common terminal plan carried by a nearly 2 to 1 vote, for city belt line railway and common terminals at the election June This will provide for the use, by all common carriers of any and all tracks on the streets of our city, within 1999 feet of the water front, on equal terms

With the coming in of Lents and St. Johns, over 80 per cent of Portland's population now reside and always will reside on the East Side. Union and Grand avenues are the great and main transportation therough-fares, with easy cross-line transporta-tion to every part of the city. This splendid East Side location with its strategic population and transportation features, speaks for itself, par-ticularly as to future growth. We in-vite full investigation. Ground values and rents are far cheaper now than on

the West Side, but will not be 20 years bence on this East Side.
"All of this spells opportunity. The value in agricultural implements handied on the Central East Side last year neared the \$25,000,000 mark. The ice and cold storage plants are in this East Side district.

Freight Depots Built.

The plan of the club is to develop Union avenue between East Burnside street and Hawthorne avenue into a commission and general jobbing dis-trict. There are no street car tracks on Union avenue, in that locality, and probably there never will be, and hence it is urged that the street would be ideal for this purpose. The advan-tages of the freight depot by the Southern Parific Rallway at East Oak and East Pirst streets, in response to a demand for shipping facilities for jobbers made through the club, have been more than realized in the constantly growing shipments through that depoir. The agent states that the that depot. The agent states that the volume of business has been con-stantly on the increase since the de-pot was finished. Through this depot stantly on the increase since por was finished. Through this depot it is possible to ship and receive less than carload lots. While the present facilities are ample to take care of the business there handled, it is conceeded by the Southern Pacific officials that the present freight depot will have demand for milk becomes lighter, to be enlarged in the near future. The demand for milk becomes lighter, cheesemaking will be resumed at the full capacity, or at least to the amount of milk received.

The association has the first passon of the policy of milk received.

facilities are simple.

The business there handled, it is the business that the present freight depot will have to be enlarged in the near future. The depot will be extended northward toward the Burnside bridge.

"We now have 278,000 people," said President Calef, "and already the comparatively small West Side business area has become greatly congested.

The association has the first pasteurizing equipment to be installed on the Pacific Coast. It is known as a positive pasteurizer and cooler. All milk received at the factory is brought to a heat of 142 degrees Fahrenheit, at which temperature it is kept for 30 which temperature it is kept for 30 temperature. more population within the next 10 to 20 years, where will your commission, jobbing and wholesale business be located? It will surely be compelled to move to Central East Side to got rid of the congestion, be convenient to transportation and to the great majority of the East Side grocers, who are now and always will be located on the East Side, and thus save themselves crossing the river bridges twice a day for supplies." a day for supplies."

SANDY WANTS GOOD ROAD

Telephone Company Acquires Line about the same. Butter-making equipment probably will be installed next season, and Will Build to Mount Hood.

SANDY. Or. July 5,—(Special.)—
George A. Wolff, J. Scales and Harry
Thomas, heing a committee from the
Sandy Commercial Club. appointed to
secure the improvement of the road
between Pleasant Home and Sandy,
have taken up the matter with property owners along the route, the County Court and the Portland Automobile
Club. This is one of the most important roads entering Sandy and is part
of the Mount Hood automobile road,
The committee will report progress at
a meeting of the Commercial Club July
16,

cheering features of English country life. Several other theatrical ventures of the same local character have flourished for some considerable time in va-

ished for some considerable time in various parts of the country.

For nearly 30 years the Alvechurch Village Players, who took part last August in the Summer festival at Stratford, have given much of their leisure to the study and performance of Shakespeare's plays. For about a third of that time the Hildenborough Players, in the depts of the County of Kent. that time the Hildenborough Players, in the depts of the County of Kent, have appeared in plays written by local men and full of local allusions, the company consisting of the village blacksmith and schoolmaster, together with gardeners and other working men belonging to the district.

In the same way the Dorchester Players, who for some years have given public perfermances at Dorchester and even in London of dramatized versions of Thomas Hardy's novels, are all typical sons and daughters of the Dorset soil and often the last kind of people

soil and often the last kind of people that might be expected to interest themselves in the drama and the stage. Yet, like the Norwich Players, or the boys of Sawsten, in Cambridgeshire, the village children of Winchelsea Sussex, or the performers in the Bo ford pastoral masques, or the Grasmere dialect play, they have made their own intelligence brighter and keener by the xercise of the dramatic instinct and have added to the gatety of other peo-

WADHAMS & CO. PLAN TO BUILD IN NEAR PUTURE.

