

WOULD AROUSE PAVING INTEREST

Charles K. Henry Visited Sound Cities to Secure Information.

LEARNED VALUABLE LESSON AT SEATTLE

Portland Would Do Well to Adopt Some of the Ideas of Her Northern Neighbor Cities—Mayor Will Be Asked to Aid.

Charles K. Henry has just returned from a three-days' trip to Seattle, Victoria and other Sound points, where he made a special study of street paving conditions, with a view to arousing a greater interest in the necessity of more better pavements in Portland.

While discussing his trip and observations with a representative of The Journal, Mr. Henry said:

"We have been given to understand recently that there was a slackening up and quietness in Seattle. It was over there last week on a visit with a view of looking over street conditions, and the method of making streets, now in vogue in Seattle, and while it is admitted that the selling of suburban and wildcat lots has been largely shut off, business men and capitalists knowing that the pushing of wild-cat schemes is detrimental to the city, have frowned down the business to such an extent that about 700 so-called real estate dealers have gone from the city in the past few months; but business generally and the city proper are in a very healthy growing condition—fine buildings being put up, streetcar lines being extended, with an immense amount of street work in progress.

Seattle's Wise Selection.

"Seattle has been wise in the selection of a city engineer, who is not only a capable engineer, but is an analytical chemist, and at the request and expense of the city of Seattle, R. H. Thompson, the city engineer, visited the principal eastern cities, as well as Berlin, London, Liverpool, Manchester and Edinburgh and Glasgow in Scotland, to study up the best methods of making streets in vogue in the different cities of the world.

"On his return he submitted a very full and comprehensive report, accompanied by photos, showing the materials used, and the condition of some of the streets after years of use with the respective materials, with the result that Seattle is now undertaking to make and finish streets before the opening of their fair, costing \$1,500,000, hoping to be able to have one of the best paved cities in the United States.

"The people of Portland ought to realize that the citizens of Seattle are taxing themselves to cut down hills at great cost, in many cases through stone, that is very expensive, but they are bent and determined to have a finely paved city, with the result that property on the paved streets is very much more in demand, and that tenants are seeking quarters on paved streets and freely paying much better rentals in the paved districts, both residence and business. In Portland nature has done nearly everything for us. It is extremely easy to put down streets in this city, if proper care is exercised in the selection of the material for the respective uses, to which the different streets are to be made. One portion of the city would be better with stone block, another with vitrified brick, another with wood blocks, if properly treated and carefully inspected when put down, and the rest with a bituminous or bituminous hard surface pavement, and all of which must undergo the most careful supervision.

"The writer had a pleasant interview with R. H. Thompson, city engineer of Seattle, and has assured that he will come to our city, and give a lecture, covering his investigation of the best street methods of the world, from London and Europe, and Portland would be greatly benefited by his advice and suggestions in that line, and efforts will be made to have Mr. Thompson here some time during this month, which meeting every interested property-holder in the city of Portland should attend. Portland needs to get good streets. We must out of self respect make an earnest effort to properly pave and clean our streets.

Beautiful Streets.

"A brief visit to Victoria, proved very interesting, as there the streets are beautifully cleaned and well-paved. There the property owners make the streets and the city keeps them up. The moment a depression or hole appears in any pavement the city's cart loaded with finely-sifted, crushed rock, the latter being done by the prisoners, is immediately applied to any hole or rent in the street, so that the pavement is kept smooth at all times. Besides the street-sweeping machine, they have men with small carts to keep the droppings removed from the streets during the day-time, so that it is at all times clean. They have a number of very attractive features, over there, in addition to the street cleaning and paving system. Their method of taxation is more fair than ours in that, while the property is assessed at full value and the improvements at full value the taxes on the real estate are based on the full value and on the improvement at only half the assessed value thereby putting a premium upon building and improvements, instead of fining and punishing, as we do, under our system. Their streetcar system, which is very good, presents some fine features.

NEW HIGH RECORD FOR BASE LINE ACREAGE

A new high mark was reached last week in the price of acreage on the Base Line road east of Montavilla. G. G. Farman purchased 18 acres on the south side of the Base Line road about two miles east of Montavilla, paying \$10,000 for the holding. This is at the rate of nearly \$500 an acre.

SUNNYSIDE RESIDENCES BRING GOOD FIGURES

Sales of two modern residences in Sunnyside have just been closed. George C. King purchased from W. B. Braden a house and two lots at the southeast corner of East Thirty-second and Belmont streets for \$4,000, and O. A. Moe bought a house and lot on Hawthorne avenue near Sylvan avenue for \$3,450. The property was owned by C. W. Hall.

