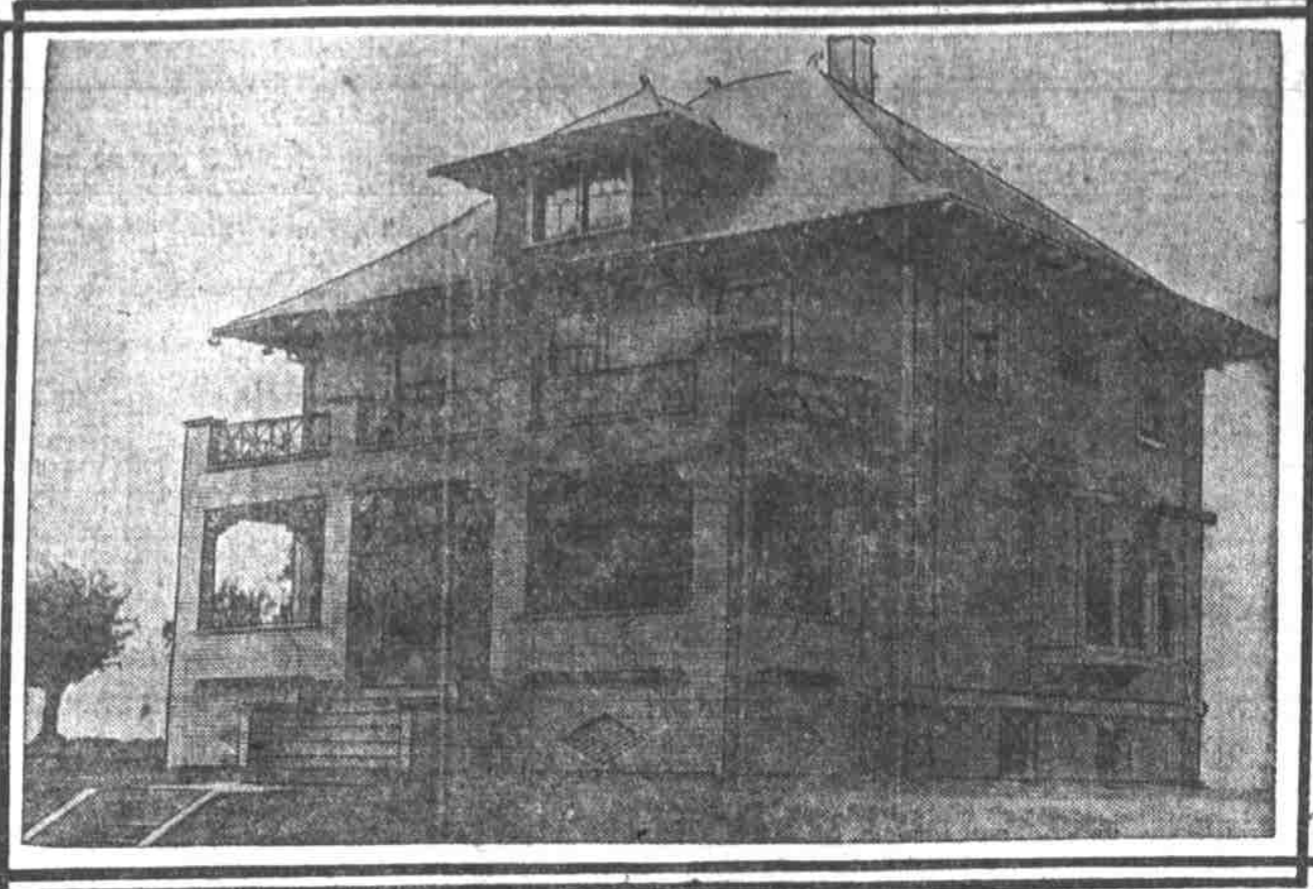


GROUP OF HANDSOME EAST SIDE DWELLINGS RECENTLY COMPLETED

HILLBORO



RESIDENCE OF MR. UEWARD, 27TH & E. TAYLOR ST.