Two Large Apartment-Houses Under Way on East Side-Candy Factory Will Cost \$50,000.

Wadhams & Co., wholesale grocers, have just purchased from the Ladd es-tate a block located in Central East Postland, bounded by East Tenth, East Postland, bounded by East Tenth, East Ninth, East Everett and East Flanders streets, for \$19,500. The firm made the purchase of this property with a view of erecting a building on the property in the near future to accommodate their business. However, no plans have yet been adopted. The property is located in a zone in which several West Side firms have invested recently. A five-story factory building is now under construction on East Eleventh under construction on East Eleventh and East Everett for the Modern Con-fectionery Company. The building will cost \$50,000. The foundation has been npleted and work is in progress of

he second story. Plans have been completed for the fargest apartment-house to be erected on the East Side for C. W. Miller, which will stand on East Broadway between Vancouver avenue and Wheeler street, This structure will be 100x200 feet and three stories high and will contain more than 100 apartments of two and three rooms each. The foundation has been completed and work has been started on the first story. The cost will be above \$75,000. Mr. Miller has established a planing mill on the grounds north of the site of the building, which is turning out the material to be used. The exterior walls will be of brick. This is the first large build-ing to be started near the east ap-proach to the Broadway bridge.

Work is progressing rapidly on the four-story brick apartment at the southwest corner of East Twelfth and East Morrison streets, which is being built by J. D. Wassell. This structure covers a quarter block, and the cost will be \$39,000. Modern in all lines, it pretentious house built in that part of the city. The interior is now being finished.

CHEESE FACTORY

CLATSOP PLANT GIVES HIGH PRICES TO FARMERS.

Butter May Be Added.

SEASIDE, Or., July 5,- (Special.)-During the month of June the Clatsop County Co-Operative Cheese Association paid 7 cents a pound more than the market price for all butterfat brought to the factory. Five cents above the market was paid during the month of May, and even the first month that the factory was opened—the month of April—2 cents above the mar-

ket was paid. The average amount of milk received now is nearly 6000 pounds each day, but every effort is being made to in-

crease the supply.

C. R. Brague, manager and cheese-maker, says the production of cheese will be light during the Summer, as

which temperature it is kept for 30 minutes. This kills all tubercular germs. The milk is then cooled to 50 degrees and bottled for use or turned into vats for further processing in the cheese department. An ice manu-facturing plant will be installed before next season, for cream is being man-ufactured and sold at wholesale. Four and one-quarter tons of cheese

were manufactured during the first month the factory was operated. This amount was increased during the second month to 12,500 pounds, and our-ing the month of June the output was

claimed, and at the close of the meeting the club went on record as approving the project by appointing a committee of C. F. Jabusch, George Kerr, J. M. Ayres, H. E. McKenney and James Wallace to give all of the assistance possible.

EUGENE COUNTRY CLUB OPENS NEW HOME.



CLUBHOUSE IS ATTRACTIVE IN DESIGN.

EUGENE. Or., July 5 .- (Special.) - The attractive new home of the Eugene Country Club was dedicated Wednesday with appropriate exercises. The building occupies a sightly part of the club's property adjoining the golf links south of the city. The clubhouse is a simple bungalow, set back some little distance from the street carline and set among fruit trees. Except for the small kitchen, the main floor is thrown into a single great lounging room with wide fireplace. The floor is designed for dancing. In the basement there are two dressing rooms—one for men and one for women—each provided with hower baths and lockers.

The railway penetrates the best part

who wants to live in the country

centers which are being built up at Gillis, Scenic, Pleasant Home and Cot-trell will afford the man who lives

near the railway shipping facilities for everything that he can raise either in his garden or field. A number of men, including B. C. Altman and others, have demonstrated that high-class stock may be raised in the Powell Valley. Some

of the finest and most attractive homes anywhere near Portland may be seen along the route of the electric rallway

La Grande Has Building Activity.

own a few acres of fertile land.

Mount Hood Railway Finally Is Electrified.

FERTILE DISTRICT TAPPED

Large Holdings Are Subdivided and Small Farmers Are Attracted. Gresham and Pleasant Home Make Big Progress.

