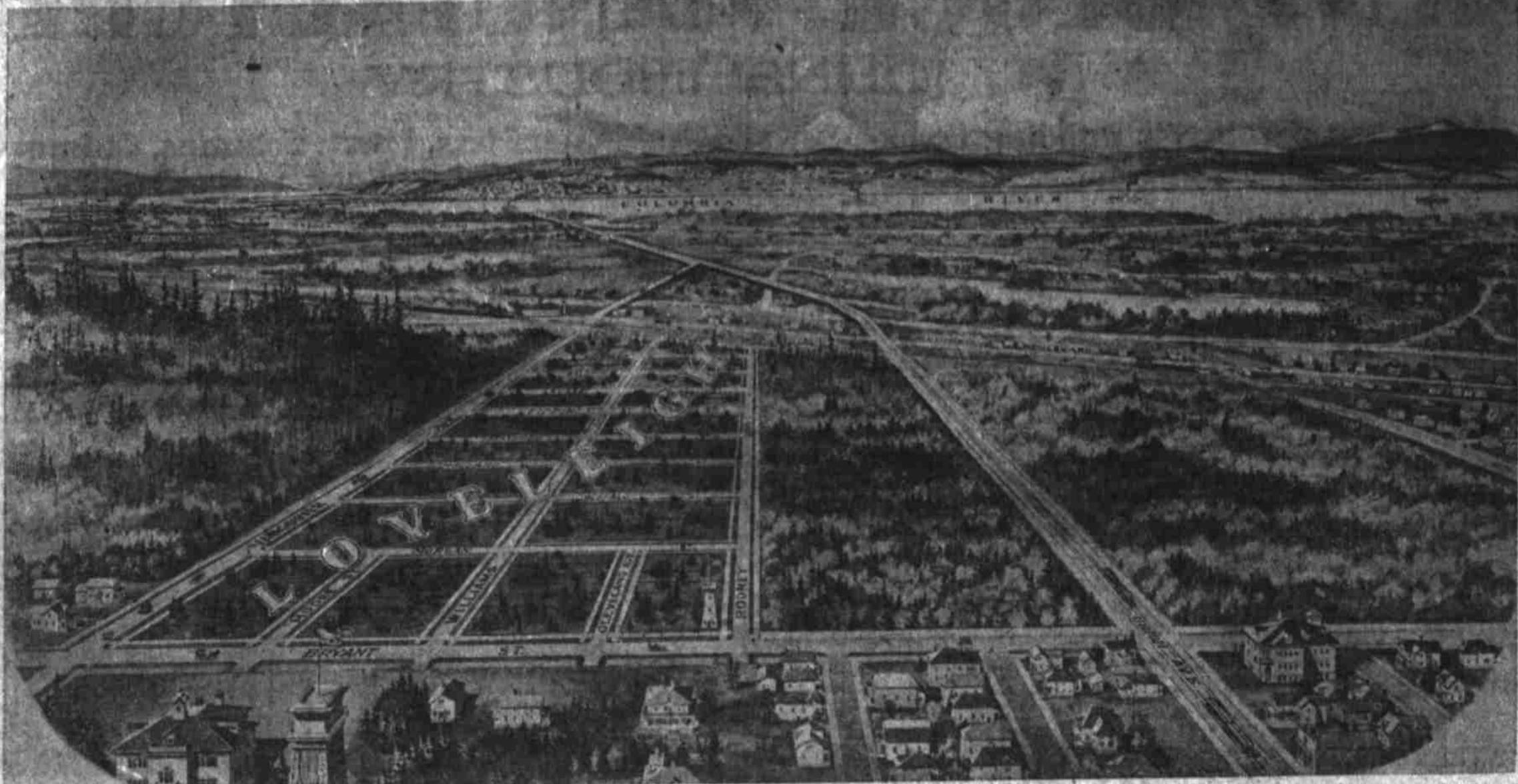


LOVELEIGH=THE SCENIC ADDITION

Loveleigh Is the Spot

WHERE the greatest rise in value on the Peninsula will occur when the Swift Packing Plant is completed.

Wake up and buy NOW in LOVELEIGH before the Swift Packing Plant is finished, and be in on the ground floor, and then sell after the plant is running, at double what you paid—that is the way to make money; others do it.



