BIG DEALS BOOST PORTLAND REALTY

English Syndicate Buys Large East Side Holdings for $2,500,000.

LAND TO BE DEVELOPED

Other Important Sales of Week Include Whealdon Apartments for $100,000 and Lot on Burnside for $130,000.

What is declared the biggest realty deal of the kind ever closed in the Northwest was terminated Friday when a syndicate of English and Portland investors purchased the holdings of the Oregon Real Estate Company on the East Side for $2,500,000. In view of the location of the property and the high development of a large portion of the holdings, it is doubtful whether there ever has been closed as important a deal on the Pacific Coast.

The buying syndicate has been incorporated and is known as the Anglo Pacific Realty Company. W. J. Burns, resident manager of Balfour, Guthrie & Co., will have charge of the property.

A deal of such a magnitude is considered extremely important, as it indicates that Portland is regarded by English investors as the best place for investments on the Pacific Coast. During the past few months other deals in property in Oregon have been closed with English capitalists involving large amounts of money. Approximately $4,000,000 has been invested in Oregon by Englishmen since the first of the year.

Another feature of this deal that is of unusual significance is the fact that the sale was closed at a time when the financial situation generally has been anything but satisfactory. There has been a gradual "tightening up" of the money market for some time and the effect of this condition has been noticeable more or less in Portland, as well as in other cities on the Coast. The closing of this deal, together with two other substantial sales last week, ought to stimulate realty trading as well as general business to a considerable extent, it is pointed out.

A large part of the property purchased by the syndicate lies on either side of Sullivan's Gulch between the river and East Eighteenth street. Plans are already under way for developing that portion of the holdings into a big warehouse and manufacturing district. About 300 lots along the gulch will be set aside for that purpose. The syndicate will expend about $100,000 in that development.

The negotiations for the sale of the property had been under way for about two years. The deal was negotiated by A. F. Swensson and L. F. Keady.

Negotiations for the property were started in July, 1911, and the first option was given about a month later. Charles Coopey was originally connected with the deal, but after his option expired he was not considered by Mr. Swensson and Mr. Keady as being further connected with negotiations. The first group of capitalists to become interested in the property were San Francisco people, but a misunderstanding between the principals forced them out of the deal. In the Fall of the same year, two different local syndicates agreed to purchase the property, but terms of a satisfactory nature could not be arranged. Later negotiations were started with a group of Canadian capitalists, and at the same time a party of Alaska and Los Angeles capitalists were interested, but each group was advised by disinterested persons to give up the deal, declare Swensson and Keady.

In the following Spring a group of Eastern railroad men inspected the property and were about to close negotiations. They failed to complete the deal. Then, in June of last year, negotiations were started with English capitalists, and after several months' delay, occasioned by a multitude of factors, the English investors agreed to purchase the property. In the meantime other misunderstandings arose between the principals, and it looked as if negotiations would be terminated.

"About that time a representative of the English capitalists arrived in Portland," said Mr. Swensson yesterday. "He spent 10 days here and made a thorough inspection of the property and conditions of sale. He was satisfied in every way and made arrangements with W. J. Burns, of Balfour, Guthrie & Co. to represent the syndicate and to take care of the closing details of the deal.

"On February 27 Mr. Burns, together with myself, Mr. Keady and our attorney, took $100,000 in gold coin in an automobile over to the office of the Oregon Real Estate Company and made legal tender under our contract. This was refused by the owner, C. X. Larrabee. After several weeks Mr. Burns started negotiations for a compromise deal, which, after four and one-half months of dickering, was closed yesterday."

The American Realty Company purchased from E. R. Pitterlkau the Whealdon Apartments, located at the southeast corner of Park and Taylor streets, for $100,000. The building contains four stories and basement and covers ground area 50x100 feet. The building is modern and attractive and was completed about three years ago. The American Realty Company purchased the property as an investment. The apartment-house is now under lease and returns a good income on the investment. With the purchase of this property the company now owns three apartment-houses and a quarter-block which it will improve with an apartment-house soon. The company's aggregate holdings amount to more than $350,000.

J. C. Costello, a Portland capitalist, has purchased from Eugene investors, the parcel at the southeast corner of Fourth and Burnside streets for $130,000. The property has a frontage of 100 feet on Burnside with 80 feet on Fourth street, and is improved with frame buildings. It is Mr. Costello's intention to improve the site with a modern business structure.