From Portland to the Sandy River It crosses the Base Line Foad and passes the junction at Ruby Station, where passengers may take the Troutdale cars. It passes a short distance south of the town of Rockwood and then reaches Gresham, Gillis, Pleasant Home, Scenic, Cottrell, Mabery and other centers around which settlements other centers around which settlements have sprung up since the line was built. These stations are the shipping points for that district. Before the construction of the railway the country roads were the avenues of traffic between the city and county, but there has been a marked change as these prosperous communities have become developed. Many thousands of acres of undeveloped land have been subdivided

Icemaking Machinery to Be Installed and sold in small tracts.

A horse hitching strap invented by an Illinois man can be unfastened by a pull and Facilities for Producing mile away from the old village of mile away from the old village of the danger of a nervous horse holding the danger of a nervous horse holding.

Eleven Varieties Are Grafted on English Walnut to Determine Which Is

ENGLISH WALNUT TREE WITH 11 VARIETIES OF GRAFTS.

OF HORTICULTURIST

Best Variety for Clark County, Washington.

PERFECT WALNUT AIM.

number of buildings have been erected at the new town. A live Commercial Club has been started, which is a factor in the live of the live in the life of the community

of Powell Valley. It opens up to rapid and substantial development the large Use of Product in New Postterritory between Montavilla and the Sandy River. There is much land un-improved which is available to the man office Is Urged.

nition of Oregon Building Ma-Gresham is the largest and most prosperous town on the line. It is the central point of Powell Valley and

very progressive. At the recent lies the Powell Valley, which just now is being served with new electric carried on the electric railway traverses one of the richest sections of the state. Starting at Montavilla the new electric rails at Montavilla the new fire forment to include the Government to include the Government to include the Montavilla the new fire forment to include the Government to include the Montavilla the set tends at last governments in fertine it last governments in feurope the Miles the Montavilla the set a site and erect a modern high school day night at 205% First street resolutions were unanimously adopted urging the Government to permit specifications to include Oregon stone, appealing to the people of the state to join in the movement in encouraging the use of native products in building construction, and calling upon the Oregon struction, and calling upon the Oregon delegation to Congress to renew their efforts to secure Federal recognition of Oregon products in Government building enterprises.

Stirring addresses were made by H. S. Lawrie, chairman of the Oregon Bureau of Mines; E. Hefer, of the Manufacturers' Association; H. G. Parsons, of the Central Labor Council; L. J.

Tective, must inevitably produce a healthier condition.

"As regards the political phase of the Mount Hood frack is wider than that of the Montavilla that line cannot enterprise and the correct of the Mount Hood Rallway and the Hawthorne avenue for the same and the cars of the former may run directly into Portland over the same and the cars of the former may run directly into Portland over the same and the cars of the former may run directly into Portland over the Mount Hood Rallway.

The Mount Hood frack is wider than that of the Mount Hood frack is wider than that of the Montavilla that line cannot enter the Mount Hood Rallway and the Hawthorne track. The gauges of the Mount Hood Rallway and the Hawthorne track. Several former may run directly into Portland over the same and the cars of the former may run directly into Portland over the Mount Hood Rallway.

The Mount Hood frack is wider than that the tenter of the Mount Hood Rallway and the Hawthorne track. The gauges of the Mount Hood Rallway and the Hawthorne track is with the wount Hood Rallway and the Hawthorne track is with the wount Hood Rallway and the Hawthorne track is with the Mount Hood Rallway and the Hawthorne track is with the Mount Hood Rallway and the Hawthorne track is with the Mount Hood Rallway and the Hawthorne track is with the Mount Hood Rallway and the Hawthorne track is with the Mount Hood Rallway have increased materially the past few LA GRANDE, Or., July 5 .- (Special.) -Keeping pace with the precedent in building permits established this year. June has outstripped last June with an

Stirring addresses were made by H.
N. Lawrie, chairman of the Oregon Bureau of Mines; E. Hofer, of the Manufacturers' Association; H. G. Parsons,
of the Central Labor Council; L. J.
Biron, secretary of the Stonecutters'

Union, and others. Boosting Committee Named.

win long-distance-haul freight from the lirst six months of the year, indi-the Central. Western and Eastern cates that they are keeping up pretty states, but of recent years the tran-continental lines coming into Oreyon well in amount, but are showing a de-continental lines coming into Oreyon cided tendency to fall off when con-bave been overcrowded. Furthermore, sidered in the light of the normal the extension of electric lines has been somewhat rapid in the past few years only fair form of comparison to our were quite in favor of building up local freight traffic for these extensions.

