

NEW SCENIC DRIVE NOW IS ASSURED

Linnton Council Orders Engineer to Get Bids for 11-Mile Boulevard.

PROPERTY OWNERS ASSIST

Chester Moores Describes Advantages of Proposed Hillside Road, Which Will Have Maximum Grade of 4 Per Cent.

BY CHESTER MOORES.

The proposed 11-mile Hillside Drive, from the head of Thurman street, Wilamette Heights, to Glen Harbor Addition, near Linnton, became a certainty last Tuesday night, when the City Council of Linnton elected C. W. Woodruff engineer for the road and ordered him to invite bids for the work.

The Council also granted the 40-foot right of way offered by the property owners along the survey and announced that it had begun condemnation proceedings on a few small strips of land that hinder immediate construction work.

The survey completed some time ago by Mr. Woodruff places the route between the Linnton road and Cornell extension, or skyline boulevard. It runs on a line half or three-quarters of a mile west of the Linnton road and attains its summit when it crosses the Salzman road, where the elevation is 609 feet. The width will be 80 feet.

Fund of \$75,000 Pledged.
An assessment district has been created to pay for the grading and preliminary work, and the property owners have pledged themselves to stand the expense of \$75,000 necessary for this share of the improvement.

The approach to Hillside Drive from Portland is now paved to the head of Thurman street. From there the road takes a northerly course towards Linnton and terminates at the junction of Mount Adams avenue and the German town road in Glen Harbor Heights. By using the Germantown road the Linnton and the Cornell roads will be accessible.

Old Center to Be Reached.
Besides meeting the Germantown road, the new drive will intersect the Salzman road at Willbridge and the Springville road at the head of the hill. The Springville road was first laid out in 1849 and for many years was the only access to the Willamette River from the rich and productive Tualatin Valley.

The name "Hillside Drive" was suggested by E. T. Misch, superintendent of the Portland Park Board. Ultimately it is proposed to turn the new highway over to the park and boulevard system of Portland. In the event of such annexation the width of the road may be increased materially.

EXCHANGE SEEKING MEMBERS.
Builders Arrange Teams for Competition in Increasing Roll.
The directors of the Builders' Exchange, at their monthly meeting Thursday, instituted a membership competition. Three directors—J. J. Franchell, Robert Bullock and Al Bingham—were appointed to arrange the details for and supervise the contest.

CHEHALIS GETS NEW BUILDING
Cohn & Mintzer Will Erect Two-Story Brick Structure.
CHEHALIS, Wash., March 14.—(Special.)—Cohn & Mintzer, a Chehalis second-hand store firm, announced today intention to erect a modern store building on lower Chehalis avenue property which they own.

Fine View Obtained.
From any point along the route, on clear days, a sweeping view is afforded of all the adjacent country, including the City of Portland, the rivers tributary to it and the snow-capped peaks that tower on the eastern horizon—Mount Hood, Mount Adams, Mount Rainier, Mount St. Helens and the Cascade range. Hillside Drive will be a glorious vantage point from which to view the entire city and the surrounding details and color in the Oregon landscape and send them home heralding about the splendor of this local atmosphere. It will compete with the country-known Council Crest as a scenic viewpoint, but it will provide the additional possibilities of movement and latitude. A territory of about 3000 acres will be served by the new road.

At no point will the road exceed more than a 4 per cent grade, but graceful curves will lend variety to the journey. Furthermore, it will free from the smoke and dust of the city and thus avoid an unobstructed view of the immense landscape.

Spaces for recreation will be provided on either side of the driveway, and on the upper side of the right-of-way sufficient room will be reserved for a trolley line. It will set aside additional strips of land for planting the survey for private grounds which they intend to beautify with park improvements.

Maximum Grade 4 Per Cent.
For its entire length the roadway does not exceed a 4 per cent grade, said Engineer Woodruff, speaking of the survey. "The longest continuous grade is one mile and a half, while the average grade is 2.5 per cent."

On all points where unusual views are obtainable wide turns are made on level grades, where automobiles may stop and enjoy a bird's-eye view extending as far as 20 miles up the Columbia River, the boulevard winds back into the ravines and crosses the streams without bridges. Cuttings will provide for the water and fills will be made.