Trading in small parcels so far this month has been normal, while activity in acreage and suburban homesites has been satisfactory. Several deals in residence property were closed. Brokers report that newcomers are arriving steadily and that there is an increasing number of inquiries for homes.

OSWEGO LAKE SITES ATTRACT

Brisk Business in Acreage Reported by Aitchison-Allen Co.

"Business is much better with us this Summer than a year ago," said N. H. Atchison, of the Atchison-Allen Company, yesterday. "More than $30,000 worth of small tracts near Portland have been sold by us recently, and many of these sales have been all cash. Property at Oswego Lake is in great demand."

Lake View Villas, the company's suburban lake homesite, on the shores of Oswego Lake, has proved their most attractive property and many of the purchasers are now making permanent improvements on their tracts. Among the recent purchasers in Lake View Villa are the following:

A. Leihammer purchased two acres and a lake shore lot; D. T. Watts, one acre; E. G. Nelson, one acre and a lake shore lot; Blanche Watts, George Lipp, F. F. Thibau, Miss A. R. Kueneke and Lenore Loew, Florence Kruse and H. S. Buhmann each purchased an acre tract; I. A. Ryder, Leslie Seabrook, H. P. Reese, B. E. Blundin, Walter Applegate, F. A. Gaddis, H. H. Rundell, William Hutchison, M. O. Norman, William Gray, J. A. Norman, Dr. E. E. Pajunen, D. H. Williams, Harriet Allen and N. W. Hawn, of Boise, Idaho, each purchased an acre and a lake shore lot.

In addition to these sales on Oswego Lake the firm reports the following sales: Lots 34 and 43 in North Tigardville Addition to C. W. Ross and J. A. Raleigh; lots 6 and 7, Kable Acres at Bonita Station, to A. B. Kastor; five acres in Bonita Meadows, to H. E. Roberts, and a business lot in Oswego to G. W. Prosser.

Chehalis to Pave Busy Street.

CHEHALIS, Wash., July 12.—(Special.)—Paving of the Riverside roadway, one of the main thoroughfares leading into Chehalis from the southwest, will begin next week. A concrete roadway 16 feet wide is to be built; also a new four-foot walk.

MONROE IS ADVANCING

OLD TOWN LEAPS TO FRONT WHEN ROAD ENTERS.

Late Isolated Village Now in Center of Rich District and Has Many Industries.

MONROE, Or., July 12.—(Special.)—The little town of Monroe, which for 50 years or more lay, practically unnoticed, in one of the prettiest sections of Benton County, in the prolific Willamette Valley, is at last coming into its own. Until about four years ago it was an isolated community, with no railroad, and nine miles from the nearest station on the Southern Pacific. Then a logging road was projected from Corvallis to tap the timber wealth of the Alpine hills, and a purse raised in Monroe and vicinity induced the builders to extend a two-mile branch into that village. This gave a more or less satisfactory service until the line was taken over by the Welch interests, with improvement and electrification promised, some two years ago. With the acquiring of the road by the Southern Pacific and its addition to the Portland, Eugene & Eastern system of electrified roads, the star of hope once more rose on Monroe's horizon, with its brightness steadily increasing, and the little old town took on a new lease of life.

Today the rail connection between Corvallis and Eugene is complete, with Monroe as the only town on the line between the two cities, and the working crews are engaged in putting on the finishing touches. A good, new depot is under construction, and in a few days the last spike in the line—a golden one—will be driven here in Monroe, with the usual imposing ceremonies.

Meanwhile Monroe has been up and doing, preparing to take its place among the growing and prosperous young cities of the Willamette Valley. It has a live Commercial Club, with a valuable auxiliary in the Women's Progressive Club. The latter has undertaken the task of co-operating with the new railway company in the improvement and beautification of the new depot ground. It is proposed to convert a portion of the grounds into a pretty park.

Impetus also has been given to Monroe's growth. Many new residences, some of them fine ones, recently have been erected, and several business houses have been projected or are under construction. A sawmill of 50,000 feet daily capacity has been in operation about a year; a large brick and tile factory was built last year and is in full operation. A large roller flouring mill has been doing business for several years and supplies a large part of Southern Benton, as well as shipping its product to Portland, Seattle and other cities.

