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

PROPERTY OWNERS ASSIST

of Proposed Hillside Road, Which Will Have Maximum Grade of 4 Per Cent.

BY CHESTER MOCRES.

The proposed 11-mile Hillside Drive the head of Thurman street, Wil amette Heights, to Glen Harbor Addition, near Linnton, became a certainty hast Tuesday night, when the City Council of Linnton elected C. W. Wood-ruff engineer for the road and ordered sim to invite bids for the work. The Council accepted the 80-foot wners along the survey and announced that it had begun condemnation pro-ceedings on a few small strips of land that hinder immediate construction

work.
The survey completed some time ago by Mr. Woodruff places the drive midway 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 600 feet. The width will be 80 feet.

Fund of 875,000 Pledged.

An assessment district has been cre ated to pay for the grading and the preliminary work and the property owners have pledged themselves to owners have pledged themselves to stand the expense of \$75,000 necessary for this share of the improvement. This step was reached several months ago, but it was not until last week that the Linnton Council officially approved the plan. Because of the nature of the Linnton charter, it was necessary for Linnton to accept the road as a city street before the project could be fur-thered. All but about 200 or 300 yards

of the survey at the southern end lies in the prescribed city limits of Linnton. The approach to Hillside Drive from Portland is now paved to the head of Thurman street. From there the route takes a northerly course towards Linn-ton and terminates at the junction of Mount Adams avenue and the Germantown road in Glen Harbor Heights. By using the Germantown road the Linnton and the Cornell roads will be ac cessible. Both these, particularly the latter, are famous for the beautiful scenery which they afford.

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 Whitwood Court. The Springville road was first laid out ply of cord in 1849 and for many years was the only access to the Willamette River the survey. from the rich and productive Tualatin Valley. At this early date in the de-velopment of this state, the little town bor, was an important point. The ship-ping cargoes from the interior country came to Springville in that day and the public docks were located there.

It is expected that the careful of the park and boulevard system of Portland. In the event of such annexation the width of the road may be increased materially. of Springville, located on the present site of Whitwood Court and Glen Har-

distance. This process will cost con-siderably more than an additional \$100.-600. It is possible that macadam treatwill be given instead of paveent, but eventually hard-surface will used for the entire distance and those most vitally interested in the project believe that it would be much cheaper and better to make a short cut to pavement without the temporary installation of a macadam surface.

Original Plan Abbreviated.

The original survey carried the road an additional mile into the heart of the City of Linnton, where a direct con-nection could be had with the Linnton road leading to Portland, but this leg of the crive has been abandoned for the present because of a lack of co-operaamong the property owners along that stretch.

Bull Run water will be provided all along the course of the road. Reservoir connections have been made to supply the property at an elevation of 1000 feet. The gas company also is laying mains for the distribution of its supply in that territory.

The aim of the promoters of the Hill-side Drive is to make this new high-He boulevard one of the country's foremost scenic boulevards. When their property wh plans have been fully developed it probably will be the greatest hillside driveway among the many attractive ones in and about Portland.

Fine View Obtained.

From any point along the route, on clear days, a sweeping view is atforded of all the adjacent country, in-Inding the City of Portland, the rivers 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 delightful vantage point from which to show visitors and tourists the glorious detail and color in the Oregon landscape and send them home herald-ing aloud 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 be free from the smoke and dust of the city and thus avail an unobstructed view of the

immense landscape, Spaces for parking will be provided on either side of the driveway, and on the upper side of the right-of-way suf-ficient room will be reserved for a trolley line. Individuals will set aside additional strips of land skirting 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 over half of the entire distance is on a level grade. On all points where unusual views are obtainable wide turns are made on level grades, where automobile parties may stop and en-ioy a landscape view extending as far as 30 miles up the Columbia River, The boulevard winds back into the ravine crosses the streams without bridges. Culverts will provide for the water and fills will be made."

Within the next few years it is ex-

velopment 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 or-ganized the property owners and di-rected the programme 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. He believes the en-tire district subsequently will be ab-sorbed by Portland and become a valu-

able adjunct to the city. Individuals Give Assistance.