Within the next few years it is expected that considerable suburban development and real estate activity will be apparent along the line of the route. Improvement of country home estates already have been planned. According to Richard Shepard, who organized the property owners and directed the program of work, large sums of money will be expended by the individual property owners in the improvement of the region affected by the new highway.

Individuals Give Assistance.
The property owners and realty companies interested directly in the proposed boulevard are: Percy Blyth, W. J. Gearin, Mrs. Josephine Hirsch, J. W. Cook, Thomas McCusker, H. L. Pittcock, Otto Cramer, L. G. Gillette, E. B. Meneffe, Willamette Trust Company, Oregon Realty Company, James Anderson, James Mackenzie, Salzman Investment Company, West St. Johns Land Company, Regent Heights Realty Company, St. Helens Realty Company and Wilamette Investment Company, all of whom will pay for the clearing of the land and the grading.

J. B. Schaefer, Mayor of Linnton, deserves a large measure of credit for his important help in gaining the sanction of the Linnton Council.

Active work on the grading will commence as soon as the weather clears sufficiently to permit of operations under favorable conditions. This construction work will supply a large force of men with employment for several consecutive months and will provide a market with an immense supply of cordwood to be cut from the timber that abounds in the locality of the survey.

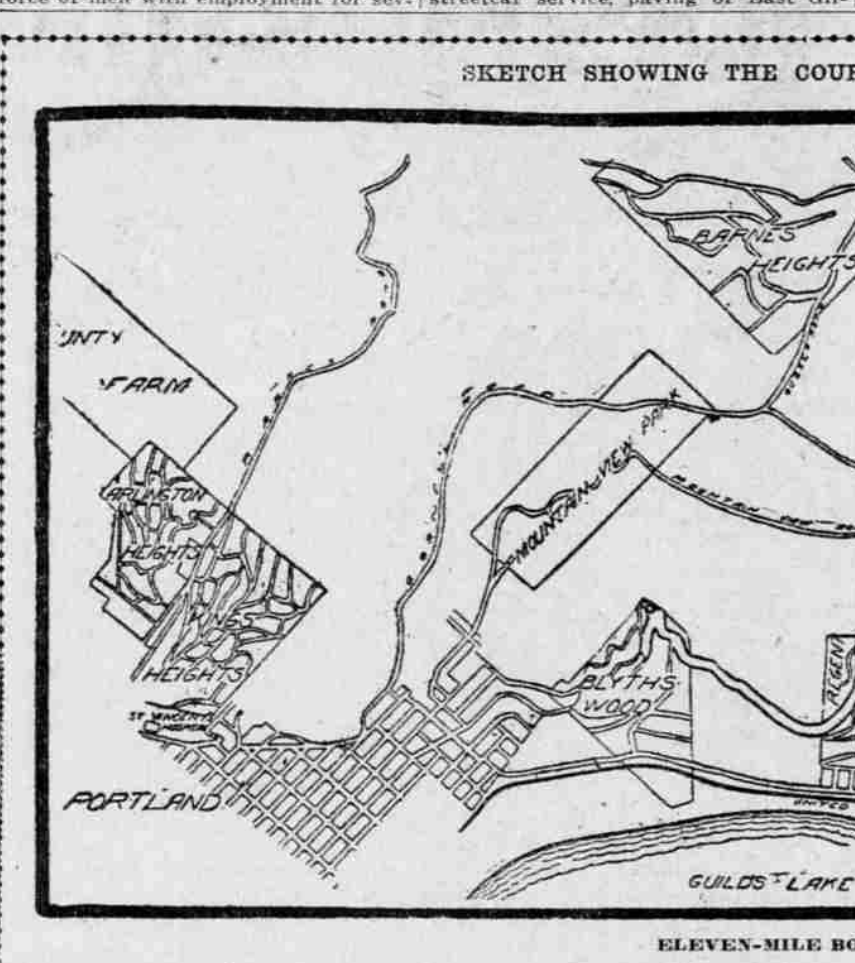
BIG STRIDES MADE BY MONTAVILLA

Sewers, Streetcar Service, Paving Improvements Aid Large District.

SCHOOL WORK IS PRIDE

Residents Await Opening of Streets to Give Easier Access to Busy Sections of City—Further Trolley System Needed.

Extension and completion of the sewer system, improvement of the streetcar service, paving of East Gil-



laid, for which the Montavilla Board of Trade is asking that proceedings be started at once.