Railroads Will Aid.

"To this end, and for the reason that

Railroads Will Aid.

"To this end, and for the reason that the railroads recognize the importance of building up local industry, we are pleased to note that the Southern Pacific Company was granted by the Railroad Commission their request for the reduction of their former rate from Gold Hill to Portland to \$2 a ton on cament produced at Gold Hill, and from Green to Portland a reduction to \$1.75 a lon. Should we encounter any difficulties due to rates that now exist, in keeping the local produce from competition with the produce produced in the Central West, I am convinced that the railroads would be allowed further concessions by the Railroad Commission in the reduction of their rates to meet the requirements of the business. With these assurances it is now largely in the hands of the present owners of quarries to use their initiative in presenting specimens of their stones for a test, and it is to be hoped that there will avail himself of this opportunity.

The dailroads with aid.

The reduction; The remarks we have just made concerning bank in the business situation. The remarks we have just made concerning bank delearings might with equal propriety have been made under the heading of business outlook, for the reason, as we have just explained, that clearings represent the broad trend of business. Continuing our examinations, we find that building operations are falling off, at the commodity prices are showing a steady decline, that comport in the state but will avail himself of this opportunity.

The bound factor: the business situation. The remarks we have just made concerning bank clearings might with equal propriety have been made under the heading of business outlook, for the reason, as we have just explained, that clearings represent the broad trend of business. Continuing our examinations, we find that a distinct that commodity prices are showing a steady decline, that commodity prices are showing in price, that follows that the business situation. The remarks have been made under the have pust examina but will avail himself of this oppor-

"There have been Government tests nade on several of our quarries, but would suggest that inasmuch as they The Pacific Telegraph & Telephone claimed, and at the close of the meeting being the close of the meeting of the country. Later he added a like of the ward of the country of the country

LOW EBB REACHED

Gradual Improvement in Business Is Now Due.

POLITICAL UNREST FACTOR

With Tariff and Currency Reform Questions Out of Way, Renewal of Investment Activity and Strong Bond Market Seen,

Reviewing the trade situation the money and bond markets of the past six months, Spencer Trask & Company, of New York, in their advancsheet received yesterday by Wilfred Shore & Company, say; "The half year now having been com-

"The half year now having been completed, a spirit of retrospection is time.

In We have accordingly made a critical examination of the market position of 16 high-grade bonds of railroad companies operating in widely separated parts of our country, and have found that they have fallen in price to a point where they are now lower than at any time during the past 15 years, with the exception of a short period in 1907, and then only to the extent of a small fraction. This is all the more noteworthy since the period in question represented the height of the panic of epresented the height of the panic of year, when the market value bore absolutely no relation whatever to intrinsic merit, whereas now, with all our troubles, we are far removed om any such condition of stress.

The question consequently presents elf whether bonds whose margin safety is beyond dispute have touched their low point, or if the de-cline which they have experienced so far, and which has been almost unincline which they have experienced so far, and which has been almost unin-terrupted for the past four years, is to go still further before the climax is reached. This question goes to the heart and root of our present economic situation, and for that reason the an-

the indices are that the tendency is at last showing improvement, particularly in this country. For several years our industries had been working at such a rate that early in 1912 the relation of Boosting Committee Named.
A committee was appointed to direct a statewide campaign for bringing Oregon's products and building materials, to the attention of the Federal authorities. The committee consists of J. W. Crossley, of the Portland Realty Board: A. H. Harris, of the Labor Press. S. C. Rasmussen, of the Progressive Business Men's Club; L. J. Biron, H. G. Parsons and E. Hofer.

"We cannot hope to have the Government or state accept the native product unless the product conforms with the prescribed specifications," said H. N. Lawrie, in discussing the subject. "I attribute the tardiness of the stone development in Oregon, first, to the limited railroad extension, and secondly, to the lack of support of public contract which is essential to success in any quarrying enterprise. There seems to have been a lack of civic pride expressed in the erection of public buildings.

"I do not believe that the cates cattablished by the railroads have return."

