

SULLIVAN'S GULCH TO BE MADE LEVEL

Nearly 700,000 Yards of Dirt
and Rock to Be Sluiced
From Hills.

ROADS BUILDING TRACKS

System of Freight Switches and
Spurs Under Construction to
Warehouse and Factory Dis-
trict at Heavy Cost.

Sluicing down nearly 700,000 yards of dirt and rock, making extensive hills, establishment of a system of freight switches and side tracks and building a warehouse and manufacturing center at a cost of close to \$500,000, are the parts of a gigantic project which will be commenced this week in Sullivan's Gulch by the Anglo-Pacific Realty Company, which recently acquired the gulch property and a part of Holladay's addition at cost of \$250,000.

Surveys and plans for the project have been completed and a contract for the work has been let to the Lewis-Wiley Hydraulic Company, which concerns will move its machinery to the scene as soon as possible and commence operations. A pumping station will be built on the Willamette River to supply the water and a large force of men will be employed to handle the work.

The ultimate plan is to establish a thoroughly modern district for warehouses and factories down in the gulch. To accommodate these buildings the Harriman lines already are in the gulch and the Hill interests are at work on the extension of a line up the gulch from the river to East Sixteenth street.

The project will commence on the large hill which stands in the gulch directly east of the center of the Grand-avenue bridge. This hill will be taken out for a distance of about 200 feet, arrangements having been made for the removal of close to 400,000 yards of dirt in this particular place. The dirt will be sluiced down into the ravines in the bottom of the gulch, bringing the entire gulch up to the level of the Harriman main line tracks.

Depressions north of the track also will be filled in with the dirt from this hill and from the hill on the north of the gulch, which is to be sluiced down also to a distance of about 25 feet back.

Excavations on the south of the gulch will be pushed from the Grand-avenue bridge to Eleventh street, taking out what is now a good-sized hill. East of the Twelfth-street bridge the excavations will be made so as to make the gulch almost straight. This will involve the removal of about 200,000 yards of dirt. The track through the gulch will be straightened from Grand-avenue bridge to East Sixteenth street, eliminating three sharp curves which are encountered by the trains at the present time.

Gulch to Be Made Level.
When the project is completed the entire gulch will be level and will be in shape for the erection of factories and warehouses. Wagon roads will lead down into the gulch at a 4 per cent grade and will be available for all the factory sites. Train switches of both the Harriman and Hill lines will form a network throughout the gulch, leading to every warehouse and factory site in the tract.

The district will be smokeless, the plan of those behind the project being to sell only to factories and warehouses which use electricity or some other form of power which does not require the exhaust of smoke into the gulch or the surrounding country. This feature of the plan is expected to appeal not only to the business men who acquire sites in the district, but to the residents throughout the East Side as well.

The project was planned before the Anglo-Pacific Realty Company acquired the property. Since that time a force of engineers has been busy making surveys of the gulch, running lines, checking up on boundary lines and making estimates of quantities of dirt to be removed. The engineers have been busy with the work for about six weeks and the Hill line has been completed. These have been approved by those behind the project and work is to be started at once and rushed to completion.

Water will be used in tearing down the hills. The huge sluicing machines which were used in Westover terraces will be moved to the scene of operations. The dirt will be carried through pipes over the train tracks to the places where the hills are to be made. The operation will be carried on with the operation of the O. W. R. & N. trains through the gulch and will not interfere with the construction of the branch line of the Hill interests under construction.

It is reported by the engineers on the project that the work will be completed by next spring, at which time the district will be ready for the construction of warehouses and factories. It is said that many deals are pending at present for the erection of buildings.

PRUNE CROP IS PROMISING

Yield is Large and Sugar in Fruit
Adds Much to Value.

DUNDEE, Or., Sept. 20.—(Special.)—Prune pickers have been coming all this week by trains and wagons, and the last lot arrived this morning. Eleven hundred tons of the dried product is considered a conservative estimate of this year's crop in this vicinity. The warm sunshine has developed an unusual amount of sugar in the prunes, which adds to the commercial value of the fruit, while it reduces the time required for drying.