RESIDENCE OF REV. G. SALMON, GHORMLEY, E. SALMON, BET. 19TH & 20TH STS.

Where Indians Sat Now Fine Homes House City's View-Lovers

One of the things that most impresses visitors to the Rose City is the pretty names given to places, streets, subdivisions and additions, but probably none hold the attention longer or attract more genuine interest than the name "Council Crest park."

When one hears this name for the first time his first expression is "What a pretty name!" and then "Where did you people get such an attractive name for the most delightful spot on earth?" Well, there has been no research to find the name, just handed down from the Indians in the long, long ago when William Cullen Bryant wrote his "Thanatopsis" and said "Go, loose thyself in the continuous wood where rolls the Oregon, yet the dead are there and millions in that solitude."

Yes, Bryant was right. For Council Crest was known by that name before the Hudson Bay company started in business in Astoria, and probably back centuries before that date. When even glorious Mount Hood was a hole in the ground, the Indians used to go up to Council Crest to look into the hole that Mount Hood grew up out of, and there is no keener connoisseur of nature than Mr. Redman. It was where their chiefs met to hold their councils and from whence came the now historic name Council Crest. This place continued in the history of the red man down to the time of Chief Multnomah and since the passing of the red man from our midst there came the dark day for Council Crest, when by the process of civilization its great scenic grandeur was seemingly allowed to be forgotten; but, as soon as civilization began to stamp out savagery, again the eyes of man began to look longingly at the

summit and here, too, the white man has said "I will build my lodge of wood and stone, as my predecessor has done of boughs and skins in ages past."

Now Only Fine Residences.

From the time the first red man lived in his tepee at Council Crest down to the present time may be a long cry, but it will be a still longer cry before another Indian will make this so as to make it the cream of Portland's select residence section.

The streets are all to be paved with a hard surface pavement, sewer gas and water pipes will be laid and no house will be built under a certain cost. Already the work is well in hand. A site has been selected for the reservoir, right of way secured for the pipe line, and surveyors are at work on cross sectioning the streets so that by fall active work will commence to make this the peer of heights property. The car service now rendered by the local streetcar company is probably superior to any in the city even in the busy business district. A large and commodious hotel is contemplated. This will cater to the tourist only and will be conducted on the line of the famous Hotel Raymond in California, near Pasadena.

Elegant Homes Erected.

Three residences are now built and occupied on this property. I. A. Yerex, having recently completed a \$15,000 residence and Mrs. Carson and Mrs. Powers each have fine residences that run in to the five figures, while in addition to the hotel (which, by the way, has progressed to such an extent that the plans have been drawn and approved), Joseph M. Healy, a local capitalist, is soon to commence the erection of a \$15,000 residence, while Charles Deyette of the Marshall-Wells Hardware company



RESIDENCE OF E. G. EATON, 1117 E. MARKET ST. NEAR 37TH.

BECK STRUCTURE IS LATEST OF OFFICE BUILDINGS IN PORTLAND



Beck Building, Northwest Corner of Seventh and Oak.

The Beck building, on the quarter block at the northwest corner of Seventh and Oak streets, is the latest completed and one of the best built office structures in Portland. It is a class "A" building, six stories high, with the foundation and steel frame heavy enough to support five additional stories. The company will put on as soon as the growth of the city warrants it. With reinforced concrete floors, hollow tile walls and a reinforced concrete stairway from the basement to the top floor, it is as nearly fireproof as it is possible to construct a building of this character. Plate glass has been used throughout the building, tiling laid on all the corridors and marble baseboards fitted. The building is equipped with the vacuum heating system, every room supplied with hot and cold water and magnetic control Oilis elevators have been installed.

