

# BUILDING SHOWS MONEY IS EASIER

## Borrowed Capital in Many New Apartments and Residences.

That money is easier in Portland than it has been for at least a year is evidenced by the large amount of apartment house and flat construction that is under way and being planned for the remaining summer months.

"As a rule, nearly all new building is done with borrowed capital," remarked a Third street money broker. "I do not mean to say that all or even a majority of new buildings are put up entirely with borrowed money, but the fact is that very few people have enough ready cash to carry through their building enterprises and as a result nearly all new construction is partly financed with borrowed capital."

Another indication of an easier money market, so far as Portland is concerned, is the great movement in city real estate. In the ordinary residence lot transactions, but little borrowed capital is employed, but in the larger deals in inside property, a part of the consideration is nearly always borrowed either from the banks or individuals.

There have been no less than a dozen sales of Portland business property negotiated since June 1, while for the three months prior to that date, there were not half that number of transactions in high priced holdings. It has been the contention all along of many local realty brokers, that real estate conditions here were normal, and that when the banks were able to adopt a more liberal policy in making loans on central property that the old time activity would return.

Hood River fruit lands are again attracting the attention of Portland investors. C. E. Fields and F. H. Lyman of Reed, Fields & Lyman, have just purchased a 120-acre tract of wild land seven miles from the town of Hood River. The tract is very fertile, overlooks the famous Hood River valley and is ideally located for fruit culture. The purchasers plan to clear the entire tract and set it in fruit trees.

Another sale recently made in the Hood river country was that of a 20-acre tract purchased by E. E. Gould of Portland from H. M. Abbott. This is an improved holding and sold for \$10,000.

# TRAIN FORTUNATELY FELL UP THE HILL

(United Press Leased Wire.)

Hazleton, Pa., June 27.—One man was killed and ten were injured in the wreck of a passenger train at Leoty, 12 miles east of here, early today. Investigation shows that the wreck was caused by spikes placed in the rails with the intention of derailing the train, and detectives are searching for clues to the identity of the wreckers. The accident occurred on a steep mountain grade. The train was composed of an engine, a combination car and a day coach and was filled with workmen, mostly miners. When the engine hit the spiked rails, the cars toppled over toward the mountain. Had they fallen the other way the train would have

# FEW YEARS BRINGS ABOUT GREAT CHANGE AT UNIVERSITY PARK



Residence of L. Hinkston, 661 Dawson street, University Park.

An unusually large number of the above type of dwellings are being constructed in the University park and Fortmouth-districts. Contractor D. S. Walton, who settled on the peninsula 17 years ago and who has seen the district change from a brush field to a modern thriving residence suburb, with a population of 10,000 or more, has built a number of this type of homes. The building is 26 by 26 feet and contains six full-sized rooms and the necessary closets, pantry and bath room, and costs about \$1,200. The interior finish of the building is stained fir. The parlor and dining room are done in imitation mahogany, and the bath room is in white.



Residence of Mrs. Ida L. West, 1011 Mississippi avenue.