There is an abundance of help, and if the present ideal weather will continue for three weeks longer the entire crop will be harvested and several hundred dollars distributed among the laborers. Boys and girls from 12 to 25 earn on an average from \$2 to \$2.50 each a day.

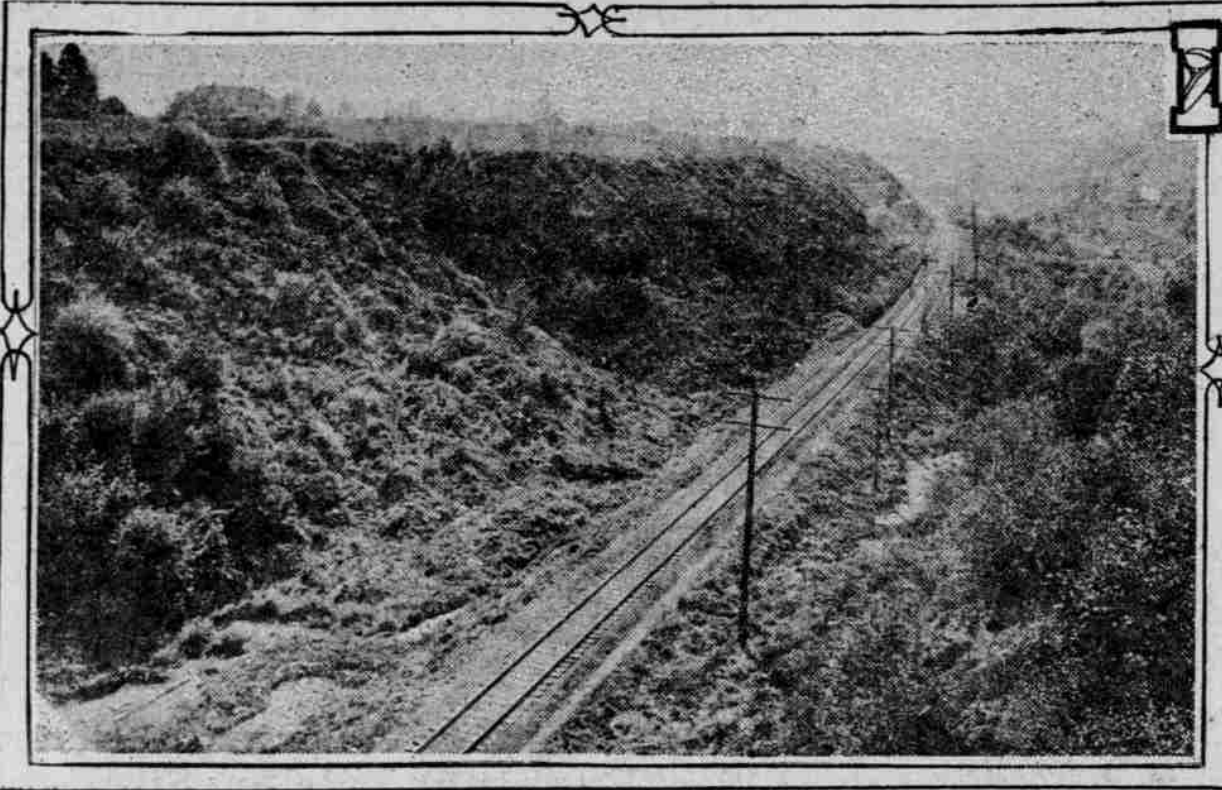
Date for St. Johns Hearing Set.

The State Railroad Commission announced yesterday that it would conduct a hearing into the charges of the St. Johns Water Works & Light Company in Portland, October 2. Residents of the municipality have complained that the charges are too high and the service is not satisfactory.