The outside walls are faced with pressed, cream-colored brick and decorated with terra cotta. All the rooms are connected by door in such a way that the offices can be used on suite or single. Facing Oak street the offices are arranged in suites of three, a large general office in the center with a room for private consultation at one end and a stenographer's room at the other.

The five upper floors are finished and are now rapidly being up with tenants.

will commence this fall the erection of a beautiful home on the high knoll just east of the observatory alongside of which Joseph Hunt, superintendent of the traveling salesman of Marshall-Wells Hardware company, will build another. Besides that there are many others to be erected at an early date, including that of Lute Pease, editor of the Pacific Monthly, who is the latest to announce his intention of building at Council Crest, formerly the rendezvous of the red men, where they met in council and gravely planned wars and smoked the pipe of peace.

EXCHANGES FARM FOR CITY PROPERTY

As evidence of his faith in the future of Portland, W. A. Caldwell, McKay building, has exchanged his 30-acre dairy farm in Clatsop county, Wash., with Conrad Kepp for income property on Union and Grand avenues. Mr. Caldwell valued his farm at \$18,000. He is centering all his interests in Portland and vicinity. He acquired some acreage near Lents last year and reports many sales of acre tracts out there recently.

ON GROWING MUSTACHE.

A Time When Your Friends Get Funny at Your Expense.

From the New York Sun.

Whether or not raising or attempting to raise a mustache is a crime, a felony or a misdemeanor, is very hard to establish, but it is certain that it is an offense against society. It is not there would not be so much comment from your friends and well wishers. It can be said, entirely without a mustache is invariably productive of much advice.

"Take it off!" It's a safe bet that the first time it becomes apparent what you are intending. That should be said rather sneeringly. The only answer is something as follows: "You guys that can't raise hair on your upper lips are all fools!"

"Did you forget to wash your face this morning?" is one that is extremely appropriate in the earliest stages. It is used very often by some of our best families. Some of them do it quite unconsciously. It is very helpful, because it can be said, entirely without thought. The best possible comeback is: "No, I didn't forget to wash my face. I always wash my face. It's nothing new with me."

There are more elaborate ones:

Q—Say, Bill, you must have been awfully careless when you were dressing this morning.

A—How's that?

Q—Don't you know after you brushed your teeth you accidentally left the toothbrush on your upper lip? (Groans.)

A—That's another, where some bright person comes up and asks "How do you spell it, with or without the dot?" And when you ask "What?" he replies "of course, with a dot on it."

There can not really be anything mean or degrading in attempting to raise a mustache. It is a matter of pride, and some of the men who say "I believe in going clean shaven" ought to wear half all over their faces as an act of charity to their fellowmen. Really some persons would have their looks improved by it.

One young man was pestered by well intentioned folks to know why he ever started a mustache. The reason he gave was sufficiently fantastic to make them believe him.

"You know," said he, "I'm going to Spain pretty soon, and over there about the only clean shaven persons are bull-fighters. They aren't in the highest grade of society over there, and rather than take chances of being mistaken for a bullfighter I'm going to get a mustache on before I go."

Good Burglar Alarm.

From the Youth's Companion.

At the top of the stairway in the Grison dwelling there was a board that settled a loud crash whenever anybody stepped on it. Mr. Grison was always intending to "have the thing fixed," but never did it, and by common consent the members of the family usually stepped over it, particularly when the head of the family had gone to bed.

One night, very late, just as Mr. Grison was dropping off to sleep somebody stepped on that board and it gave forth its customary loud protest.

"There you go again!" he angrily called out. "That's you, John! Pretty time of night for you to be getting to bed!"

John, the eldest son, made no response, but instead there was a rush and a jump down the stairs that brought the whole household into the hall just in time to hear the front door slam. A hurried investigation disclosed a bag of valuables which a frightened burglar had left.

The board still squeaks.

Struck Flow Pure Water.

Pushing down a drill until a depth of 2,800 feet was reached, at Edgmont, N. D., railroad engineers were rewarded by a flow of pure water which gushes out at the rate of 350 gallons a minute.

