

LINNTON COMES TO PUBLIC NOTICE AS ONE OF THE MOST IMPORTANT OF PORTLAND SUBURBS



ANTHONY HARDY

"Follow the trail of the trolley" is a popular slogan adopted by realty dealers all over the country.

The good people of Portland and of the great Oregon country are kept very busy following the trail of the trolley. They have learned by repeated experience that the "dirt" men's popular slogan is timely and logical.

Oregon is rapidly advancing in all directions and the opening of her vast expanse of territory is only a matter of years. The tapping of the country in the vicinity of Portland is a good criterion of the prosperity of Oregon. Gradually electric lines will penetrate isolated districts which will rapidly develop into great importance.

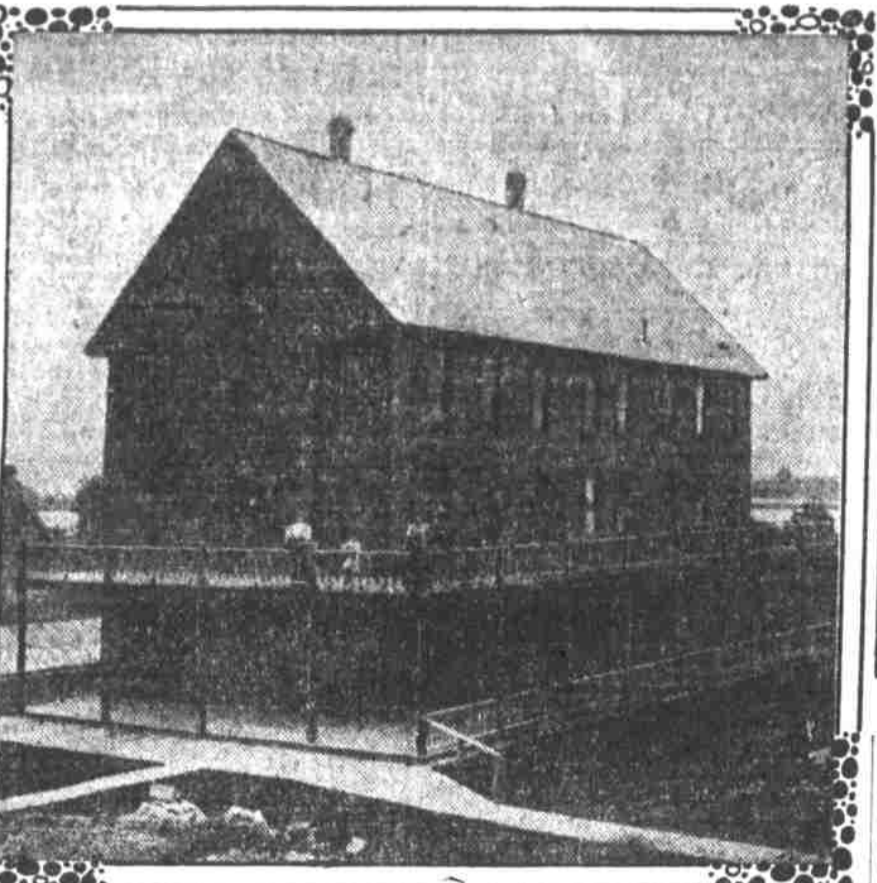
The remarkable growth of East Portland attracted the bulk of attention across the river during the last five years and the opinion became general that West Portland's growth was retarded for all time by the heights to the west. While being aware that there was room for expansion to the north and south, still cautious investors and men who have lived in Portland for many years could not conceive why the city would spread and force itself out at the narrow ends.

The query which strangers oft put to portlanders: "Why don't people build homes on those beautiful hillsides overlooking the river?" could be replied only with the explanation that the charming hills were inaccessible inasmuch as there was no easy means to reach the commanding sites.

The Willamette heights were considered too far away for residence sites a few years ago simply because there was no car service there. The best country developers are the railroads and the electric lines. Take any section of a city that is void of street car service and it will be sold to grow in like manner any section of the suburban country where there is no easy and quick access to it by trolley will not develop very fast.

When the United Railways company got a franchise for an electric line to Calvary cemetery and to the north, speculators began to sit up and think. Many doubted the company's intention to extend their line down the west side of the Willamette to Linnton and it was not till they read the announcement in the Oregon Journal Thursday that the United Railways had broken ground for their Linnton line that they were convinced that at last the hills to the north would be skirted by the trolley. It has just dawned on the skeptical that at last there is a possibility of the problem of populating possibly one of the most beautiful and picturesque stretches of river frontage to be found between the world's two greatest oceans.

Questions of Investment. Heretofore people could go to suburban additions to the east, northeast and southeast for upwards of seven miles and have nice homes away from the busy center. But the north part of West Portland never offered inducements to the home site seeker, consequently not to the speculator or investor and up till now people could not be induced to live on the west side of the river outside the northern boundary of the city. The solution of this problem being the most recent of the new electric line down the Linnton road skirting the verdant rolling hills



HOTEL AT LINNTON

seven miles along the Willamette to Linnton and even beyond it, there is already great activity in direction and options on property along the whole course are said to be secured. Indeed it comes from a reliable source that thousands of acres of land between Linnton and Hillsboro are already covered by options. Several local realty dealers are known to be busy following the trail of the United Railways trolley.