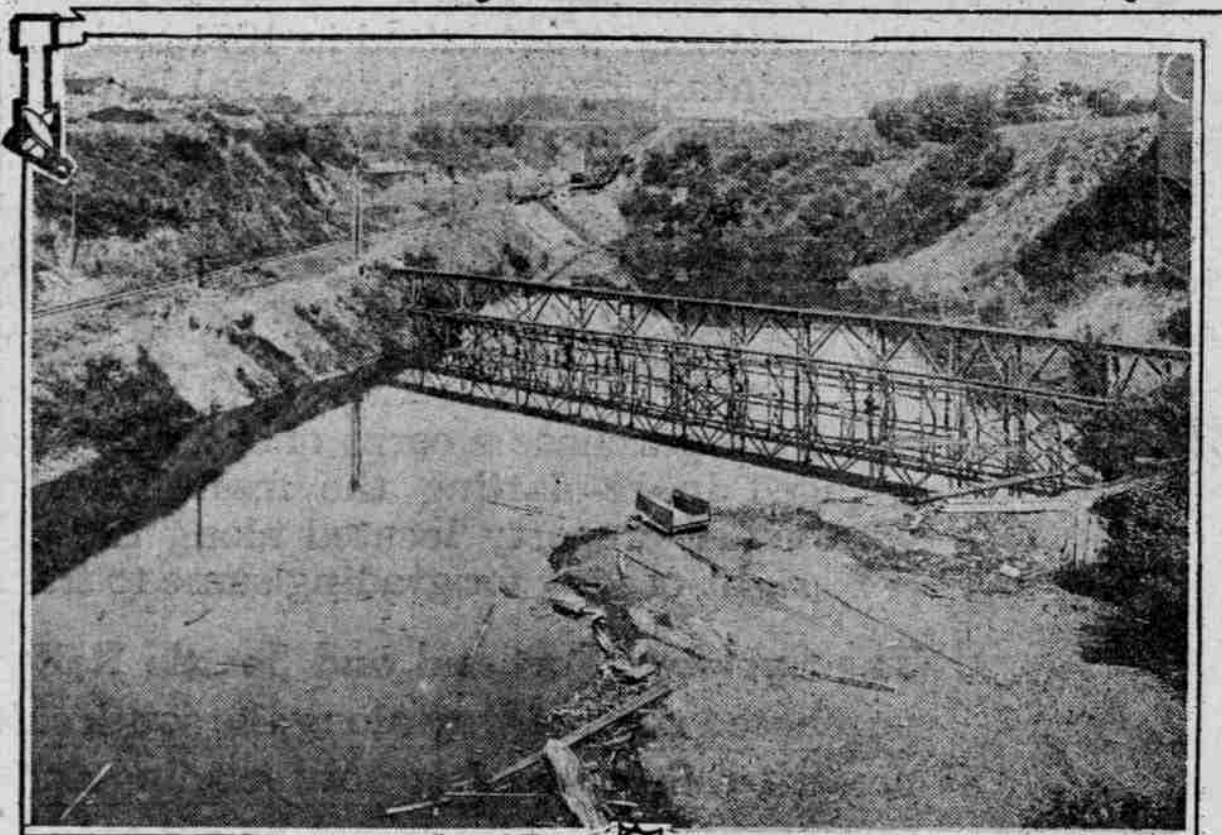
Tons of Prunes Being Dried.

EUGENE, Or., Sept. 20.—(Special.)—Eighteen tons of prunes are being going into the tunnels at the Eugene Fruitgrowers' Association dryer, and nearly twice as many are being cared for at Crowsell's. Practically all of the dried prunes of the country will be sent to the Eugene drier for final grading and for packing. Growers declare the crop is above the average and that the quality of the fruit will be extra good.

EAST SIDE GULCH DISTRICT TO BE IMPROVED.



Sullivan's Gulch Looking West. From 12th Street Bridge



Sullivan's Gulch, Looking East From Grand Ave Bridge

REDMOND REALTY SOLD

ATTRACTS INVESTORS.

City Property and Acreage Deals
Involve \$100,000—Farmers En-
joy Prosperous Season.