Montavilla is considered one of the most prosperous suburbs on the East Side of the river, and one of the pioneer settlements. It extends to and beyond the city limits at East Ninety-sixth street. Nearly all the streets have been improved by grading and laying cement sidewalks, but no hard-surface pavements have been laid, and will not be until sewers have been built.

North and south of East Gilman street there are well-built suburbs, filled with attractive homes. The Jonesmore schoolhouse is located in North Jonesmore, which was built to relieve the Montavilla schoolhouse and provide facilities for the growing district between East Gilman street and the main line of the O. W. R. & N. Settlement has extended northward from East Gilman street until it has reached and crossed the railway and joined the settlement from Rose City Park.

School Grounds to Be Improved.
Montavilla residents are proud of their school and its activities. Under the charge of Principal Wiley, the Montavilla school has taken a high place among the progressive schools of the city. Progressive methods have been introduced into the curriculum, by which the subjects taught are illustrated by views. It has the largest luncheon department of any school in the city. The school grounds on the north side of the Montavilla building have been enlarged by the purchase of a block and the vacation of the street there. It is now desired to improve these grounds so they may be used.

South of the Base Line is the Hudson building, which takes care of that part of the Montavilla district. The extension of the Mount Tabor car line has helped the territory immediately east of Mount Tabor. It runs down on the eastern slope through a well settled section nearly to East Ninety-sixth street. This extension was partly paid for by the property owners and residents, to the amount of about \$14,000.

Extensive Street Improvements are under way south of the Base Line road, and about 75 new houses are under construction. There is no sewerage in this district, and the people are waiting the extension of the last unit of the East Stark street sewer system to provide sewerage.

Montavilla Makes Rapid Growth.
Montavilla residents are hopeful that the Base Line road will be hard-surfaced this year. The Base Line is the central highway into Portland and passes through Montavilla. A considerable business center has been built up along the Base Line road for more than a mile. Several modern garages have been built along the road, and there are many more in prospect.

Montavilla is interested in the opening of East Burnside street, as this will give them a more direct route into Portland. There is a considerable climb and an indirect route into Portland over the Mount Tabor hill and around by the north branch of the Base Line road. The opening of East Burnside street will provide a direct street and easy grades over the Burnside bridge into Portland.

So rapid has been the growth of Montavilla that the street railway facilities have been outgrown north of the Base Line road. A committee of citizens has taken up the matter of extending the street railway north of the Base Line road. This line carries not only the regular traffic, but the travel from the Bull Run suburban line, which runs to the east on East Ninety-sixth street, which at times is considerable, but the overcrowding of the cars is caused by the great growth of the suburb north and east.

From Tabor Heights looking eastward, it seems that a city has sprung up east of Mount Tabor, more than 10,000 having made their homes in that district.

Lot owners in the Brainard Cemetery have formed an association, with A. J. Timan as president and Mrs. D. K. Butler as secretary, the object of which is to preserve the cemetery. This cemetery is on East Stark street, near the Mount Hood depot. There has been a deep cut made on the East Stark side, where the association desires to have a concrete wall built. Many of the lots are now being buried in this cemetery, and it is desired to take care of and beautify the grounds.

Montavilla has made excellent progress especially in the neighborhood of the Mount Hood Railway depot. Some attractive homes have been built in that vicinity. Streets have been improved to East Ninety-sixth street.

MAYS PLANS IMPROVEMENTS
New Hotel and General Store in Prospect for Sawmill Town.

CENTRALIA, Wash., March 14.—(Special.)—Extensive improvements are being planned at Mays, a small town located on the South Bend branch of the Northern Pacific, a mile west of Meskill. B. A. Bartholomew has purchased 750 acres of logged-off lands from the Baker-May Lumber Company and will place it on the market in tracts of an acre or more.

Arrangements have practically been completed for the erection of a 50-room hotel and a new general store, and after their completion the Postoffice Department will probably be asked to open up an office building.

The Northern Pacific recently established a station at Mays, appointing J. C. Dolphin agent. The new line of the Puget Sound & Willapa Harbor Railway will pass directly through the town, a distance of 200 yards from the present Northern Pacific right of way.

Austria-Hungary, which not long ago was able to supply almost its entire demand for grain, has in recent years imported considerable quantities.