The property owners and realty companies interested directly in the projected boulevard are: Percy Blyth, W. J. Gearin, Mrs. Josephine Hirsch, J. W. Cook, Thomas McCusker, H. L. Pittock, Otto Cramer, L. G. Gillette, L. B. Menefee, Williamette Trust Company, Ore-gon Realty Company, James Anderson, James Mackenzie, Salzman Investment Company, West St. Johns Land Company, Regent Heights Realty Company St. Helens Realty Company and Willalatin Investment Company, all of whom will pay for the clearing of the land and the grading.

J. B. Schaefer, Mayor of Linnton, de-serves a large measure of credit for his important help in gaining the sanction of the Linnton Council. Active work on the grading will com mence as soon as the weather clears sufficiently to permit of operations under favorable conditions. This construction work will supply a large sewer system, improvement

force of men with employment for sev-

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.

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 pioside of the river, and one of the plo-neer settlements. It extends to and beyond the city limits at East Nine-tieth 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 Glisan 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 fa. cilities for the growing district between East Glisan street and the main line of the O.-W. R. & N. Settlement has extended northward from East Glisan street until it has reached and san street until it has reached and passed over 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. It has a new picture plan, 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 the north side of the Montavilla building land, no matter where you may meet the city. The school grounds on the horth side of the Montavilla building land, no matter where you may meet cital.—The streetcar service, paving of East Gli- have been enlarged by the purchase of

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.

him, you will find him primed to the cial.)-The City Commission has adopt- tered any real competition, and the

the opportunity to help himself is here in Oregon, where the percentage of profit per ounce of energy used on a small piece of land is greater than any

where in the world.
"The growing desire for land 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, be-lieving 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 & Gove, Tacoma archi-tects, 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. Steinof Tacoma, is president of the

Chehalis to Pave Avenue.

CHEHALIS, Wash., March 14 .- (Spe.

CAR ROUTING FELT

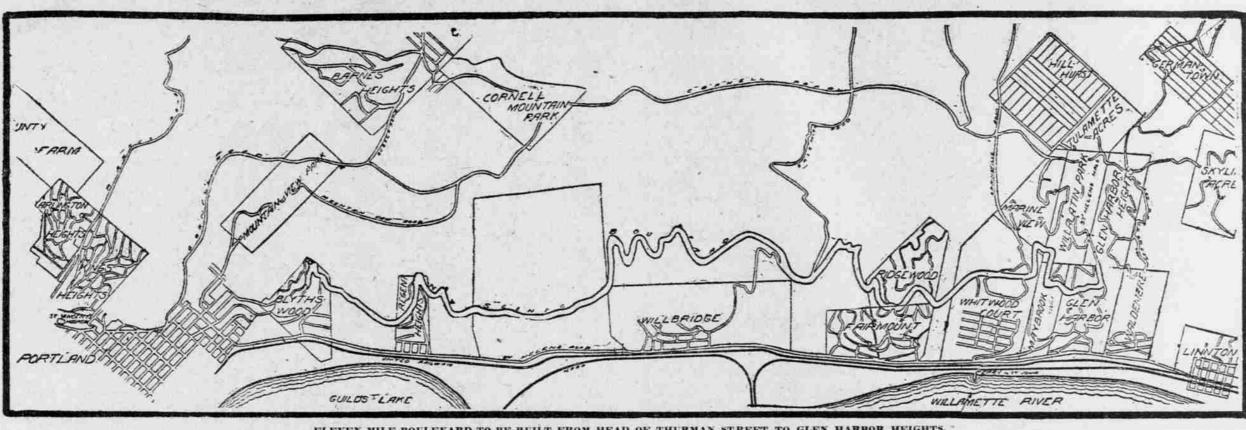
East Burnside Finds It Must Gain by Other Agencies.

NEW WORK IS NOW AHEAD

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

to the railroad bridge. East Burnside street has been made to feel the ef-fects 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 em-phasized this competition. It is the first time East Burnside has encoun-

SKETCH SHOWING THE COURSE THAT THE "HILLSIDE DRIVE" WILL TAKE FROM PORTLAND TO POINT NEAR LINNTON



ELEVEN-MILE BOULEVARD TO BE BUILT FROM HEAD OF THURMAN STREET TO GLEN HARBOR HEIGHTS.