REDMOND, Or., Sept. 20.—(Special.)—Activity in the real estate situation in Redmond and surrounding country has been brisk the past few weeks. Among the important recent deals was the purchase of the Redmond Hotel property from Nettie M. Abbott by W. M. Wilson, of Valdez, Alaska. The property has a frontage of 125 feet on Main street and is 100 feet deep. It is improved with a two-story hotel building, containing 45 rooms, and store buildings. The consideration was \$25,000.

Mr. Wilson also purchased the Muma business property at the corner of Main and D streets, the consideration being \$4500. The vacant property lying between the two improved parcels is owned by Mr. Wilson. With his recent purchases Mr. Wilson now owns nearly an entire block in the business section. Mr. Wilson plans to remove the present hotel building soon and replace it with a modern structure.

Recently Mr. Wilson sold about \$85,000 worth of irrigated land, but still owns about 700 acres of alfalfa land. Several other sales were closed within the past few days. The total sales involve nearly \$100,000.

The Central Oregon Irrigation Company has completed its concrete dam at the Deschutes River, at a cost of \$145,000. The main canal for the project north of Redmond has been completed and 35,000 additional acres will be reclaimed.

The crops throughout Crook County are exceptionally good this year. Many

of the farmers are cutting the third crop of alfalfa. The potato yield is large. Farmers have been getting \$1.25 a sack for potatoes. The oats crop also was big. Taking it altogether, the farmers of the Redmond district are enjoying an unusually prosperous year.

HIBERNIANS TO GET HALL

Sum of \$10,000 Subscribed in Week
for Russell Street Structure.

The sum of \$10,000 was subscribed this week toward the erection of a new hall for Division No. 1, Ancient Order of Hibernians, which will be built on the south side of Russell street, between Rodney and Union avenue, where the site was purchased some time ago. The lot was paid for some time ago. It is hoped to start work on the new hall within the next 10 days. The plans have been prepared and call for a two-story modern brick building, with two halls, the larger one being on the upper floor, which will have a floor space of 4875 feet, exclusive of the stage and a balcony.

In addition to the smaller hall on the lower floor there will be rooms suitable for offices and stores. The building will be 50x115 feet. Ladies' Auxiliary No. 1, of the division, has made a substantial subscription. It is planned to have the building completed and dedicated on next St. Patrick's day.

Loans Total \$1,276,935.
Mortgage loans in Multnomah County last week aggregated \$1,276,935. Much of this business was on residences, in the construction of which there has been a lot of activity in the last few months.

The biggest individual item was for \$1,000,000 issued by the Portland Lumber Company to the Detroit Trust Company, of Detroit, Mich., the proceeds to be used in improvements.

The remainder more than a quarter million went into small real estate tracts and building construction.

LITTLE TOWN BOOMING

SUTHERLIN TAXES GROW FROM \$1750 TO \$20,000.

Douglas County Fruit Products
Bring \$2000 a Day—Experiment
Station Wanted.

ROSEBURG, Or., Sept. 20.—(Special.)—The wonderful development possibilities of communities in Western Oregon is well shown in the instance of the little town of Sutherlin. Four years ago, when the Luse Land Company bought this tract, they paid \$1750 a year in taxes. This year the taxes were more than \$20,000. Almost all of this increase is due to the number of Eastern people that have been brought to Oregon.

Three thousand acres are in fruit in this district. The greater proportion of fruit is in several varieties of apples. The Keepfresh plant is working 30 persons in preserving vegetables and fruit. It started early in the season and will work late in the fall.

The Sutherlin fruit plant is an experimental farm under the direction of the Oregon Agricultural College, to experiment on agricultural and horticultural problems before its settlers. State Senator George Neuner has a plan, which he will probably present to the next Legislature. He thinks part of the Soldiers' Home tract in Westburg would make an ideal experiment station.

Fruit products bring Douglas County nearly \$2000 a day the year round and it is estimated this sum in the next five years will be increased to \$5000 a day, as the large portion of the Umpqua orchards are not in bearing.