# PROPOSED PORTLAND HEIGHTS ROADWAY TO BE SCENIC WONDER OF WEST

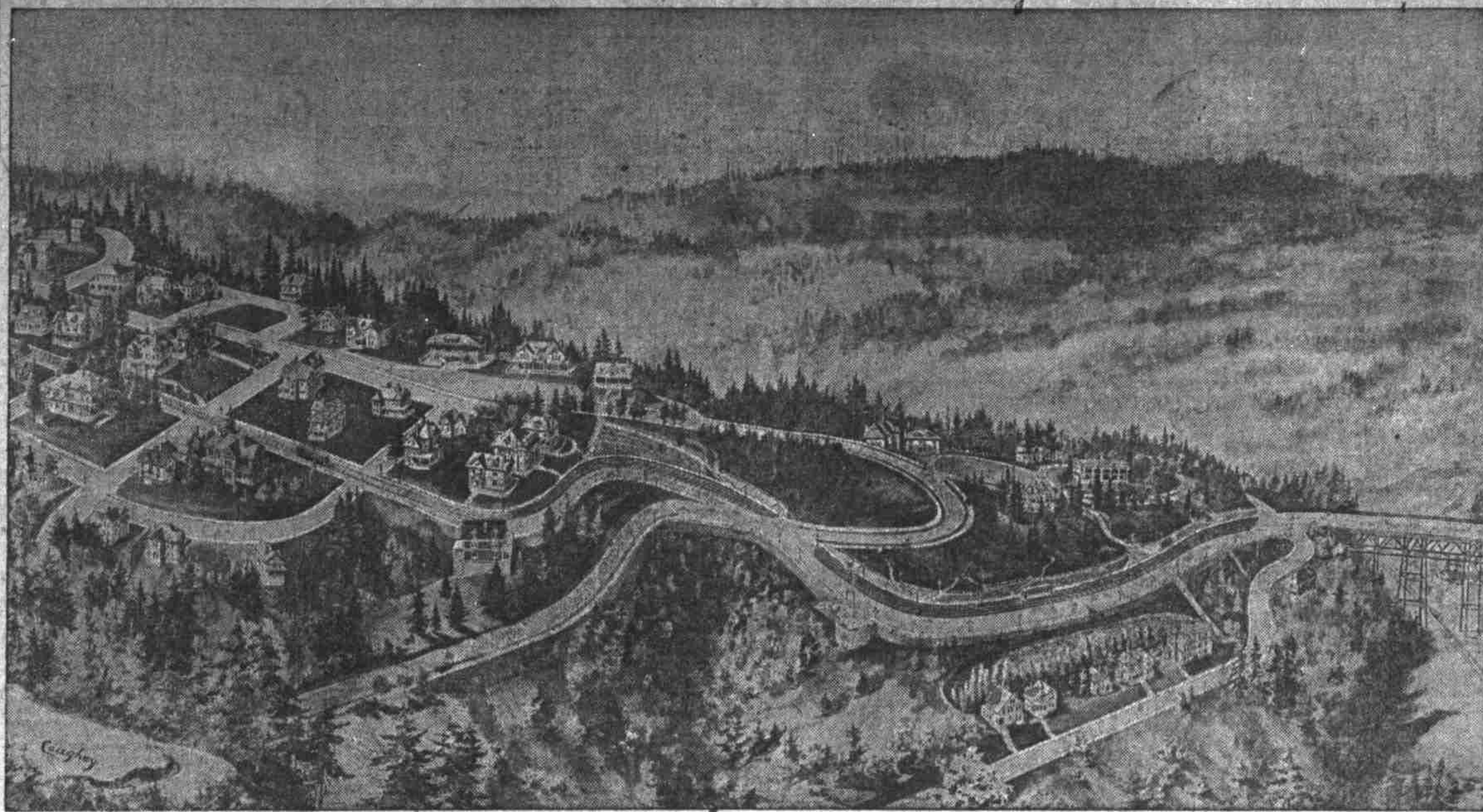


Diagram showing route of roadway winding towards summit of heights. View from driveway would be excelled no place in the world.

If the plans of the Portland Heights residents and the Civic Improvement Association with respect to the widening and improvement of Vista avenue, Portland Heights, from the Ford street bridge to Twentieth street, are carried out, Portland will have one of the finest scenic roadways in the country.

When E. A. Thompson, city engineer of Seattle, was in Portland recently, he was taken for a drive over Vista avenue, and upon the plan of the proposed improvement being explained to him, he gave it his unqualified approval.

been thrown down a 50-foot embankment.

Engineer Aaron Raub of Pottsville was killed instantly and 10 passengers in the first coach were injured. The injured were brought to the state hospital here.

# BIG BUILDING FOR PAPER COMPANY

## Pacific Firm to Erect Six-story Brick at Fourth and Ankeny.

Arrangements have been perfected by the Pacific Paper company for the erection of a six-story brick building on the quarter block at the northeast corner of Fourth and Ankeny streets. Architects McNaughton, Raymond and Laurence are preparing the plans for the structure, which is to be of the mill construction, slow burning type and will cost about \$75,000 to build. It will be exclusively for the occupancy of the paper company and will be designed to meet the requirements of such a business.

The Pacific Paper company purchased two years ago the half block on the north side of Ankeny street, extending from Fourth to Fifth streets. The east half of this property will be occupied by the above structure, and on the west half, which is the northeast corner of Fifth and Ankeny, will be erected at once a one-story brick structure for store purposes.

On the corner stands what is known as the oldest school house in Portland, a small dilapidated one-story frame structure. Hugh McGuire, manager of the Pacific Paper company, will notify the Oregon Historical society of the proposed improvement of this site and offer to give to the society the school house in event it is desired to remove it to some other location and preserve it as one of the valuable relics of pioneer days in Portland.