......

ply of cordwood to be cut from the timber that abounds in the locality of

it is proposed to turn the new high

Thursday, Instituted a membership competition. Three directors—J. J. Tranchell, Robert Bullock and Al Bingham—were appointed to arrange the details for and supervise the contest. The entire membership of the organization will be divided into two parts, and captains and assistants will be appointed to manage the campaigness. be appointed to manage the campaigns
of the respective factions. The contest
will open on March 20 and close April
the balance to East Ninetleth street
will open on March 20 and close April
the balance to East Ninetleth street
later in the season. The Montavilla
balance to East Clisson for the side will furnish the winning side, and complete paving of East Glisan street all new members with an evening's en-

Builders' Association was

CHEHALIS GETS NEW BUILDING

Cohn & Mintzer Will Erect Two- sewer system.

Story Brick Structure. CHEHALIS, Wash., March 14 .- (Spe dal.)--Cohn & Mintzer, a Chehalis sec

tertainment within 10 days after the afterwards to Fairview crossroad, close of the competition.

The matter of joining the National tee, with H. B. Dickenson as chairman deferred has been appointed by the club to urge until an adjourned meeting may be the County Commissioners to open Villa avenue, the county end of East Glisan street, to the Fairview road. Another committee from the club was appointed to urge prompt proceedings for the building of the last unit of the

Sewers to Cost \$1,000,000

It is estimated that the sewerage for the Center Addition, North Mount Ta-bor and Montavilla districts will cost cial.)—Cohn & Minizer, a Chenans sectond-hand store firm, announced today intention to erect a modern store building on lower Chenalis avenue property which they own.

The structure will be two stories high, 56 by 60 feet and up to date in every way. Brick will be used.

bor and Montavilla districts will cost upward of \$1,000,000, and more before the laterals have been laid. Although Montavilla property owners have been paying for construction of the trunk tubes, they have no sewerage, and will have none until the last unit of the East Stark street system has been

At the last meeting of the Montavilla Board of trade, it was decided to
ask the City Commissioner to complete
the sewer system for the Montavilla
district, by laying the last unit of the
sawers there. At messent the main of the territory immediately east
of Mount Tabor. It runs down on the
eastern slope through a well settled
district nearly to East Ninetieth street.
The hunger for a small farm and a
self-supporting home is inherent in
every right-minded man. The natural
district, by laying the last unit of the
This extension was partly paid for by
sawers there. At messent the main transfer of the Mount Tabor car line has the land, said Mr. Larson yesterday.

The hunger for a small farm and a
self-supporting home is inherent in
every right-minded man. The natural
habitat of mankind is in the country.
This extension was partly paid for by

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 consid-erable 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 stores.

Montavilla is interested in the open ig 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 Port land over the Mount Tabor hill and around by the north branch of the Base Line road. The opening of East Burn-Line road. side street will provide a direct street and easy grades over the Eurnside bridge into Portland.

So rapid has been the growth of Montavilia that the street railway fa-cilities have been outgrown north of the Base Line road. A committee of citizens has taken up the matter of improved streetcar service over the Montavilla car line. This line carries not only the regular traffic, but the travel from the Bull Run suburban line, which runs to the depot on East Nine-tieth street, which at times is considerable, but the overcrowding of the cars is caused by the great growth of the suburb north, south and east. From Tabor Heights looking east-

ward, 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 Cemeters have formed an association, with A. J. Altman as president and Mrs. D. K. Butler as secretary, the object of which is to preserve the cemetery. This cemetery is on East Glisan street, near the Mount Hood depot. There has been a deep cut made on the East Glisan side, where the association desires to have a concrete wall built. Many the Montavilla pioneers are buried in this cemetery, and it is desired to take care of and beautify the grounds.

Montavilla has made excellent prog-ress, 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 Ninetieth street.

MAYS PLANS IMPROVEMENTS

New Hotel and General Store in Prospect for Sawmill Town.

CENTRALIA, Wash., March 14. 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 Postof-

lished a station at Mays, appointing J. C. Dolphin agent. The new line of the 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 age was able to supply almost its entire demand for grain, has in recent years imported consid-erable quantities.

ping cargoes from the interior country came to Springville in that day and the public docks were located there.