COUNTRY LIFE SANE

J. Fred Larson Encourages "Little Landers" of State.

ADVANTAGES POINTED OUT

Commercial Club Secretary Says Agricultural Schools Make It Easy for Anyone to Learn How to Make Lands Pay.

Few, if any, men in Oregon, as private individuals, are doing more constructive work in the promotion of the back-to-the-soil movement than J. Fred Larson, secretary of the Portland Commercial Club and member of the realty firm of Umbdenstock & Larson.

Mr. Larson is a full-blooded optimist and, no matter where you may meet him, you will find him primed to the

opportunity to help himself in the man who works in the city is having a remarkable effect on the development of the country, and the country will continue to grow in proportion to man's desire to provide for the future happiness of his family without the necessity of slaving to the tune of the time-clock and the factory whistle.

"Some day, somewhere, I am going to have a little home in the country. Nine out of ten people say this, believing it will come true."

Centralia Gets Apartment-House.
CENTRALIA, Wash., March 14.—(Special.)—The plans for Centralia's first modern apartment-house, to be erected by the recently incorporated Hub City Building Company, have been drawn by Heath & Gore, Tacoma architects, and work on the structure will be pushed so that the tenants can secure possession as soon as possible.

The new apartments will have a frontage of 40 feet and will be 140 feet deep, being fitted up with all modern conveniences. The cost of the structure will be about \$20,000. N. E. Steinbach, of Tacoma, is president of the company.

Chehalis to Pave Avenue.
CHEHALIS, Wash., March 14.—(Special.)—The City Commission has adopted

ed a resolution to pave the north end of Pennsylvania avenue to the city limits. This will completely pave all of that street and connect it with the main portion of the city with hard pavement, formerly used the cars on the Burnside bridge, but practically all this travel has been lost for the reason the Broadway and Railroad bridges are high structures and the draws do not open very often on either. There is no great gain in time by routing the cars over these bridges, but there is a very great gain when it comes to waiting for the Burnside bridge draw. The Burnside bridge draw opens many times often than do those of the Railroad and Broadway bridges.

Owners Must Act.
East Burnside street stands to lose a considerable portion of the travel of the great Rose City Park district if the Sandy boulevard is not opened into East Burnside street and made a wide street at least between the Burnside and the bridge. Also it remains for the interested property owners to push with energy the opening of East Burnside street to North Mount Tabor, to divert the travel from the Base Line Road into East Burnside street.

It is quite evident that the East Burnside property owners must bestir themselves to preserve in other ways the prestige of the street. They have had no competition before, but they have it now, and it remains with them to push the extension of the street to the North Mount Tabor extension.

Even with the diversion of travel over Oregon street and the Railroad Bridge, the remaining great territory for East Burnside street, but it will require some effort to secure and hold it. The things to do, it is claimed and urged, are the extension of the street to the Base Line Road at Mount Tabor, the extension of Sandy boulevard to a connection with East Burnside street at about East "G", extension of East Gilman street from East Twenty-sixth and East Twenty-eighth, connecting East Gilman with Sandy boulevard, and the widening of East Burnside from East Twelfth to the bridge.

The widening of the street may be deferred for some time, until the other improvements are accomplished, but East Burnside will suffer a costly loss if it delays the other improvements.

The opening of East Burnside is the essential thing, so it is considered, to bring in the travel from the Base Line Road. It is thought as fully important that East Gilman street should be extended and connected with Sandy boulevard.

Street Has Advantages.
East Burnside is central and bound to be a great street in the end, but it is handicapped with a low bridge on which the draw opens frequently, and by the fact that East Burnside is closed for several blocks. The East Burnside-Street District Association is doing all it can to have the street opened and outlet secured, but unless the property owners second their efforts and co-operate with it, the club will not accomplish the desired end. Commissioner Dieck said very emphatically that he was accomplished, but of the property owners through the district through which the street is to be extended before he would start proceedings for the extension. He will prepare the plans for the extension and estimate the cost of the extension, but it is expected that the property owners do the rest in accordance with the property owners whose property would be appropriated for the extension of the street to be opened.

The problem is squarely up to the East Burnside street property owners.