LAND COMPANY IS SUED

ANNULMENT OF PURCHASE AND DAMAGES ASKED.

Ohio Man Says Hood River Orchard
Company Agent Misrepresented Wasco Tract.

All the representations made by the Hood River Orchard Land Company in securing the signature of T. H. Field to a contract for the purchase of a tract of land in Wasco County are alleged by Field in a suit filed in the Circuit Court against the land company to be false and fraudulent. The contract was annulled and that \$1604.98 paid on the contract, and \$1500 expenses in coming to Oregon from Ohio and expenses incurred on the place be refunded.

Field's complaint recites that he contracted to purchase the land on representations made by agents of the company that the land was planted in the best fruit trees and was a first-class orchard in every respect. He says in his complaint that he has been on the ranch sufficiently long to learn that every representation made by the company is false.

Suit to foreclose a mortgage on a lot in Colonial Heights has been filed against Belle M. Shefflin, George C. Shefflin and G. W. Priest. The amount asked for is \$3885.90, with interest and attorney's fees.

J. H. Hutchinson and J. D. Casey filed suit against J. M. Toomey for \$2425 on a note given over two years ago. The note is secured by a chattel mortgage, which the plaintiffs ask be foreclosed.

Oysters cannot live in the Balto Sea. The reason is that it is not salt enough. They can only live in water that contains at least 37 parts of salt in every 1000 parts of water.

GOVERNMENT WILL MAKE ITS OWN RULE

Difficulty With Architects
Grows Out of Misunder-
standing of Policy.

ROUND ROBIN IS SURPRISE

McAdoo Thinks 5 Per Cent Fee Is
Large Enough; and Does Not
Feel Bound by Decree of
American Institute.

OREGONIAN NEWS BUREAU, Wash-
ington, Sept. 20.—Persons doing business with and for the United States must abide by the terms laid down by the Government; they cannot make their own terms and force them on the Government.

This, in brief, is the explanation of the trouble that recently arose between the Secretary of the Treasury and six of the seven architects who had been invited to submit plans for the construction of the new Portland post-office.

On July 21 the Secretary of the Treasury invited seven eminent architects to submit plans for the Portland building. With each letter of invitation he sent a copy of the "programme of competition" prepared in his office, and approved by him personally, setting forth in detail the terms under which plans were to be submitted, which were stipulated. This protest was signed in typewriter, and was not dated, but telegraphic inquiry established the fact that the protest was genuine, notwithstanding its irregular form, and when this was known, the Secretary directed the withdrawal of invitations to all of the architects who protested.

Those who signed the protest were Doyle, Patterson & Beach, Ellis F. Lawrence and Whitehouse & Foulhouse, of Portland; Bliss & Faville, of San Francisco, and John R. Pope and J. H. Freedlander, of New York. The invitations extended these firms have been withdrawn and will not again be extended; these architects will not again have an opportunity of submitting plans for the Portland postoffice.

The invitation extended to Clinton & Russell, of New York, is still outstanding, and that firm will submit plans later on, it having refused to sign the protest to Secretary McAdoo.

Terms Made by Government.
The withdrawal of the invitations to the six architects first named was based simply and solely on the fact that they protested against the terms of the competition, after having accepted the invitation in the first instance when fully advised of the terms under which the competition was to be held. This, in the judgment of the Department, showed them to be out of harmony with the Government officers having this work in charge, and Secretary McAdoo did not care to have plans submitted by men who were not entirely satisfied with the terms which he himself had laid down.

The ground on which the six architects based their protest were five in number. Primarily, they objected to the fee of 5 per cent, laid down by Secretary McAdoo, on plans for private work, and in years past, on Government work, 6 per cent has been set aside as the architect's fee; that is, 5 per cent of the total cost of the building. On a \$1,000,000 building the architect's fee would be \$50,000 on a 5 per cent basis, as in this case. Secretary McAdoo, who has had a great deal of experience with architects and builders, felt that 5 per cent is ample on Government work, and that the Government should not be burdened with more than the architect, that must, on Government work, be done by the supervising architect of the Treasury.