# FOREST GROVE MAY LOSE R. D. SERVICE

## Roads Diverging From City Must Be Repaired Before Winter Season Sets In.

(Special Dispatch to The Journal.) Forest Grove, Or., June 27.—Postmaster H. C. Atwell has received a letter from the fourth assistant postmaster general calling his attention to the condition of the roads over which the two rural routes out of this city run. The roads are said to need improving and if they are not repaired this summer the service will be discontinued. The letter to Mr. Atwell reads: "The department has this day called the attention of road officials to the bad condition of roads on routes one and two. You will take up the matter with the road officials and patrons interested, and inform them that unless all roads covered by rural delivery from your office are properly repaired during the present summer season and placed in good condition so that uninterrupted service can be maintained throughout the year, the withdrawal of rural delivery from neglected roads will very likely follow."

Failure to comply with this requirement should be reported in ample time to admit of consideration of amendments of routes before the beginning of winter.

# U. S. SENATOR HEYBURN TO BE BOISE'S GUEST

(Special Dispatch to The Journal.) Boise, Idaho, June 27.—United States Senator W. E. Heyburn will deliver the Fourth of July address in Boise this year, and a committee has been appointed by the commercial club to receive the senator. Boise is to hold a three-days' celebration, July 2 to 4.

# CHEHALIS GUARDS SUSPECTED FIREBUG

(Special Dispatch to The Journal.) Chehalis, Wash., June 27.—Mayor West has appointed two more night watchmen, with instructions to arrest all suspicious characters. The precaution is taken on account of recent incendiary fires at Tenino, Centralia and Chehalis.

will be concrete walls averaging 20 feet in height, one to retain the upper embankment and the other as a support to the widened roadway, much of which will necessarily be a fill. On both sides of the avenue, for its full length, will be a concrete sidewalk.

City Engineer Taylor has suggested to the committee having the improvement in hand, that the plans of Olmstead Brothers be changed in some minor particulars. Engineer Taylor proposes to make several of the curves sharper and to set the roadway deeper into the hills on the west side, in order

to avoid the necessity of building such high supporting concrete walls on the east side of the drive.

These changes have been approved by E. L. Thompson, chairman of the committee from the Portland Heights Improvement association, and at the meeting of the street committee of the city council this week Mr. Thompson and Mr. Taylor will ask that the altered plans be adopted.

It is proposed to have the whole of Portland Heights and Council Crest formed into an improvement district by the council, and the cost of the

# JOHN B. HARRINGTON EAST 15TH AND OAK.

# HOOD RIVER TRACTS IN ACTIVE DEMAND

## Local Firm Negotiating Many Sales of Oregon's Famous Fruit Lands.

That Hood River apples and fruit lands have advertised Oregon more widely than any other medium of resource is the conviction of MacRae & Angus, exclusive dealers in Oregon fruit lands. F. W. Angus of this firm, who handles the business at Hood River, visited the Portland office in the Chamber of Commerce Wednesday and stated to The Journal that June had proven a banner month in the valley and that prospects pointed to the biggest summer and fall business yet section has ever known.

"The financial stringency in the east and middle west has turned all eyes in Oregon and other sections of the Pacific northwest," he said, "and the result has been that a fine class of moneyed people are looking for investments and homes. We have sold orchard properties and uncultured fruit lands in Hood River and other sections of the kind of people one generally expects to meet in the most cultured circles of eastern society, and these people are now living on their new possessions."

Active Demand for Lands. "We now have some capitalists closing up their eastern affairs and negotiating the several thousand acres of fruit lands in Hood River which they intend planting to orchards. All this promises well for the valley and for Oregon generally, for it is bringing money and the right kind of people to our state."

"Our firm has received inquiries about Hood River fruit lands from every state in the union during the three months ended yesterday. Flooded daily with inquiries from the most important fruit centers of the country outside Hood River itself. This is due in a measure to the fact that so many other districts have been visited by late frosts or disastrous storms, and fruit growers are coming to realize that Oregon's fine climate goes a long way towards successful fruit culture."

"I am just closing up a sale with some prominent Californians today," Angus continued, "and these parties are delighted with Hood River valley and all of western Oregon. They tell me they have thoroughly investigated conditions and prospects in both states and feel that we offer far more, both present and future, than anywhere in California."