48 Lots Sold in Past Two Weeks in Loveleigh

If this keeps up the number of lots at these prices will soon be gone. Better make your selection today.

This beautiful panoramic view will be seen from every lot in "LOVELEIGH." LOVELEIGH is rightly named. One of the most beautiful views is had from the OBSERVATORY (which we have erected on this addition) of the majestic mountains of St. Helens, Adams and Hood. If you will take a little of your monthly earnings and put them in lots in LOVELEIGH, it will pay you, for in a short time what the wise man knows now the whole public will know, and it will be too late then for bargains. Buy all you can—but not a dollar's worth more. USE YOUR BEST JUDGMENT. Unlike other tracts of land that have been platted, we are preserving nice young trees of Fir and Cedar on the lots.

BUILDING RESTRICTIONS, BULL RUN WATER AND GRADED STREETS FREE TO BUYERS

New Catholic school and Woodlawn school only two blocks from this addition.

Prices \$450 to \$600 Per Lot=\$10 Cash and \$10 Per Month

INSIDE LOTS \$450, \$500, \$550—ALL CORNER LOTS \$600

Take Vancouver or Woodlawn car at Second and Washington streets. Get off at Woodlawn schoolhouse and go two blocks west.

Agent on Ground—Phone M 1743 A 1743

BRONG-STEELE CO. 110 Second St.

MUCH STREET WORK UNDER WAY

Peninsula District Tackles Problem of Securing Better Thoroughfares.

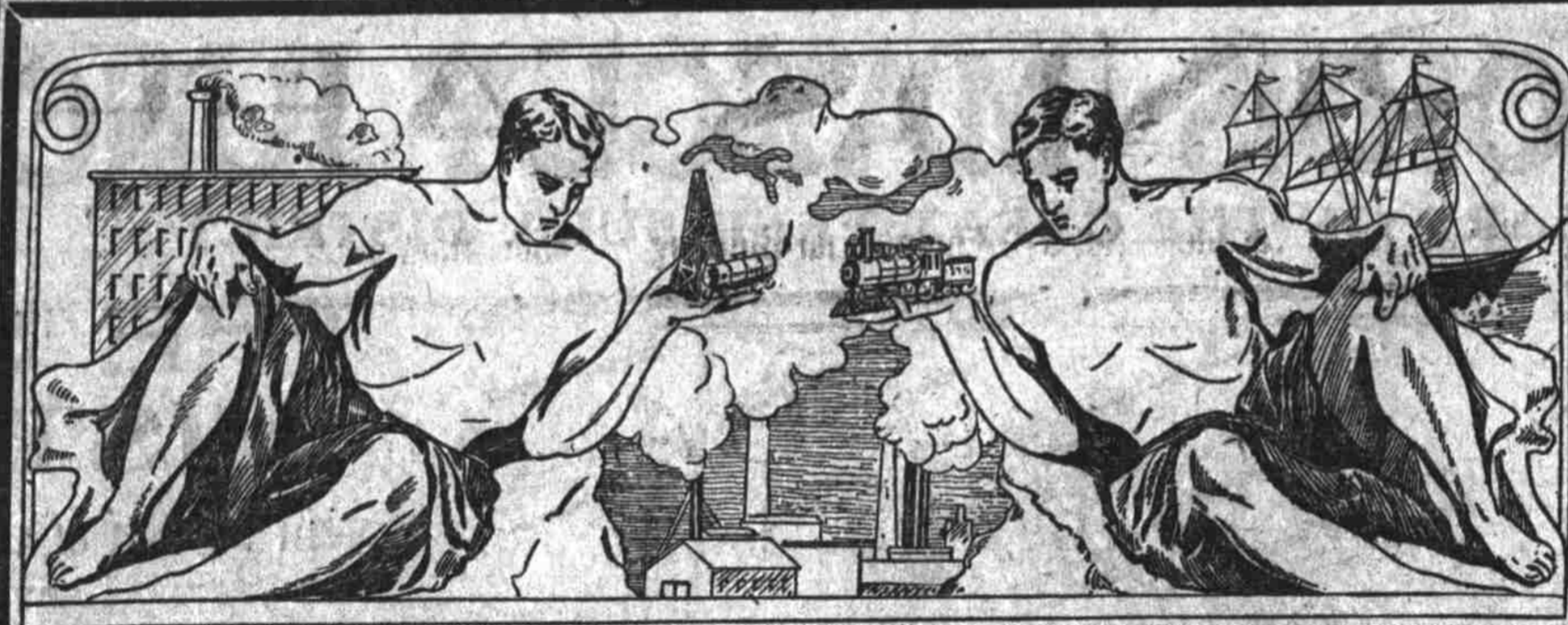
The Albina charter, which was passed by the legislature that convened in January, 1901, through a persistent and prolonged effort of Francis I. McKenna, carried a provision extending the limits of that city to include the entire peninsula below the plat of St. Johns, which at that time had not more than a dozen houses, and provided for bonding the city for \$50,000, the proceeds of which were to be expended for the laying out and improving of a system of boulevards and \$50,000 more for parks and boulevards.