Monroe still has room for several lines of business. It has two churches, a graded school employing now five teachers; a large schoolhouse recently finished, and a new one, combining recitation rooms and a gymnasium, will be built this Fall.

The town is situated in an attractive and healthy location, midway between the two college towns of Corvallis and Eugene, and only an hour's ride from either, and has no saloons.

More than 1000 acres of the finest fruit lands, within a radius of three miles of the town, have been divided into five and ten-acre tracts for small settlers, and are being taken up by progressive, industrious settlers. Many of these contain orchards of fine, healthy 2 and 3-year-old trees, which have been cared for carefully and intelligently. Many new Scandinavian settlers are among those who have located on these tracts.

Renshaw's Conqueror Still Living.

A. E. Crawley, brother of W. C. Crawley, who was a member of the British Isles team which played in Philadelphia in 1909, has the distinction of being one of the few men living who beat "Willie" Renshaw in a tournament.

BUNGALOW IS ATTRACTIVE IN DESIGN.

HOME OF H. W. HINGLEY ON EAST FIFTY-SECOND STREET.

Among the attractive East Side homes recently completed is the seven-room dwelling of H. W. Hingley, at the corner of East Fifty-second and Tillamook streets. The house is of the bungalow type and is modern in every detail. Among the features are a large fireplace, built-in seats, bookcase and buffet. Besides seven rooms, the house has a large reception hall and sleeping porch. The dwelling was built at a cost of $3250.

OIL PROSPECTS BIG

Petroleum Beds in Harney County Explored.

WELL DRIVEN 1045 FEET

Operators Suspend Work Temporarily but Plan to Exploit Field Thoroughly — Experts Believe District Is Rich in Oil.

Somewhere between the Rocky Mountains on the east, the Cascades on the west and the Blue Mountains on the north is an immense subterranean lake of wealth-producing oil, with accompanying pools of gas, according to geologists who have explored and examined this territory. They can point with more or less accuracy to its approximate location. Several experts have indicated the country between Burns and Vale, in Easter Oregon, as the district where discovery is probable.

"The oil and gas are there," they have said to the people of Oregon. "Go and find it."

In answer to this defi a number of enterprising residents of Eastern Oregon have been trying to find it, but with indifferent success.

Several months ago J. C. Turney and other residents of Burns, Boise and other points in Oregon and Idaho organized the Central Oregon Oil & Gas Company for the purpose of prospecting the ground south of Burns, where the sand formations and the outcropping of rocks gave peculiarly favorable indications. It is in this vicinity that J. C. Gawthorp, a geologist, declares oil will be found. Every outward sign indicates its presence, he says.

Indications Are Favorable.

Acting on the geologist's advice Mr. Turney and his associates have started sinking a well which now has attained a depth of 1045 feet and which already offers sufficient encouragement to the operators to induce them to continue their efforts further.

Last September they secured the services of W. A. Clark, of Marietta, O., an oil operator in that section. Mr. Clark has had experience in every successful oil field of the Middle West. When he came here he intended only to look the ground over for the purpose of determining, in his judgment, whether it contained oil-bearing indications. His early efforts on the property were attended with such indications that he has decided to remain. In spite of obstacles thrown in his way by the pioneer settlers of the district, who, with characteristic contempt for progress, have offered almost constant opposition, he has put the well down to its present depth. His associates in the company have spent $70,000.

Now, they are frank to admit, they have suspended operations temporarily on account of the lack of funds. They are unable to sell stock and have no desire to raise money in that way, they say. They are hopeful, however, of securing the financial aid of some of the big property owners in Harney County, who would be benefited immeasurably by the discovery of oil in that section.

Promoters Are Encouraged.

"I have operated in nearly all the important fields of Ohio, Indiana and Pennsylvania," said Mr. Clark yesterday, "and the indications in the Harney County field are more favorable than they were at any of the other places. I hope to sink this well to a depth of about 2250 feet. If there is oil on the spot we will find it at that depth. But if we get nothing better than the prospects of oil which we have encountered already, I will be justified in continuing our exploration work. There is oil in that country. I don't know how deep we will have to go to get it. The indications are better now than they were at Sistersville, W. Va., at the same depth.

"We have cut two basins of fresh water, but have protected ourselves from it by our casing. Our latest work was through strata or sand, which was heavily saturated with oil.