"We are always particularly proud of sales to our neighboring states, for it

widening and improving of this avenue, which is estimated by the city engineer at \$150,000, assessed against the property of the whole Heights district. The property holders along that part of the avenue to be widened are earnestly in favor of the plan, in spite of the fact that it places the widened roadway to cut into their property 20 to 25 feet.

Mrs. Preston Smith and Judge M. G. George, the most extensive owners of realty along the avenue, are lending every aid to the committee engaged in harmonizing the different interests involved.

Probably the city where a comprehensive municipal improvement scheme has been mapped out and developed most extensively in Washington, D. C. The improvement in Washington dates back to the time of President Washington. Cleveland, Ohio, has an excellent civic improvement plan, and the work is well advanced. Chicago, St. Louis, and Boston also cities where a great work has been mapped out for years to come.

Here is a suggestion for the benefit of the new civic improvement committee and the Portland realty board, both organizations having recently taken up the question of developing the park, boulevard and streets of Portland, that the natural opportunities for making a beautiful and attractive city may be improved.

# Dalles Cherry Fair Preparation.

(Special Dispatch to The Journal.) The Dalles, Or., June 27.—Preparations for The Dalles Cherry fair, which commences June 30, are nearing completion. The first day of the fair will be market day, on which date there will be a parade. There will also be a free auction by the Business Men's association. There will be no Fourth of July celebration. All The Dalles people who celebrate will go either to Hood River or Dufur.

# L. R. FAIRCHILD 185 EAST 15TH ST.



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shows that Californians are coming to realize that Oregon is the right state for fruit. "Incidentally I might mention that we are now corresponding with prospective buyers in England, Jamaica and Yukon territory, all of whom had heard so much about Hood River apples that they wrote for information about the valley. In this connection, a buyer in one of the large department stores here in Portland told us the other day that he did not know much about Hood River until he went to New York and there he saw Hood River apples advertised everywhere, including the department stores. I had never paid any attention to the place before," he said, "but when I saw these apples advertised in the stores on the fruit stands, in the hotels and even on the Pullman cars, I thought it time to investigate what we have here in Oregon. We expect to make a most enthusiastic orchardist out of this man, but he had to go to New York to be convinced that Oregon was a great place."

# PORTLAND MAN BUYS FRUIT TRACT

Through the agency of Destlin and Firebaugh, the H. M. Abbott 11 1/2 acre ranch in Hood River valley has been sold to E. E. Gould of Portland for \$10,000. This tract is situated in the heart of the fine fruit district and is considered a cheap buy at the price, nearly \$500 an acre.

Debt is about the only thing that grows bigger by subtraction.

# SEATTLE PRIDE IN IMPROVEMENT

## Local Commercial Bodies Could Profit by Steps Taken on Sound.

"Civic Improvement" has been adopted as a slogan in Seattle. The newspapers and residents of the Puget sound city are discussing a plan for beautifying and improving the city on a scale much greater than anything heretofore attempted. Some of the leading citizens have brought forward a comprehensive plan of civic improvement for Seattle, that might well be looked into by Portland. In the opinion of some of the most wide awake citizens of the city, the time has come when something must be done toward formulating a general scheme for the guidance of the municipal authorities in a beautifying and improving this city.

The Seattle plan, as outlined by A. Warren Gould, a prominent resident of that city, is as follows: An effort will be made between now and the next session of the legislature to create a sentiment strong enough to pass a bill authorizing the appointment of a commission composed of representative men to formulate a comprehensive plan of civic improvement.

Five who are interested in the plan believe that all of improvement clubs, commercial bodies and others interested in the development of Seattle will take hold of the question with sufficient earnestness that something may be accomplished this year.

A law will be introduced in the next legislature which will legalize the appointment of a commission to be composed of persons representing every department of the city, a civic center, boulevards, seawalls, parks, lights, tunnels, grades, and all kindred subjects.

This body should be authorized to prepare a plan for civic improvement for the future. When a plan has been evolved, it should, of course, be submitted to the people for their consideration and approval. The scheme for civic improvement which this commission would work out properly would include the selection of a civic center, boulevards, seawalls, parks, lights, tunnels, grades, and all kindred subjects.

Once a plan is adopted by the people the city authorities would have something definite to be guided by in following out improvement work. This large plan would be followed, every piece of work undertaken and completed would be a part of the general scheme and would be in harmony with what has already been completed.

It is very essential that a work of this kind be done soon enough. Dozens of years in eastern cities and on the continent have necessitated the total destruction of buildings more valuable than any in Seattle.

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