Moreover, in the commercial field, there are probably as many architects working for a 5 per cent fee as for 6 per cent, and the Secretary fixed 5 per cent for the Portland competition, and so informed the firms named, when he invited them to compete. The American Institute of Architects, it seems, has declared for a fee of 6 per cent, but Secretary McAdoo does not feel bound by the decrees of this association.

The second protest was not having the award, in this case, made by the Secretary. The protestants demanded that all plans submitted in competition be submitted to a jury, the jury, and not the Secretary, to make the award. Under an old act of Congress this practice was followed by the Government, but that act has been repealed. There is now no authority under which the Secretary of the Treasury can employ a jury to pass on plans, and he is specifically prohibited by law from accepting free the services of anyone not in the Government service.

More than that, with the experience he has had in construction work in New York City, and with the advice of the supervising architect of the Treasury, Secretary McAdoo probably feels he is as competent as any jury to pick out the best of six or seven postoffice plans submitted in competition, and he could not entertain the second protest.

Right to Reject All Displeases.
Thirdly, the protestants did not like the condition which reserved to the Secretary the right, if so disposed, to reject all plans submitted. They took the ground that it was to be presumed, from the very invitation, that the architect entering the competition would be competent to prepare proper plans for the Portland building, and that some one of the plans submitted in competition should be selected by the Government. The Treasury Department is able to conceive of a situation in which the plans submitted might be acceptable.

Another protest was against the reservation by the Secretary of the Treasury to remove the successful architect, if any time after work was under way, he should neglect his duties or fail properly and satisfactorily to superintend the erection of the building.

Traveling Expenses Wanted.
The last protest was against the requirement that the successful architect should pay his own traveling expenses out of the fee paid him by the Government.

The Secretary was asked to modify this provision, so that in event the competition was won by a New York architect, or one living other than in Portland, he should be paid actual traveling expenses by the Government over and above his fee. There is authority in the Secretary to regulate the amount of travel an architect might do in connection with the competition, a public building in his charge, and for this reason and for others this protest could not be entertained.

However, in withdrawing the invitations extended to the six signers of the protest, the Secretary of the Treasury did not refer to the details of their complaint; he did not make answer to any of the objections raised to the terms fixed by him to govern the competition, nor did he explain why it would be impossible for him to make the demands made upon him. He withdrew the invitations merely on the broad ground that the protesting architects were not in harmony with the Department. This, he felt, was sufficient, in view of the fact that the terms of the competition were fully understood by each architect at the time he accepted the invitation to enter the competition.

Competition Not Required.
Under the law, the Secretary of the Treasury is not compelled to secure plans for the Portland postoffice from private architects; he may have them prepared, as is usually done, in the office of the supervising architect. It is optional with him to issue new invitations, or to have the Portland design and plans prepared by Government architects. But in view of the earnest demand for early construction of a Postoffice at Portland, a new competition probably will be held, but on the same terms laid out in the first "programme," and as soon as a list of satisfactory architects has been compiled, it is expected that other invitations will be issued. But none will be extended to those architects who could not accept the terms of Secretary McAdoo.

If, for any reason, it becomes necessary to have the Portland plans prepared by the supervising architect, there will be a delay of two years or more, for the supervising architect's office is now swamped with work, and it will be at least two years before work, having precedence over Portland, can be reached. For this reason, the Secretary will make another effort to get plans for the Portland Postoffice under the competitive plan.

Overheard in the Village.
(Washington Star.)
"Jed Tunkins says he's gettin' terrible hard o' hearin'."

"Yes, Jed's always foolin' his wife one way or another, jes' lets her talk on an' goes to sleep."

\$18 LAND NEAR CITY

Farms Near Molalla May Be
Had at Low Prices.