"Many other circumstances point to the presence of oil. For instance, all the water wells contain petroleum gas. I know of no place where there is gas in the water unless there is also oil."

Mr. Clark points out that the discovery of oil in Eastern Oregon could be of inestimable benefit and advantage to Portland.

FACTORY IS BEING ENLARGED

Furniture Company Increases Capacity—Other Buildings Rise.

The Doernbecher Furniture Company has taken out a permit for the erection of a two-story addition to its plant on East Twenty-eighth street. The building will cost $8500. It will be built at the east end of the present buildings.

The National Realty Company has started the erection of a store building on Sixtieth avenue, between East Forty-sixth and East Forty-seventh streets. The building will cost $8000.

Work of remodeling the Logus building at the northwest corner of Grand avenue and East Washington street has been started by the Portland Realty Company. Recently the interior was damaged by fire. The two upper floors will be reconstructed, so that they will conform to the new building code. Apartments and rooms are being built, taking the place of the halls. The cost will be $10,000.

Depot at Airlie Assured.

AIRLIE, Or., July 12.—(Special.)—A new depot is to be built at Scrafford, on the Southern Pacific track, between this place and Monmouth. A petition was circulated not long ago asking for a station at this point and the request was promptly answered. The depot is to be a flag station, the point at Scrafford delivering more passengers than any other place outside Monmouth on the Airlie line. The Lucklamute Valley farmers also needed better facilities for cream shipping, as a big business is reported at this time of year.

John Day Valley Attracts.

PRAIRIE CITY, Or., July 12.—(Special.)—The John Day Valley has its usual number of Summer visitors. Lured by superb climate and excellent fishing the tourists this year include a number from San Francisco and other remote points.

STEEL ORDERS BIG

Business for First Half of Year Satisfactory.

CAR CONTRACTS SHOW GAIN

Railroads Increase Rolling Stock, but Curb Construction Operations—Marked Reduction in Pig Iron Sales Noted.

Although the railroad companies throughout the United States placed very few orders for equipment the past six weeks, contract for cars, locomotives and steel rails during the first half of the year make a very favorable showing as compared with the business for the corresponding period of 1912. While rail contracts have been sharply contracted, it must be remembered that during the first half of last year rail orders were unusually heavy. Nearly all the large roads touching the Pacific Coast have been adding materially to their equipment.

In the last six months the rail mills have taken orders for about 667,000 tons of standard and light section rails for domestic shipment and for export, while during the first half of last year similar rail contracts aggregated a little in excess of 1,920,000 tons.

The car shops and locomotive works this year have fared better than the rail mills in regard to railroad patronage, and although in the last 60 days contracts for rolling stock and motive power have been relatively light, the total contracts placed during the first half of 1913 were in excess even of the equipment orders placed during the first half of 1912. In the last six months the railroads have ordered about 108,000 cars and 2246 locomotives, comparing with contracts placed during the first half of last year of a little less than 102,000 cars and 1294 locomotives.

The fabricating shops in the last six months took orders for 200,000 tons of steel shapes less than in the first half of 1912, the total during the first half of 1912 having been a little over 550,000 tons, of which the railroads ordered 162,300 tons. During the first half of 1912 the railroads placed contracts for nearly 185,000 tons of structural work for bridges and terminals.

In June the volume of new business for rolled steel products, as noted several times recently, was approximately 60 per cent of shipments, while output and shipments netted approximately the same daily average as in June, the smaller total being due to the one less day in June. It is estimated that all of the steel companies together rolled and shipped somewhat in excess of 2,000,000 tons, while the new orders received aggregated about 1,200,000 tons, indicating a decrease of approximately 800,000 tons in the unfilled tonnage carried on the books of the various companies on July 1 as compared with June 1.

PORTLAND MAY BE CHICAGO OF WEST

Eastern Manufacturer Predicts Wonderful Growth for Rose City.

STRIDES MADE IN 8 YEARS

Remarkable Development Noted in Factory District — Geographies of Future May Put City on Columbia River.

BY A. B. SLAUSON.
(Member of Portland Realty Board.)