A steer owned by Elijah E. Rice of Charlton county, Missouri, originally valued at \$30,000, was sold by the estate of two farmers, has cost in litigation \$10,000.

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PARK STREET SALE REPORTED CLOSED

It is reported that the Beck investment company has sold to Mrs. Caroline Trimble a triangular shaped lot on the southeast corner of Ankeny and North Park streets for \$10,000. Mrs. Trimble owns the adjoining lot and is contemplating putting up one building on both lots.

Gilbert Residence on Survey of Proposed Vista Avenue



The residence of Clarence H. Gilbert, Vista avenue, just beyond the Ford street bridge, is the only house that will have to be torn down to make room for the widening and improving of Vista avenue as proposed by the Aristocratic dwellers of Portland Heights. The building stands on the hillside east of and just off the narrow roadway and commands an outlook over the city that is unequalled and probably unequalled by that of any other site in the city.

Mr. Gilbert owns an area on the hillside equal to a lot and a half, and two years ago built his present home there at a cost of between \$5,000 and \$6,000. It is a three-story 18-room building, much of the interior finish being in hardwood.

The site of the residence, a long, narrow lot, will be entirely destroyed for building purposes as more than one-half of its width will be used in widening the avenue to the proposed 50 feet.

The viewers appointed to assess the damage and benefits to the property in the heights district will come in contact with a difficult problem when it comes to awarding damages to the property on the east side of the avenue, a part of which will be appropriated in widening the roadway.

All of the lots on that side of Vista avenue are irregular in shape, varying their greatest length parallel with the avenue. The result will be that practically all of these lots will have to be purchased outright by the city, to be sold for out of a fund raised by assessment against all of the property in the improvement district.

Construction of the United Railways company from Portland to Linton and Hillboro and Tillamook has at last been officially determined upon and will begin at once. At a meeting of members of the Seattle Dock company with Portland members of the United Railways company, held at the office of the latter in this city yesterday, plans were completed for the project and preliminary arrangements made.

At the meeting were Thomas L. Greenough, Morris Thomson, W. D. Hofius, E. E. Emmons, attorney for the company, Chief Engineer Wickersham and others. The surveys have been completed and final locations made from Portland to the other side of the hills toward Hillboro, via the Cornelius pass route.

Thomas L. Greenough, who is the chief of the contracting forces of the company, was not disposed yesterday to say much for publication, but confirmed the statement that the company will positively begin construction immediately. He said:

"About seven miles of steel rails ordered some time ago are now en route to Portland, and will be here within a few days. We have all necessary construction outfits conveniently at hand where we can get them at a moment's notice to the point of construction work. We will begin work at once. The road will start out of Portland via the Linton route, which is an easy grade for a line to get over the hills toward Hillboro."

"Since it has been reported that this road will be built to Tillamook the people of Portland and Tillamook have been much interested to learn of the company's intentions toward the coast. Is that your destination?" he was asked.

"That is what we intend to do, was his somewhat evasive reply, and nothing more definite could be obtained. Mr. Greenough being averse to talking even about the plan under way, the Hillboro line. He said it was the policy of himself and friends not to "blow" about things that were to be done, but to let the construction proceed.

The party of Seattle men here went out yesterday in automobiles over the route of the proposed line from Portland to Hillboro, and inspected with a view to estimating its traffic possibilities.

BURNED STABLES SITE IS SOLD

Mercantile Trust Company Sells Fourth Street Frontage at Ankeny Street.

The one large real estate transaction made during the past week was the sale by the Mercantile Trust & Investment company of the Fourth street front of the burned livery stable lot adjoining the Marshall-Wells Hardware company's building on the north.

The property has a frontage of 125 feet on the west side of Fourth street with a depth of 100 feet and was sold for \$75,000. The site is being withheld for the present. It is understood that negotiations are in progress for the sale of the Fifth street front of this property to the same purchaser who will probably put up a large building covering the entire site, to be used for wholesale business purposes.