TOWN INVITES CAPITAL

Field of Opportunity Wide Since En-
trance of Railroad and Many
Factories Can Find Suitable
Locations and Conditions.

Over around Molalla where a steam locomotive entered last Friday for the first time, land still is cheap and the country yet is young. The town is only about 25 miles from Portland.

They have some \$18-an-acre land in the Molalla section. It is one of the few places in Oregon with railroad facilities where land is cheap. Of course this \$18 land is not cleared. None of it ever has been farmed. But most of it is tillable. Anything that grows in a temperate climate can be grown there successfully. The only reason it is not now producing is that it has lacked rail connection with the outside world.

Another effective factor in retarding the development of the Molalla country has been the backwardness of this class of citizenry came to Oregon a half-century or so ago when land was even cheaper than it is now. Because it was cheap, he grabbed off all that he could see. Most of it he has yet. But he can't see so much of it now as he could then. It is grown up with underbrush and second growth.

Fertile Land Abundant.
Paradoxically, the fertility of this Molalla dirt has been one of its drawbacks. A man could make a mighty good living for himself and his family on 25 acres. If he possessed 300 acres, then 275 remained idle. The untitled land in that section is almost in that proportion.

A new generation is in the harness over there now. It is a generation of industry and progress. It is imbued with the spirit of the age. This new generation is disposed now to put all this idle land to work. The big tracts are being cut up and sold in small quantities. A premium has been placed on ambitious farmers—and a heavy discount on the speculator. Farmers who want to farm are wanted and wanted badly.

These Portland people who attended the formal entrance of the Portland, Eugene & Eastern Railroad at Molalla last week were thoroughly impressed with the country. Few ever had visited it before. The train always left them miles up the river. Now that regular communication has been established Portland threatens soon to establish close and permanent relations with Molalla.

While interest attaches primarily to the several odd thousand acres of virgin land tributary to the town, considerable attention has been given these last few days to Molalla itself. It is a place of about 560 inhabitants, growing like the proverbial weed, until "The Willamette Valley Line" selected it as one of the principal points of its new electric system it was seldom heard of. It was an obscure back-country village. When the railroad started to build the town started to take on airs and importance. It soon outgrew its own accommodations. Two score new houses have been built this year.

New Industries Needed.
While it is well equipped in the way of an enterprising newspaper—the Pioneer, edited by G. J. Taylor—a number of first-class mercantile stores, a good bank and other modern institutions, it has need for several permanent institutions that will give employment to some of its people. Among the industries that might be classified under a list of "What Molalla Needs," may be included a box factory, a sash and door factory; a flour mill; a milk condensery; a cannery, and several other concerns of lesser importance. A creamery that will make butter of its product also is wanted.

Near Molalla is the only teasel farm in the Northwest. It is operated by George H. Gregory, who formerly engaged in a similar business in New York state. He now has 75 acres devoted to the plant. He ships his crop every year to the Eastern woolen mills. The country around there is particularly adapted to teasel growing. It commands a large price.

Now that the railroad is established the people are going to give some attention to their wagon roads. About 50 per cent of the farmers around Molalla have automobiles. They know what good roads mean and what bad roads are.



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NEW PLANS FOR AUDITORIUM SUGGESTED



PROJECT INDORSED BY EAST SIDE BUSINESS MEN'S CLUB.

Plans for an auditorium to be erected somewhere on the East Side have been prepared by Newton C. Gaunt, under direction of the East Side Business Men's Club, members of which want the City Commissioners to use the money to be derived from the sale of \$400,000 worth of municipal bonds authorized by the city for auditorium purposes, in putting up a building on that side of the river.

It is proposed to erect a building 200x300 feet in size, with a seating capacity of 16,000. A stage seating 1400 people is specified, as are a banquet hall, an art gallery and space for the property of the Oregon Historical Society. The building proper would be four stories high. It is estimated that it can be built for \$450,000. The site would necessarily include two full blocks and the vacation on the intervening street, making the entire tract 200 by 460 feet. That portion not actually covered by the building would be parked.