"Portland has industrial districts, trackage, wharfage, and unoccupied acreage within a six-mile circle, enough for a great manufacturing city of 5,000,000 population," said a prominent manufacturer of Chicago on a recent visit here. "And from what I know of the wonderful resources of the great undeveloped Pacific Northwest," he added, "and the study of conditions being made by Eastern manufacturers, railroad men and capitalists, the future growth of Portland in the present century will be as rapid as has been that of Chicago in the past."

So much by way of prophecy from an observant Eastern oracle.

Conservative Portland, year after year, witnesses a marvelous industrial growth unmoved, accepting it all as a matter of course, much the same as a fond mother watches the growth of her sturdy sons into full and perfect manhood.

Eight Years Work Wonders.

Only eight years have elapsed since the Lewis and Clark Exposition called the attention of the world to the glorious possibilities of this city and the tributary territory, and what a wonderful industrial progress there has been in that time!

A thickly populated residence lying west of Tenth street for five blocks and north of Glisan for 10 to 12 blocks, has disappeared, and in its place are the terminal yards of one of the greatest transcontinental transportation lines, and over a mile of terminal tracks along Thirteenth and Fifteenth streets is bordered by modern warehouses representing the investments of newcomers or the substantial growth of already firmly established Portland industries.

Still more remarkable has been the change along the waterfront. Three most magnificent modern steel structures have spanned the Willamette in the present decade, and the wharfage facilities have been greatly increased. From Ross Island to Swan Island along the west shore, scarcely an unoccupied piece of waterfront is to be found, and except for railroad property the same is true of the eastern bank of the river.

Plants Move Toward Linnton.

Down the river toward the lumber manufacturing town of Linnton, along the narrow strip of land between the river and the steep western hills that limit expansion in that direction, have been established industrial plants at a cost of several millions of dollars, the most notable being those of the Portland Gas & Coke Company, the Standard Oil, the Union Oil and the Indian Refining Companies, the Monarch Refining Company, the Railroad Machinery Equipment Company, the Wood Distilling Company and the great oil warehouse of Balfour, Guthrie & Co., work upon which was only recently begun.

Sullivan's Gulch, on the East Side, along the line of the O.-W. R. & N. Company's track, is building up with warehouses, lumber yards, planing mills and building supply houses, even out to East Sixtieth street, where is located the five-acre plant of Twohy Brothers, railroad contractors and builders. Along those three miles of track there is still abundant opportunity for other manufactories, all within the city limits, the value of ground varying from $3000 to $100,000 an acre, depending on the closeness to terminal yards and water transportation.

Peninsula District Thrives.

Perhaps the most remarkable industrial development of all in the past eight years is that of the so-called Peninsula district, located along Oregon Slough, a deep-water estuary of the Columbia River. The great plant of the Union Meat Company and the reclaiming of hundreds of acres by filling with sand and gravel taken from the slough, was the beginning of this development, and was rapidly followed by the establishment of a large number of new industries in that vicinity and the platting of many hundreds of intervening acres in town lots.

School geographies have taught the past generations that the great commercial city of Oregon was "Portland on the Willamette," but the geographies of succeeding generations will have it "Portland on the Columbia." How near this is at hand one may readily see from the fact that the United States Government is now providing the funds for dredging a deep-water channel through Oregon Slough.

The cutting away of the forests of Oregon and Washington means more land for the farmer, stockraiser and dairyman, more products for shipments to the markets of the world, and therefore a larger market for home industries in the most prosperous city of the Pacific Coast. No city in the United States affords greater opportunities to the manufacturer and no city ever had greater natural advantages for factories. Undeveloped water power in the mountains near at hand will turn the wheels of factories enough to support that great population which our Chicago friend prophesied we should one day have.

COUNTRY HOMES ARE MODERN

Sleeping-House Is Constructed in Tops of Fir Trees.

HOOD RIVER, Or., July 12.—(Special.)—L. C. Weinheimer, of the Odell district, is erecting a handsome new bungalow on his orchard place. The residence will be modern, with electric lights and plumbing. A spring on the side of an eminence above the place will furnish a gravity waterworks system.

Another handsome new home that has been completed is that of Dr. E. E. Ferguson in the Belmont district. Near his home Dr. Ferguson has improved a park of pine trees. The lawn is kept in the best of condition and in the tops of the pines he has erected a sleeping house of fir logs. It is reached by a spiral stairway and is 20 feet from the earth.

VOTERS DECIDE ROAD ROUTE

Lincoln County Court Will Put Dispute Up to People.