With part of this money the Willamette boulevard was, in the year 1891, constructed, or rather graded, from Stanton and Delany streets in Lower Albina to St. Johns. Consolidation of the cities of Portland, East Portland and Albina took place June 1, 1891, and the remainder of the boulevard fund was spent in 1892 by the consolidated city in grading Portland boulevard from Vancouver road to Willamette boulevard.

First Improvements.
These boulevards were the first streets improved between Russell street and the Columbia river. In 1893 the Portland university and McKenna and Van Houten, joined by private contract, and graded Portsmouth avenue from Dawson street to Willamette boulevard to an established grade. In the same year Northwick & Beatty caused Portsmouth avenue to be graded to a temporary grade from Dawson street to Willis boulevard.

In 1893 the Portland university had Dodge graded from Dawson street to Willamette boulevard and a three-foot temporary sidewalk to be laid on the south side of the street. The first permanent sidewalk laid on the peninsula was put down on the west side of Portsmouth avenue, in the spring of 1894. The cost of that walk was paid by the abutting property owners. A temporary three-foot sidewalk was laid on Park street in 1892 by the Portland university. Peninsular avenue was widened to 70 feet, graded to an established grade and had permanent sidewalks put down on both sides of the street in 1894, which was paid by the abutting lot owners. Francis I. McKenna and G. H. Van Houten graded Knowles and Columbia streets in Arbor Lodge from Portland boulevard to Pippin street, in 1891 to a temporary grade. In the following year put down temporary walks on the same streets.

Mass Work Under Way.
Street improvement was practically at a standstill on the lower peninsula from 1896 to 1904. A heavy amount of street work is now under way. Dawson street was completed from the south line of Columbia park to Northern Hill in 1907, a distance of one mile, and a permanent sidewalk and curbs were put down to the entire length. Van Houten street was graded and sidewalked by permanent improvement from the Willamette boulevard to the Columbia boulevard, a distance of one mile and a quarter. Park street was improved by grading to established grade and by constructing sidewalks and curbs. Harvard, Dodge and Bryant streets have been recently graded. Hayes, Dwight, Clara, Hunt, Jordan, Knowles, Grosley, Willard streets and Patton avenue are now under process of improvement. Plans are about five miles of street improvements to be let within the next few days on the peninsula proper, which is the last part lying west of Patton avenue.



Titans of Industry Are Making the PENINSULA YOU Can Safely Follow THEIR Judgment

People are awake to the RICH INVESTMENT RETURNS which the Peninsula offers today. It is alive with industry. Foremost among the additions is

UNION SQUARE

"The Business Center of the Peninsula," and located in the midst of these activities, on the St. Johns carline, near Maegly Junction. Buy a lot in UNION SQUARE NOW, while the price is low, as Peninsula values will double and treble in the next few months and our prices will advance as sales progress.

Come out today on the St. Johns car. Get off at UNION SQUARE. Office on the ground. Fare only five cents. The choicest lots will go first—ACT NOW.

PRESENT PRICES \$300.00 UP—EASY TERMS

Columbia Trust Company

Phone M-5681—713-714-715 COUCH BUILDING, 109 FOURTH STREET, NEAR WASHINGTON—Phone A-1918.