Donations for Nurses' Cottage

That nurses' cottage—how about it? Were you ever sick and discouraged, barred out from your home and your friends, with nothing to think about excepting how hot you were and how your temples throbbed and how heavy your limbs had grown?

And you wonder if there really was any air in this world that wasn't tinged with ether and iodoform and carbolic acid?

And then like a breath of that very mountain air that you had begun to think didn't exist, the trained nurse stepped into the room and arranged your pillow and smiled hopefully down at you and you felt yourself grow cool and that headache in your head was forgotten and the blue and white of her fresh frock somehow spelled hope and comfort.

You thought there was nothing in the world like a nurse, didn't you? And you told yourself that any time you could help her, that something would have to do would be to say the word.

But somehow health forgets.

Those nurses are rich. And even the strongest of them once in a while reaches the point where she wonders if she will be able to look cheerful when she enters the room, whether she will be strong enough to keep sane and quiet and sensible in the face of each new order. If an iron constitution she does it. If she hasn't—well any number of things are apt to happen and one of them—the most likely one—is tuberculosis.

That's what the nurses' home is for. Out at the Open Air sanitarium there is a place where the best selected by the Visiting Nurses association as the site for a cottage where nurses suffering from tuberculosis can have rest and good air and wholesome food and where they have a good chance—yes better than that of recovering what they have lost while caring for you and those a thousand times more wretched than you ever were.

It's going to take \$1,000 to build that cottage. That \$1,000 seems like a ridiculous amount for 200,000 people in Portland to raise as a gift to those who have some time or other made you happier and stronger at the expense of their own reserve power of good nature and will, and health.

That nurses' cottage—how about it? The Journal has started the subscription list. It wants every man and woman in Portland who has ever felt that the world is the better for the nurses do their best. It doesn't make any difference how little your subscription is—send it in to The Journal as a gratitude gift.

Since opening the fund Friday night Miss Etta Alford, George W. Bates and W. H. Hurlbut have come in with \$10 each. That makes the list of subscriptions up to noon yesterday as follows:

The Journal	10
C. R. Jackson	10
F. W. Mulkey	10
J. N. Tully	10
Miss Etta Alford	10
W. H. Hurlbut	10
George W. Bates	10
Dr. George Wilson	10
G. W. Gates	10
John Vogt	10
F. S. Stanley	10
Russell Hawkins	10

LACK OF AMERICAN SHIPS DISCOURAGING

The lack of American merchant vessels is particularly noticed at Panama, where, with the exception of a little freight carried by five passenger steamers, all the material and supplies used in the construction of the Isthmian canal and the Panama railroad are received in foreign bottoms.

The number of tramps or cargo steamers arriving at this port and at the adjacent American port of Cristobal with cargoes from the United States for the Isthmian canal and Panama railroad showed an increase during 1907 of about 12 per cent over the number in 1906, which amounted to 104 vessels, of a total tonnage of 221,409. Of these vessels about 80 per cent were Norwegian and the remainder British, the United States being totally unrepresented. The only American line of steamships connecting this port with the outside world is the Panama Railroad Steamship line of five steamers, which arrive and depart from the American port of Cristobal canal zone. This state of affairs can partially be accounted for by the fact that in the United States at the present time very few vessels, steam or sail, are being constructed to carry the products of the United States to foreign countries.

There are eight separate foreign steamship lines plying the trade of this port, the majority of which schedule weekly sailings, which fact demonstrates the appreciation of and interest taken in the trade of the port by foreign companies, and further emphasizes the necessity of an American merchant marine.

A novel will have been unearthed at Binghamton, N. Y., dated February 1, 1775. It is a long document, transferred to by Jacob Blackwell, transferring to his heirs, the property known as Blackwell Island, site also requested a farm where Long Island city is now situated.