It is expected that the preliminary work of grading the right of way for Hillside Drive will be finished by next October or November, before the usual Fall rains might interfere with a furtherance of the programme. Then, after the grade has been allowed to settle during the Winter, it is planned to hard-surface the road of the distance. This process will cost continuous the monthly meeting distance. This process will cost continuous the midth of the road may be increased materially.

Such annexation the width of the road may be increased materially.

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EXCHANGE SEEKING MEMBERS.

Builders Arrange Teams for Competition in Increasing Roll.

Builders Arrange Teams for Competition in Increasing Roll.

The directors of the Builders Except by the property owners and residents, to the property owners and residents, to the main trunk sewer is being laid on East Glish on East Seventy-fourth street.

Extensive street improvements are into the with the property owners and residents, to the property owners and residents, to the main trunk sewer is the main of about 514,000.

Extensive street improvements are into the Willamette River at the foot of East Stark street. There are several branches of this sever in Center Addition, North Mount Tabor and Montavilla. One branch leaves the main trunk sewer is an artificial one.

This extension was partly paid for by the property owners and residents, to the property owners and residents, to the main trunk is a mount of about 514,000.

Extensive street improvements are in the foot of the Sax Line may be increased materially.

This spent of what is known as the East Stark street.

Extensive street improvements are in the foot of the Sax Line may be increased materially.

The amount of about 514,000.

Extensive street improvements are in the

"Little-Lander" Has Advantage. Through cultivating a little land, the 'little-lander' is not compelled to rely entirely on the butcher, the baker and the groceryman for the necessities of life, but to a very large extent produces them for himself. His garden furnishes him with an abunda vegetables and small fruits. He has access to his eggs and tender young

Having seen the independence health, education and real prosperity that come from the free, direct use of a small piece of land, the operators of interurban lines are doing much to encourage others who feel the, pressure f city life to get into the nearby country, where the gardens may first be made an adjunct to the income and lat-er, perhaps, prove the main source of the income

"A reaction is setting in, and the city people are taking an interest in the country and its possibilities as a home that has not been manifested in years The railroads employ experts to show how a little land can be used to produce a living.

Oregon's greatest assets, and their ex-haustive study of Oregon soils makes it comparatively easy for any man who will to learn how these lands can be used to produce a living and how land! alone is necessary that men may live. "To learn how to use such lands as are available near the cities is a long step in the right direction, and if all the little lands were furnishing a living for someone we would accommodate thousands of families within easy

Facts and Figures Nail

Pessimistic Doubts tendy Increase in Numbers of Electric and Water Users, in Subscribers, Etc., Tell

HAVE you heard this and that shoutpessimism busy himself say ing that many, many houses are vacant in Portland as compared with that these lines be routed over these

other years? The very next time such remarks are made in your presence nall the mis statements by citing some of the following authentic figures:

Electric users-1911, 29,081; 1912, 33,-1913, 36,878.

582; 1913, 36,818.
Water users—1911, 48,809; 1912, 54,-481 (1300 of this increase was due to the purchase of the Woodstock Water Works); 1913, 55,902.

Telephone subscribers-1911, 46,285; 1912, 52,918; 1913, 55,356.

Postal receipts—1911, \$1,002,610.74;
1912, \$1,108,474.46; 1913, \$1,182,535.78. Bank clearings-1911, \$557,933, 1912, \$597,187,856; 1912, \$627,818,010. \$557 933 736 These figures, gleaned from the actual records in the respective departments affected, by workers in the Port-land Commercial Club, were presented to the Portland Realty Board by George F. Johnson. He was speaking opti-mistically on the subject of "The Out-

look," and referred to the above fig-ures as undeniable proof of the steady growth the City of Portland is experiencing.

And what truer, more unanimous, clearer testimony could be offered?

Additional gas, electric and water users signify new residents and new homes; more telephone subscribers mean new residences and new business houses;

postal receipts reflect an increase in bridge. population, and bank clearings recognized barometer of the fir status of every community.

eral consecutive months and will provide the market with an immense supply of cordwood to be cut from the
timber that abounds in the locality of timber that abounds in the locality of the Montavilla district for the survey.