NEWPORT, Or., July 12.—(Special.)—At an adjourned meeting of the Lincoln County Court held yesterday at Toledo it was decided by Commissioners W. F. Wakefield and Claus Luderman to submit the proposed route of the Newport-Siletz Bay road to a vote of the people at a special road election.

The routes in dispute lead from Newport, one along the beach in front of the old Monteray Hotel, and the other up Big Creek and through the woods. The former would make one of the most spectacular drives in the country, owing to the rugged coast line, while the latter would traverse an uninteresting section and would be longer.

The road along the cliffs was surveyed by County Surveyor Z. M. Derrick, assisted by Morris Wygant and B. F. Beazeley. It would join the shell road above Cape Foulweather and would be a bonanza for motorists. The estimated cost of either road is $50,000.

Two Sawmills to Be Built.

CENTRALIA, Wash., July 12.—(Special.)—The Carlisle-Pennell Lumber Company has announced that work on two new mills will start within the next 60 days, the plants to be located on the company's property between the Alpha road and the Newaukum River. Among those interested in the company are J. P. Guerrier and O. O. Ort, two prominent Centralia lumbermen. The company owns many million feet of standing timber, and the building of the mills will mean the opening up of a large section of that particular part of Lewis County.

Irrigated Tracts Sold.

Among recent sales of tracts on the irrigation project between West Stayton and Turner, owned by the Willamette Valley Irrigated Land Company, are the following: Seven and one-half acres to M. I. King, 12½ acres to W. H. Benton, ten acres to W. G. Shearer, five acres to George E. Zoellner and six acres to Julius Grueneklee.

LOCATION IS SECURED

MONTGOMERY, WARD & CO. LEASE BUILDINGS.

Plant at Eighteenth and Upshur Streets to Be Occupied by Mail Order House.

With the leasing of property in Portland last week, Montgomery, Ward & Co. will install at once an independent and separate branch of their business to supply the trade of Oregon, Washington, California, Nevada, Idaho and parts of Nevada. E. M. Ragan, the resident manager of the Portland house, arrived in the city a few days ago from Chicago and will have active charge of the plant, which will be opened for business about September 1.

The company has leased the building formerly occupied by the Carman Manufacturing Company, at Eighteenth and Upshur streets, giving it 80,000 square feet of floor space. As the demands of the business grows this floor area will be enlarged, probably by the erection of an additional building.

The company opened a house at Fort Worth, Tex., two years ago and already has been forced to expand. The only other houses similar to these in Portland and Fort Worth are in Kansas City and New York. Each operates independent of the parent house in Chicago.

"Our object in locating here," says Mr. Ragan, "is to save our customers time. We will be able to handle orders out of the Portland houses the same as we do out of Chicago.

"I have been instructed to employ no one excepting persons living in Portland. We are not competitors of any firm now doing business in Portland. We do no retail business. Our patrons live outside the big cities."

Mr. Ragan declares that the parcel post has not helped the mail order houses and that the argument advanced against the parcel post before the law was passed that it was favored and fathered by the mail order houses was an absolute fallacy. The term "mail order" means that the orders are received by mail. The merchandise—85 per cent of it—is distributed by freight.

Mr. Ragan is a young man and has had a rapid advancement with his employers. Before coming to Portland he held a responsible position in the Kansas City house.

With the acquisition of the Carman building by this concern the district tributary to the North Bank tracks continues its rapid development. Within the last few years many manufacturing and distributing plants have located there. Many others are projected.

LIBRARY TO BE BUILT

HOOD RIVER TO HAVE CARNEGIE STRUCTURE BY FALL.

Contracts Will Be Let So That Construction May Start August 1 and Under Roof by September 15.