ACTIVE WORKER FOR PENINSULA

Among the men who helped to open up the densely wooded peninsula must be reckoned W. M. Killingsworth, one of the energetic citizens of Portland. He arrived in Oregon when only three years of age, in 1852, and came by the customary route of travel, via prairie schooner and ox team. He engaged in business in Eugene before railroads were in the state and remembers Portland when it was a town of only 5,000 people, and when Front street was the only business street. The west side was then covered with trees, logs and brush. In 1880 he became a resident of the city, engaging in the real estate business and has been successful in every undertaking. It is said he has plotted more additions to the city than any other agent. His first was North Albina in 1883, then followed Central Albina, Central Albina addition, Point View and others. His latest addition to the city is Walden Park, which is considered one of the finest home-building districts in Portland.

The first electric carline in Oregon was built in the year 1890. It was known as the Lower Albina car. It ran from the steel bridge to Stanton street and there met the St. Johns motor car. This line had its birth by the combined energies of C. F. Swigert, H. C. Campbell, W. M. Killingsworth, P. T. Smith and I. A. Marum.

There was a dense forest from Russell street to St. Johns. After the road was constructed, it looked like a big tunnel, limbs of trees in places almost touching over the car. But all this has changed and greater changes are coming. Killingsworth's dream will in truth be realized. Greater Portland will be built on this natural perfect site for a city—land between the river. Man could not improve on this matchless location. Mr. Killingsworth is known as a "doer." He has ever had unswerving confidence in Portland and Oregon.

All his published advertisements for the past 25 years have been broad, covering not only Portland but the entire Pacific northwest. He published 250,000 copies known as the "Oregon Pocket-Book." It was considered by good judges one of the best advertisements for Portland and this state. Thousands of happy citizens of Oregon now thank Mr. Killingsworth for this pocket-book brought them to Oregon. Many more items of praise to Killingsworth's untiring efforts could be mentioned, such as "Water Powers of Oregon," "The Southern Pacific Land Grant"—both of which he was first to call to the public's attention, but space will not now permit. The history of Oregon will some day be correctly written, then W. M. Killingsworth's name will be prominently mentioned.

J.E. Colvin

CHICAGO AND JERSEY STREETS, ST. JOHNS

Water Frontage

See us for the cheapest buy on the Willamette river at St. Johns. Less than \$12 per front foot. Adjoining property is held at \$85 per foot. A SNAP.

Business Property

100x100, with good 5-room house, on Philadelphia street, which is 100 feet wide, and at the end of which the new city dock is to be built at a cost of \$60,000. This is the best buy in St. Johns on gilt-edge inside property. Price \$3,500, on easy terms. See us for good buys anywhere on the peninsula.

Remember

The whole peninsula is on the eve of a remarkable expansion, and St. Johns will be the focus point. Get in on the ground floor and participate in early profits.

Phone Richmond 391

Fine St. Johns Investments

River View lots in fine location—few left at \$225 each.

Lots in Hill's Addition, 50x100, at \$440 each. 2 blocks from postoffice, 1 block from car, 3 blocks from school.

East and West St. Johns property on easy monthly payments.

Fine business corner in heart of city, \$4,000.

WHOLE BLOCK.

High River View, consisting of 8 lots and 2 houses, lots worth \$1,000 each—whole block for \$7,000.

ACREAGE.

Next to Swift & Co. and acreage on west side of Willamette opposite St. Johns. Grand view of both Portland and St. Johns. All on easy terms.

FARMS.

82 acres west of Salem, 8-room house, barn and outbuildings, 40 acres in cultivation, \$2,500.

15 ACRES.

6-room house, 1/2-mile from Turner, fine location for poultry business, \$1,500; terms to suit.

8 ACRES.

Near Salem, well, house, barn and other outbuildings, on rural route; phone, strawberries, 3-year-old family orchard, on macadamized road, \$2,100.

12 ACRES.

Well, spring, house, barn, hot-house, hen-house, many other outbuildings; orchard, berries and garden; 4-dozen chickens, 1 cow, 1 horse go with place; chipped rock road. Price \$2,500.

Many tracts of partially cleared land between St. Johns and Salem and in immediate vicinity at \$25.00 per acre.

FOR SALE BY

LERoy H. SMITH & CO.

ST. JOHNS, OR., PHONE JERSEY 391, or SALEM, OR., PHONE MAIN 574.