The name "Hillside Drive" was suggested by E. T. Mische, superintendent of the Portland Park Board, Ultimately it is proposed to turn the new high- visit is controlled activities of the Montavilla district for the Base Line is the Hudson building, which takes care of that part of the Connected it with the district for the ensuing year. Also the improvement and preservation of the Montavilla district. The extendent of the Montavilla district for the ensuing year. Also the improvement and preservation of the Montavilla district for the ensuing year. Also the improvement and preservation of the Montavilla district for the ensuing year. Also the improvement and preservation of the Montavilla district. The extendent of the Montavilla district for the Montavilla district for the ensuing year. Also the improvement and preservation of the Montavilla district for the district for the district for the class care of that part of the Montavilla district for the Hudson building, which takes care of that part of the Montavilla district for the class care and the Woodlawn and preservation of the Mount Tabor. It runs down on the self-supporting house is inherent in the local two the Hudson of the Base Line is the Hudson that the Hudson the Hudson of the Base Line is the Hudson of the Hudson the Hudson of the Hudson the class care in the Hudson of the Concrete pavenum with the class care in the Hudson of the Hudson the class care in the Hudson the Concrete pavenum with the class care in the Hudson of the Concrete pavenum with the Hudson 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 oftener than do those of the Railroad and Broadway

bridges. If General Manager Hild takes a vote on the cars as to which bridge the passengers prefer, the result could be Vernon and

bridges. Owners Must Act.

East Burnside street stands to loss considerable portion of the travel of the great Rose City Park district if lowing authentic figures:
The total number of gas supply
users in Portland during the last three
years were as follows: 1911, 33,492;
1912, 37,434; 1913, 40,429.

The total number of gas supply
East Burnside street and made a wide
street at least between East Twelfth
and the bridge. Also it remains for
the interested projectly owners to push
the interested projectly owners to push the Sandy boulevard is not opened into East Burnside street and made a wide 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 ked 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 Railroa Bridge there remains a great territory for East Burnside street, but it will require some effort to secure and 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 boule-vard to a connection with East Burnside street at about East Twelfth' evtension of East Glisan street from East Twenty-sixth and East Twenty-eighth, connecting East Glisan with Sandy boulevard, and the widening of East Burnside from East Twelfth to the

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 Glisan street should be ex-tended and connected with Sandy boulevard.

Street Has Advantages.

East Burnside is central and bound to be a great street in the end, but it handicapped with a low bridge on hich 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 ef-forts and co-operate with it, the club will not accomplish the desired end. Commissioner Dieck said very em-phatically that he wanted the consent of the property owners through the dis-trict through which the street is to be extended before he would start pro-ceedings for the extension. He win 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 securing consent of 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.

place, west of Parkrose, on the Sandy Road, and appointed Scott-Bresley

New Addition Platted.

A. M. Pullen has platted his Ci-acre Deane Company as his selling agents. Sidewalks and water accommodations will be installed at once and full fev 100-foot lots placed on the market. This firm is now building two homes in Rose City Park.

ATTRACTIVE RESIDENCE IN IRVINGTON DISTRICT.



HOME OF E. VERSTEEG ON EAST THIRTY-THIRD STREET, NEAR

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 Brazec. It is a 2½-story dwelling, with a completely equipped attic. The grounds include four lots, 135 by 180 feet in size, and the

house itself covers a space 28 by 38 feet.

The house has 12 rooms, exclusive of a spacious sleeping porch, and an eight-foot finished basement. The floors are hardwood throughout. W. H. Downing designed the place.

Special.)—Extensive improvements are being planned at Mays, a sawmill town located on the South Bend branch of the Northern Pacific, a mile west of the Northern Pacific, a mile west of Meskill, B. A. Bartholomew has purchased 720 acres of logged-off lands from the Baker-May Lumber Company

ice Department will probably be asked o open up an office there. The Northern Pacific recently estab-

rollers without considering them a

"Our agricultural schools are among

ach of local markets.

"The wage-earner should know that made in

CONVENIENCES

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

STRUCTURE BUILT AT COST OF \$40,000

CAMAS. Wash., March 7.—(Special.)—Camas' 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 Superinterdent of Schools and the County Schools and the Co tendent 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, it 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.