METHODIST CHURCH SOUTH UNION AVE AND MULTNOMAH ST.

nickle or transfer. This relieves the conductor from the vexation of making up his account, as he simply hands in the stein-like receptacle to the office, containing the fares paid in by the passengers themselves. Also their system of transfers is simplified, for, instead of giving a number of transfers, as may be required, they punch on the end of the transfer, good for one or more, as the case may be.

"The Victoria streetcar system exercise care in having cars kept clean, and also give very low rates, as compared with the Portland rates—giving school children 10 tickets for \$1.00 or four cents per ride, between the hours of 6 to 9 a. m. and 5 to 7 p. m., eight tickets for 25 cents, or six for 25 cents to all comers, and 15 tickets for \$1.00 or four cents per ride, if bought at the office. Remember that this is in a city of 30,000 population. Why should not Mr. Fuller, with a population in this city of over 175,000, give as good rates?

Attractive Appearance.

"They have made a great effort to make a beautiful sea-wall of stone and granite along their water front, giving it a very attractive appearance. Facing this are the beautiful parliament buildings erected of stone, and also the new magnificent Empress hotel built by the Canadian Pacific railway, which, when finished, will cost about \$2,000,000. This is built by the railroad company, in order to attract tourists to that city. Imagine for a minute the Harriman system building any such hotel in our city to attract the people to this city, and as a means of getting traffic over their line or lines.

"A visit to Tacoma, Seattle or Victoria will make any right-minded person of Portland ashamed of our miserable streets, and the terrible condition in which they are kept. There should be an organized effort on the part of all interested property-holders to have our streets improved by districts, under the new law, from the river back on both sides, with a hard surface pavement, and then see that the streets are properly kept clean. While some of our people object to the cost of the good streets, it is much cheaper in the long run, as I am informed by Alex. Donaldson, superintendent of the street-cleaning system of this city, that it cost \$6.40 per mile to clean the hard surface pavement in our city, as against the cost of \$41 per mile for cleaning the gravelled streets.

"Mr. J. C. Ainsworth, who was also on a recent visit to Tacoma and Seattle, and I, compared notes on our observations in those cities, and together with I. W. Lang propose to wait upon Mayor Lane and see if it is possible to have some concerted action on the part of the city toward getting a comprehensive street improvement plan under way in this city.

OLD BUILDING IS BEING REMODELED

Pelton Holdings on Glisan Street Soon to House Retail Dealers—Expenditure of \$10,000.

D. C. Pelton is expending about \$10,000 in remodeling the old Willamette Iron Works building on Glisan between Third and Fourth streets. The entire building is to be overhauled, new floors put in and a solid glass front extending the full length of the Glisan street side. The building is to be converted into retail store rooms, a number of which have already been leased.

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PARK ST. LOOKING NORTH FROM MORRISON ST.

CONCRETE USED BY THE ANCIENTS

Modern Buildings Erected in Portland Show Great Beauty of Design.

QUESTION UNSETTLED IN CALIFORNIA

In Los Angeles and San Francisco the Added Strain of Earthquake Shocks Must Be Reckoned With in Construction of Skyscrapers.

The question of the value of reinforced concrete as building material is a live topic of discussion among the trade journals and newspapers of California. While Portland builders have settled in their own minds that a concrete building 10 or 12 stories in height is as safe and enduring as the "rock of ages," San Francisco and Los Angeles builders are still discussing its merits and demerits, some contending that a steel skeleton encased in concrete or terra cotta will withstand earthquake

and fire much better than a solid concrete building, and others insisting that the reverse is the case and point to the old Palace hotel, the concrete walls of which stood the shake-up a year ago much better than did any other of San Francisco's big buildings.

A building expert has the following to say on the subject in a recent issue of the Los Angeles Times:

"Plain concrete has been used for thousands of years most successfully as building material. It has withstood both fire and earthquake better than any other known material. It has stood these tests better than natural stone of any kind.

Stand Up Against Earthquake.

"Good concrete will stand fire and earthquake better than either granite or marble. It will stand the earthquake very much better than either stone unless the walls are made of such huge thickness as to be economically impossible."

Captain John S. Sewell of the engineer corps, United States army, was sent to San Francisco after the fire and quake last year to study this question and report to the war department the result of his observations. In his report, Captain Sewell says:

"From the effect on fortifications and from the effect in monolithic and massive concrete structures elsewhere, it seems justifiable to conclude that a solid monolithic concrete structure of any sort is secure against damage in an earthquake country, unless it should happen to lie across the line of slip; in that case the damage would be an unknown quantity, depending entirely on the amount of the slip and the intensity of the forces accompanying it."

Withstood the Earthquake.

The San Francisco Call, in discussing this report of Captain Sewell's, points to the Crystal Spring dam. This structure is 80 feet high, of concrete construction, built right on the line of the earthquake fault last year and shows not the slightest injury. The huge structure stands today as solid as the everlasting hills.