Picturesque Linnton. Linnton, that picturesque and thriving little town seven miles below Portland and nearly opposite St. Johns, always felt the need of rapid transit to and from Oregon's metropolises and at last is jubilating and "falling all over itself" to meet a change of fortune that assures that it will be closely connected with Portland by a rapid trolley line.

Said a resident of Linnton to a Journal representative: "Why just imagine what the new Linnton electric line will mean even for people living across the river at St. Johns. They can come across by ferry, catch a trolley car and get up to the city in a matter of an hour quicker than by going up the peninsula through East Portland and over the bridges."

The news that ground was broken and work begun on the new electric line near Linnton Thursday was cause for rejoicing for Linntonians. With assurance that the road will be pushed to completion at once they have reason to feel elated.

But Linnton will be benefited otherwise also, because they firmly believe that the new line will be extended to the north to Corvallis, St. Helens and the valley to Hillsboro and Forest Grove and even to Tillamook, tapping the most fertile districts in Oregon. This will mean much for the town which up to the present time hasn't attracted any great attention from outsiders, making strides through the progressiveness of its own live people.

Future of Town. That Linnton is on the eve of an era of prosperity is no longer doubted. A visit to the river town will convince anyone that there is a great future for it. Prosperity will simply force itself on it because it has natural advantages which are bound to be recognized by manufacturers, when it is considered that Linnton has a deep harbor throughout, the channel being close to the west shore.

Linnton was located by C. L. Bunker in the spring of 1889 and has progressed nicely from the time it was platted. It is the only townsite on the west side of the river between Portland and the confluence of the Columbia and Willamette rivers. It is the first station on the Northern Pacific and A. & C. R. railroads out of Portland. It was wisely chosen for a townsite, being well situated on the deep channel side of the river with unlimited water frontage. It never overflows during the high water stage. It affords unsurpassed facilities for shipping and is an attractive manufacturing center rapidly. It is reported that negotiations are on for an extensive factory plant just north of the town, and that an eastern representative is about due in Portland.

Great Lumber Mill. The Clark & Wilson Lumber company, one of the big plants of the state, is situated on the west side of the river. The company bought the old Sillor plant in 1904 and got started in April, 1905. This plant has been working two shifts with ten hours each up to the water level with 250 men, with a capacity of 100,000 feet of lumber per shift, which gives an idea of the importance of such an industry to Linnton. The output is lumber and laths and they are all car and boat loads. The plants are in the country and the Orient, China and



C. F. BUNKER

through this new addition, which has been named Glen Harbor. The land lies pretty well with the Linnton road running through it. This road is to be widened and the new electric line will run immediately adjoining it to the east and will center the street which is known as Second street in Linnton, the business street of the town. Glen Harbor is ideally situated for suburban residences, the slightly terraced sloping gently to a desirable altitude. The water frontage is most desirable for manufacturing and shipping plants, as the deep channel, which admits the largest ships, need never be dredged. Being below the draw bridges the location is advantageous. Anthony Hardy, who has had years of experience in the realty business in and around Linnton, is special agent for choice townsites and valley lands from which to select good buys. Mr. Hardy has an office in Linnton and is always on the spot to those looking over the ground.

Linnton Looked Good. Linnton always looked good to Charles F. Bunker, who located and platted the town. Never for a minute did he lose faith in the future of the place, and the assurance now that it will be connected with Portland by a rapid electric line will only strengthen his belief that some of the most extensive manufacturing plants in the state will locate on the water frontage there and along the unlimited deep channel shore of the west side between the Willamette bridge and the Willamette slough. The town is building up well. Many desirable homes now grace the picturesque terraces over the business and manufacturing sections. The streets are being improved and low that transportation is in sight the quibbles about Linnton are keeping Mr. Bunker a busy man, showing his extensive holdings all over the district. Mr. Bunker has an office at Linnton also in the Chamber of Commerce.

New Land Company. The West St. Johns Land Company had an eagle eye on the west side of the Willamette. They picked out a 200-acre tract just below the site of the Willamette bridge and platted in April, 1907. This Whitwood Court became a pretty suburban site on the west side. This tract is attracting considerable attention by investors and its future importance is assured. The new electric line down the west bank runs through this tract also, and the rapid service to and from the city will build it up. With such a factor, and the North Bank road completed, great things are expected in this district. Charles G. Warren is building a new general store at Whitwood Court on the Linnton road and will erect a fine residence on the Germantown road. The view from Whitwood Court is very fine, making it a desirable residence site. Richard Shepard & Co. of St. Johns are agents for this property.

Parasols for Men. From the London Daily Graphic. Rumor has it that there men are about to take a leaf out of woman's book, and at the risk of ridicule protect his head from the rays of the summer sun with the parasol.

End shopkeepers, who profess to have done a good business in the last few days in sunshades specially designed for man's use. The shades are of course, not the elaborate articles used by the ladies, but the plain, unadorned specimen often used by man in tropical countries.