New Addition Planned.
A. M. Pullen has platted his 21-acre place, west of Parkrose, on the Sandy Road, and appointed Scott-Beeley-Deane Company as his selling agents. Sidewalks and water accommodations will be installed at once and full 500 100-foot lots placed on the market. The firm is now building two homes in Rose City Park.

STRUCTURE BUILT AT COST OF \$40,000.
CAMAS, Wash., March 7.—(Special.)—Camas's new high-school building was formally dedicated recently with appropriate services. A short literary and musical programme was rendered, after which addresses were made by members of the local School Board, the County Superintendent of Schools of Clarke County and by local business men. The principal dedicatory address was made by Rev. Luther Dyott, of Portland. Camas is justly proud of its new \$40,000 high-school building, being entirely modern throughout, containing 12 class and recitation rooms, laboratory, assembly room, gymnasium, with baths, and dressing-rooms for both boys and girls; a directors' room and office for the superintendent. It is heated by steam with the latest system for ventilating, and includes other modern conveniences.

NEW HIGH SCHOOL AT CAMAS, WASH., HAS ALL MODERN CONVENIENCES



FACTS AND FIGURES NAIL PESSIMISTIC DOUBTS
Steady Increase in Numbers of Electric and Water Users, in Telephone Subscribers, Etc., Tell Story.
HAVE you heard this and that shout of pessimism busy himself saying that many, many houses are vacant in Portland as compared with other years?
The very next time such remarks are made in your presence nail the misstatements by citing some of the following authentic figures:
The total number of gas supply users in Portland during the last three years were as follows: 1911, 33,492; 1912, 37,424; 1913, 40,429.
Electric users—1911, 25,081; 1912, 33,562; 1913, 35,878.
Water users—1911, 48,805; 1912, 54,481 (1300 of this increase was due to the purchase of the Woodstock Water Works); 1913, 55,992.
Telephone subscribers—1911, 45,285; 1912, 62,918; 1913, 65,256.
Postal receipts—1911, \$1,002,610.74; 1912, \$1,108,474.46; 1913, \$1,182,525.78.
Bank clearings—1911, \$57,933,736; 1912, \$59,187,856; 1913, \$62,818,016.
These figures, gleaned from the actual records in the respective departments affected, by workers in the Portland Commercial Club, were presented to the Portland Realty Board by George P. Johnson. He was speaking optimistically on the subject of "The Outlook," and referred to the above figures as undeniable proof of the steady growth of the City of Portland is experiencing.
And what truer, more unanimous, clearer testimony could be offered? Additional gas, electric and water users; more telephone subscribers mean new residences and new business houses; postal receipts reflect an increase in population, and bank clearings are a recognized barometer of the financial status of every community.
About 400 arrests for counterfeiting are made in the United States each year.

CAR ROUTING FELT

East Burnside Finds It Must Gain by Other Agencies.

NEW WORK IS NOW AHEAD

Re-routing, Due Largely to Fact That Broadway and Railroad Bridges Do Not Have to Open Draws So Often, Inspires Action.

With the opening of Oregon street to the railroad bridge, East Burnside street has been made to feel the effects of competition for East Side travel. The re-routing of the Woodlawn and Alberta cars over the Railroad bridge, by taking them from the Burnside bridge, has still further emphasized this competition. It is the first time East Burnside has encountered any real competition, and the

property owners and business men have been awakened to the effects. The people of the great territory tributary to the Alberta carline, in the Vernon district and the Woodlawn district, formerly used the cars on the Burnside bridge, but practically all this travel has been lost for the reason the Broadway and Railroad bridges are high structures and the draws do not open very often on either. There is no great gain in time by routing the cars over these bridges, but there is a very great gain when it comes to waiting for the Burnside bridge draw. The Burnside bridge draw opens many times often than do those of the Railroad and Broadway bridges.

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ATTRACTIVE RESIDENCE IN IRVINGTON DISTRICT.



HOME OF E. VERSTEEG ON EAST THIRTY-THIRD STREET, NEAR KNOTT.
Among the handsome modern homes in the Irvington district is that of E. Versteeg, on the west side of Thirty-third street, between Knott and Braze. It is a 2½-story dwelling, with a completely equipped attic. The grounds include four lots, 150 by 180 feet in size, and the house has 12 rooms, extensive closets, a spacious sleeping porch, and an eight-foot finished basement. The floors are hardwood throughout. W. H. Downing designed the place.