This is probably the very strongest testimony in favor of concrete, as the most effective material for structures which are likely to be subject to earthquake shocks.

A number of the leading architects of San Francisco have taken up somewhat of a campaign against reinforced concrete construction. The basis of their contention is that this material does not lend itself readily to artistic effects, and as a result the concrete buildings going up in the burned district in this city are said to have a mean appearance, suggesting that they were thrown together hastily, without the slightest regard for the artistic possibilities of the material.

Attacks the Critics.

A writer in the Los Angeles Times vigorously attacks the San Francisco architects on account of the views they are said to entertain with reference to reinforced concrete construction. "This view is in a double sense a misconception of the edifice they are put-

ting up. At the present time an in-artistic city is a city whose right to exist may be pretty vigorously attacked. The whole trend of the business industries of the time is toward more artistic effects.

"The bald plainness of former days will be tolerated no longer in municipal construction. The American people are rapidly developing a taste for artistic effect, and this sense will not be denied. The history of architecture in southern Europe, from Athens and Corinth 2,500 years ago, to Genoa and Paris of today, is intimately connected with concrete as a building material.

"To a very large extent the temples of ancient Greece, Naples, Syracuse and Rome were of concrete structure. They have not only proved their lasting qualities, but have shown how readily they lend themselves to artistic effect."

Danger in Height.

The one element of danger that architects and builders very generally agree upon, relative to concrete construction, is that of running this class of buildings too far into the clouds. There is too much theory and too little experience as to the amount of strain these structures will endure.

The only cases on record where reinforced concrete has failed to meet expectations are those where the structures were run up more than 15 stories, and even then the failure was attributed more to faulty material than bad construction.

Tests Have Been Severe.

Concrete construction has been put to some very severe tests in different parts of the country within the past year or two and has invariably proved its great value from every standpoint.

About a year ago the National Fire Proofing company of Chicago made a test by fire, load and water upon three reinforced concrete columns in that city. These columns were submitted to a temperature of between 1,500 and 1,600 degrees Fahrenheit and kept under that test for as long as five hours. After this water was applied to the columns. This developed some barely perceptible longitudinal cracks, but otherwise was of no effect. In the

load test, loads ranging as high as 167 tons were applied to the columns. A column under 1,500 to 1,600 degrees Fahrenheit for three hours loses 75 per cent of its load-carrying strength.

A column protected by a three-inch porous terra cotta tile submitted to a temperature of 1,500 to 1,600 degrees Fahrenheit lost none of its original strength. Tests like these are exceedingly valuable. They seem to establish the fact that where a reinforced concrete column is protected by hollow tile, it will not only bear any ordinary weight ever likely to be placed upon it, but may be subjected to an enormous heat for a period of several hours without losing any of its load-carrying strength.

AFTER HOSPITAL FOR CONTAGIOUS DISEASES

The McIntyre home, comprising four acres, located on the O. W. P. line, between Portland and Oregon City, has been purchased by Sister Mary Theresa, O. S. B., who is raising the funds necessary for the erection of a \$50,000 children's hospital and home on the property.

Europe's Lightest Queen.

From Tit Bits.

Who is the lightest queen in Europe? This distinction belongs to the Empress of Russia, who only turns the scale at nine stone.

The queen of Holland is but a stone heavier, while the queen of Rumania and Queen Sophia of Sweden are respectively seven pounds and five pounds short of eleven stone. The queen of Greece is the heaviest royal lady in Europe, her weight being 12 stone 4 pounds, just eight pounds more than that of the queen of Portugal.

MARKELL BUILDING GOING UP AT UNION AVE AND EAST MORRISON ST.

SIXTY PER CENT INCREASE IN VALUE

Property on Which Crane Company Will Build Enhances in Value.

A striking example of the marvelous increase in values of Portland property is found in the half block on Irving street, between Thirteenth and Fourteenth streets recently purchased by the Crane company, and on which it is proposed to build a six-story business house. This property was sold to the Crane company by M. Letter and L. C. Palmer for \$50,000.

ST. JOHNS PROPERTY ACTIVE LAST WEEK

Number of Single Lots Sold, Two of Which Were for Good Amounts.

An active movement in St. Johns property was on last week and a large number of single lot sales were reported.

W. E. Knight purchased from W. C. Francis two fractional blocks in North St. Johns for \$4,000.

M. L. Holbrook sold C. T. Gould six lots in Walker's addition, the consideration being \$5,000.

IMPORTANT DEAL IN WAREHOUSE DISTRICT

The only deal of importance in the North Portland warehouse district closed during the past week was the purchase by C. E. Grellis of the quarter block at the northwest corner of Fifteenth and Johnson streets. The property was owned by Henry S. Allen and associates and was sold for \$20,000.