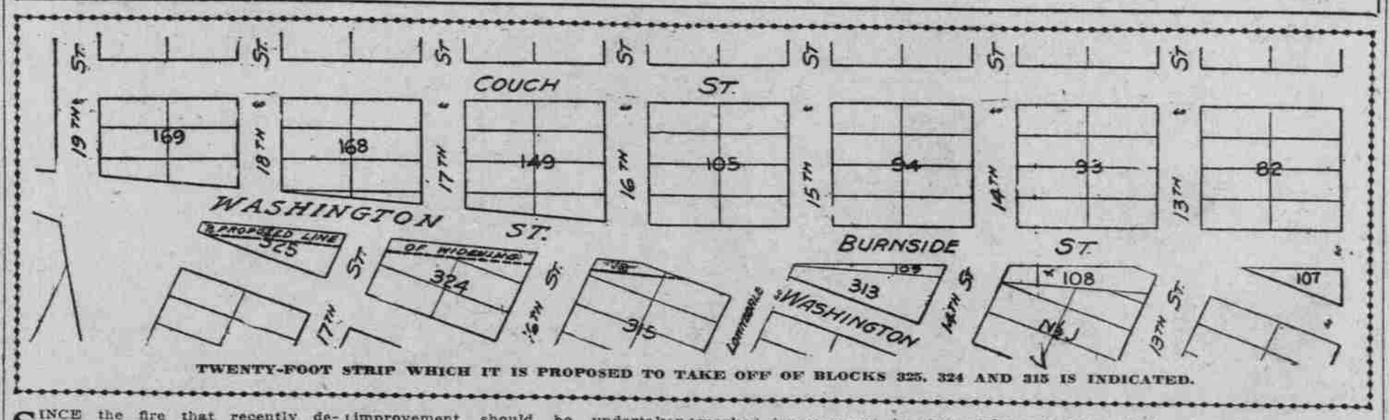
HOOD RIVER, Or., July 12.—(Special.)—Construction work on Hood River's Carnegie building will be begun by August 1, and the contracts for the handsome new two-story structure will contain clauses requiring that it be under cover by the middle of September. The building, according to the architect's plan, will be 52x68 feet. It will be of Old English architecture and made of red "rug" bricks and finished with gray sandstone.

The interior of the building will be conveniently arranged. On the main library floor will be the reference room, the delivery room, reading room and children's room. Adequate committee rooms and class rooms will be provided. On the first floor will be an auditorium which will seat 200 people. It will be fitted with stage and dressing room. One of the features that is unusual for a library building will be the room especially arranged for country patrons, where the wives of the ranchers may come and rest.

The building will be erected on a portion of the lot on which the city residence of E. L. Smith has stood for many years. A grove of the town's most magnificent oaks will surround it. The lot was purchased by popular subscription, each of the four daughters of Mr. Smith, Mrs. J. F. Watt, Mrs. William M. Stewart, Mrs. Elmer Rand and Mrs. O. J. Nelson contributing $200.

WIDENING OF UPPER WASHINGTON STREET IS URGED

Proposed Improvement Between Lownsdale and Nineteenth, Besides Raising Grade Towards East, Would Be Great Boost to District, Declare Interested Property Owners.



TWENTY-FOOT STRIP WHICH IT IS PROPOSED TO TAKE OFF OF BLOCKS 325, 324 AND 315 IS INDICATED.

SINCE the fire that recently destroyed the frame buildings on the quarter block at the southwest corner of Washington and Lownsdale streets, property-owners on Upper Washington street have been agitating the widening of that street from 10 to 20 feet on the south side of the thoroughfare, between Lownsdale and Nineteenth streets. It also has been suggested to raise the grade at Sixteenth street in order to eliminate the Washington-street hill towards the east.

It is pointed out that the proposed improvement should be undertaken without delay or before work on new buildings is started at Washington and Lownsdale streets and at other points in that immediate vicinity. Another reason given for immediate action is that only cheap buildings are at present in line of the improvement and virtually the only expense to property owners will be in the loss of ground that would be included in the widening of the street.

Raising the grade at Sixteenth street six to eight feet, in connection with widening the street, would result in a marked improvement in that vicinity and at the same time would increase property values to a great degree as well as aid greatly travel up and down Washington street, declare interested property owners. It would also be necessary to raise a portion of Burnside street between Thirteenth street and the point of intersection at Burnside and Washington streets. Widening of that part of Burnside street from 10 to 20 feet also would be a big improvement to that district, it is declared.

Washington-street property owners feel that if the street is to continue to hold its position as the leading retail thoroughfare to the west from the downtown district, the proposed improvement must be undertaken as soon as possible. Considerable interest has been taken in the project, and it is expected that a meeting of property owners will be held this week to discuss the question. At this meeting it is planned to draft resolutions to be submitted to the City Commissioners, asking that proceedings be started towards making the proposed improvement.

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