Industries had been working at such a rate that early in 1912 the relation of the support of the supply of money and credit to the demand, recedit to the object of improving the quality of the supply of money and credit to the demand therefor began to show a decoded the proportion of supply to demand, reached a point a few months ago where something had to happen. This time the banks were forehanded, and particularly the New York banks, by curtailing their loans and increasing their liquid resources, have succeeded in materially proving and strengthening their position. That is a matter of special money in the subject. "I attribute the tardiness of the stone development in Oregon, first, to the limited railroad extension, and secondly, to the lack of support of public contract which is essential to success in any quarrying enterprise. There seems to have been a lack of civic pride expressed in the erection of public buildings.

"I do not believe that the rates catablished by the railroads have return."

public buildings.

"I do not believe that the rates eatablished by the railroads have retarded the growth of the stone industry to any serious extent. Some years ago no doubt the railroads were anxious to win long-distance-hauf freight from the first six months of the year, indicate the control was a serious to the first six months of the year, indicates the control was a serious to the first six months of the year, indicates the control was a serious to the first six months of the year, indi-

the bond market has reached a stage portance of the industry deserves is inwhere, barring untoward events, and considering the very satisfactory yield that can be obtained, the grade of bonds whose margin of safety is ample may be bought with every confidence of proving profitable when present to the industry deserves is indicated by the industry deserves is indicated by the prizes offered by the State Fair Board in the bee and honey department, says H. F. Wilson, professor of entomology at Oregon Agricultural College.

Professor Wilson, who is secretary of

which must be fulfilled, and possesses 13 desirable attributes stated, and which is entirely suited for adoption for the aeroplane service. Orders up to the value of \$290,000 will be given to the makers of engines which fulfill requirements and are satisfactory for use. The orders will not necessarily be confined with a state of the confined w be confined to the prizewinner.

Entrants of competing engines, up to the number of ten, which do not win the prize, but which, in the opinion of the judges' committee, are useful aeropiane engines, will receive \$500 in respect of each opinion.

spect of each engine. The competition will begin on February 1, 1914, and will be held at the Royal Aircraft Pactory, Farnborough, Hampshire. Eentries will be received by the Secretary of the War Office on or before August 1, 1913. Engines of British manufacture throughout, suitable for fitting to zero-planes, are specified, with a horsepower of 90 to 200, with more than four cylin-ders, and weighing not more than 111 pounds per horsepower. Among the desirable attributes specified are light weight, economy of consumption, ab-sence of vibration, smooth running, slow running, slicace, adaptability for starting, freedom fram risk of fire ab-sence of smoke or ejections of oil or petrol, relative invulnerability to small-arm projectics, excellence of workarm projectiles, excellence of work-manship and reasonableness of price. The tests will include two runs of six hours each at full power or throttled down, and short special runs in inclined positions not exceeding 15 degrees. The engines are to be delivered at the factory by January 15, next.

EXTENSION OF SOUTH MOUNT TABOR TRACK PUSHED.

Large Territory to Benefit From Direct Car Service - Property Owners Contribute Funds.

It is expected that the South Mount Tabor extension of the Hawthorne-avenue earling to East Seventy-fourth situation, and for that reason the an-lows Division street to East Fifty-sec-swer, to be correct, must be based on a true appreciation of the forces and nue and turns eastward to East Sev-

CAMPAIGN IS LAUNCHED

CAMPAIGN

CAMPAIGN terial by Government.

--
"In both hemispheres the man with idle money has been suffering from pure satisty resulting from a long revel on completion of the line as it pure satisty resulting from a long revel enters a territory remote from any of new offerings—indeed, from such a other carline. It is about midway be-

Suggestions at Salem.

the object of improving the quality of

NEW PATHOLOGIST NAMED

J. R. Winston Will Go to Hood River Experimental Station.

HOOD RIVER, Or., July 5 .- (Special.)-J. R. Winston, a graduate of the State College of North Carolina and the Virginia Polytechnic Institu-tion and who has received his master of science degree from the Pennsylvania State College, where he had a fellowship in botany, has been ap-pointed plant pathologist of the Hood River County Experiment Station, and ill arrive here about the middle of the try in company with Professor H. S. Jackson, of the pathological department of the Oregon Agricultural Col-

The duties of the new plant pathologist will consist of an investigation of local fungus, bacteriological and diseases and physiological troubles. An especial study will be made of Winter injury, fruit pit, core rot, ap-ple scab and musiroom rot.

BEEKEEPING GETS BOOST

Prizes Offered for Best Products of Oregon Honeymakers.

OREGON AGRICULTURAL COL-LEGE. Corvallis, July 5.—(Special.)— That beekeeping is soon to receive state-wide the attention which the im-