GRESHAM ACREAGE BRINGS GOOD PRICE

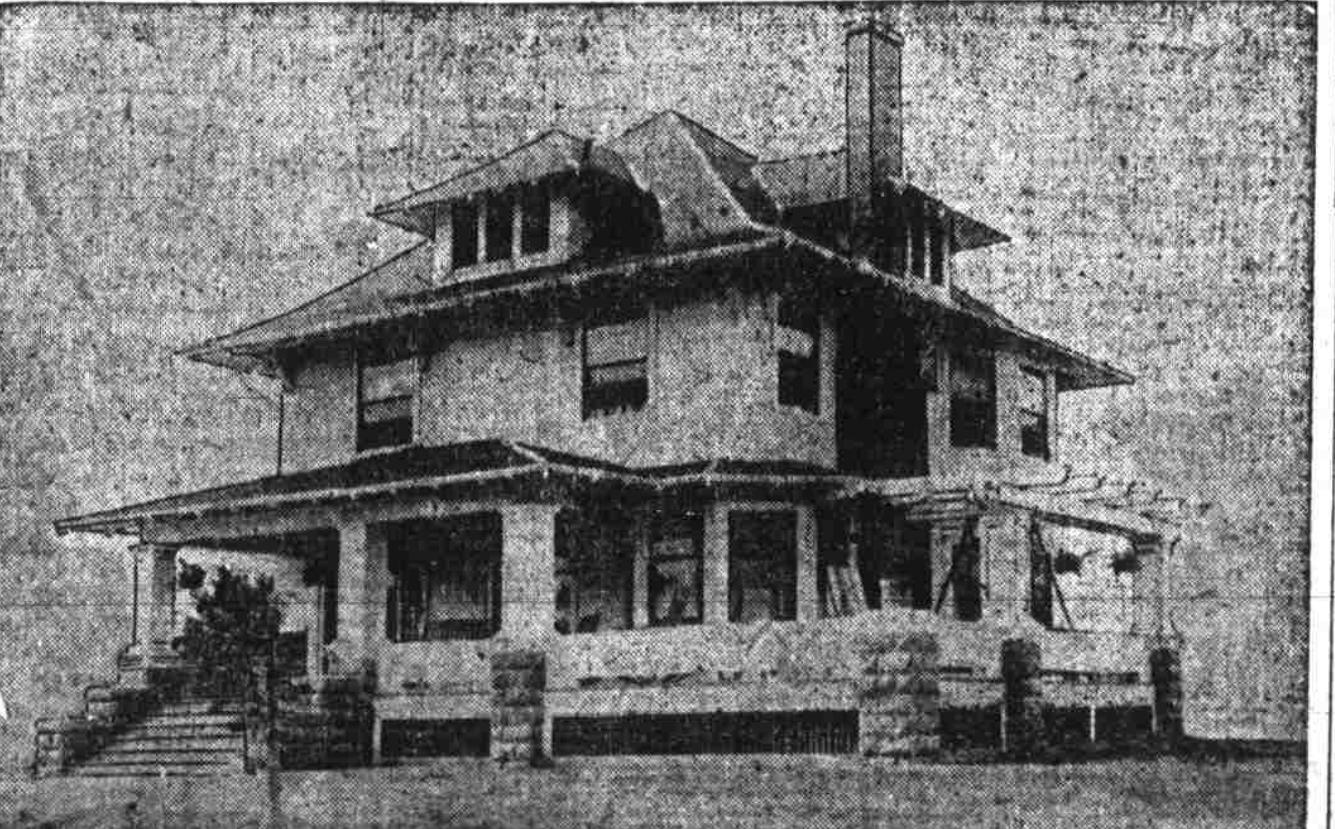
H. V. Whitney has purchased from Charles Cleveland 40 acres near Gresham for \$6,000, or at the rate of \$150 an acre.

This land was selling one year ago at the rate of \$50 an acre, and not in active demand at that figure. Within the past year several hundred acres of the elevated plateau around Gresham have been taken over by Portland residents with a view to converting the holdings into country homes. Several attractive residences have been built in the district since the movement began.

GOING EAST

S. M. McElroy Sent To Buy Clothing For Robinsons & Co.

S. M. McElroy, for many years clothing salesman in the establishment of A. B. Steinbach & Co., left Saturday for New York City to personally direct the manufacture of a line of clothing for Robinsons & Co. of this city. Mr. McElroy will return September 1, to take charge of the clothing department which Robinsons & Co. will then install.



Residence of W. J. Hofmann, 325 Hancock Street.



Impassable Condition of College Street Between Third and Fourth.