At some of the recent race meetings a well-dressed man have been bold enough to start the fashion, and at Astor a gentleman having borrowed a pretty shade from a fair companion was not ashamed to take advantage of it.

Couldn't See It. "Poor man" said the kind lady. "How did you go blind?" "Well, mum," answered Tired Treadwell, "de first time dat I noticed it was when I was out lookin' fer work."

KEIR HARDIE COMING OVER

Party Organizer to Assist During Present Presidential Campaign.

(Special Dispatch to The Journal.) New York, July 17.—The disappointment of the Socialist party in the United States over its failure to secure the services of the Countess of Warwick in the presidential campaign has been lessened in no small degree by the announcement that Keir Hardie, M. P., now recognized as the leader of the Radical wing of the labor group in the British house of commons, is coming over to take the stump in behalf of the Socialist ticket. Word has just been received by the New York section of the Socialist party that Mr. Hardie will arrive here next month.

Mr. Hardie visited the United States in 1895 and on that occasion he made a much more favorable impression on American workmen than had John Burns, who had been a visitor to the United States a short time previously. The reason is not far to seek. Burns is an aristocrat among working people, while Hardie is not. Burns dresses in fine clothing and looks like a laborer. Hardie, on the other hand, dresses and acts in much the same manner as he did when he was a working miner years ago.

Miner, Reader and Advocate. Hardie is now just past 50 years old and has been identified with labor unions and socialist propaganda ever since he was able to think for himself, and he began to think when he was a mere lad. Born in a little village in the mining region of Avshire, he got a very scanty education, and then had to go to work. Like his father and most of his relatives he began work as a driver at the surface dumps of the coal mines. When he was older he went to work underground. Finally he got a full-fledged miner and made as much money as any of those with whom he worked.

Somehow or other nature had endowed young Hardie with more brains than fall to the lot of the average Socialist or North of England miner. By the time he was 17 and was at work underground, he had begun on ways and means of bettering himself. He became interested in the theory of socialism and began what has proved to be an extensive course of reading. He left Avshire and went to Lechnorris, where he also worked in the mines. When he was not working he was reading or going with his fellow-miners. From Lechnorris he went to the mines of Cummek and worked and talked there for several years.

Organizes a Party. During this time there were strikes of more or less importance in many of

REVOLUTIONARY SEASON IS ON

Hothoheaded Central Americans Engage in Well-Known Game.

(Special Dispatch to The Journal.) Washington, July 17.—The annual summer revolution season has opened in Central America. It began a little early this year with a side show in Hayti, but the big show is now on in the main, and rages from one end of Guatemala to the other end of Nicaragua, and is charged with rumors, food being distributed during the tropical summer months.

There are three fine side shows this season to make up for any lack of excitement in the main event. This is Mexico's revolution, the great Panama spectacle where the United States marines are keeping order and preventing rowdiness, and the Haytian conflagration, Venezuela, further south, will not figure on this summer's bills because of sickness.

When, through Secretary Root's efforts, the representatives of the Central American government met in Washington and rumbled one another's frock coats in the general congratulation over the establishment of the central American peace court, it was thought that the usual summer revolution season would not be pulled off. The peace conference was very successful, but an American diplomatist observed, the only accident was that the professional revolutionists were not included in the gathering.

So the season is on. It will last until the weather gets cooler late in October. In the meantime, though one or two governments will probably be shaken a bit, no one will have the temerity to deprive the people of their amusements.

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WHITWOOD COURT

Dirt is flying on the New Electric Carline to WHITWOOD COURT, cars will be running within ninety days—This means that you can reach the heart of the city from WHITWOOD COURT within twelve minutes—buy a lot before the prices are beyond your reach

LOTS 50x100
\$200 Up

Terms: 10 Per Cent Cash--Balance \$10.00 Per Month

Water Piped to Every Lot

Richard Shepard & Co.

110 N. Jersey Street, St. Johns, Ore.

OR
AT OFFICE ON GROUNDS AT THE WEST SIDE OF ST. JOHNS FERRY SLIP

LINNTON

The Beautiful WEST SIDE RIVER SUBURB

The United Railway is now building its electric line to Linnton and it is expected will be in full operation not later than October 15.

THE FARE IS FIXED BY FRANCHISE AT 5 CENTS BETWEEN PORTLAND AND LINNTON. The rapid development of the lower WEST SIDE, of which LINNTON BUSINESS and RESIDENCE CENTER is now assured.

From this time on a pronounced and continuous movement to the WEST SIDE will take place in order to avoid and escape the interminable waits and delays caused by the opening of the BRIDGES.

Come and convince yourself that property purchased at Linnton will prove a very profitable investment. Lots on sale at low prices and easy terms.

Also WATER FRONTAGE with rail facilities.

Take Steamer Columbia at Foot of Washington Street—10 a. m., and 1:30 p. m. or Astoria & Columbia R. R., Union Depot, 8 a. m.

C. F. BUNKER, Linnton, Ore.

Mornings at 514 Chamber of Commerce, Portland