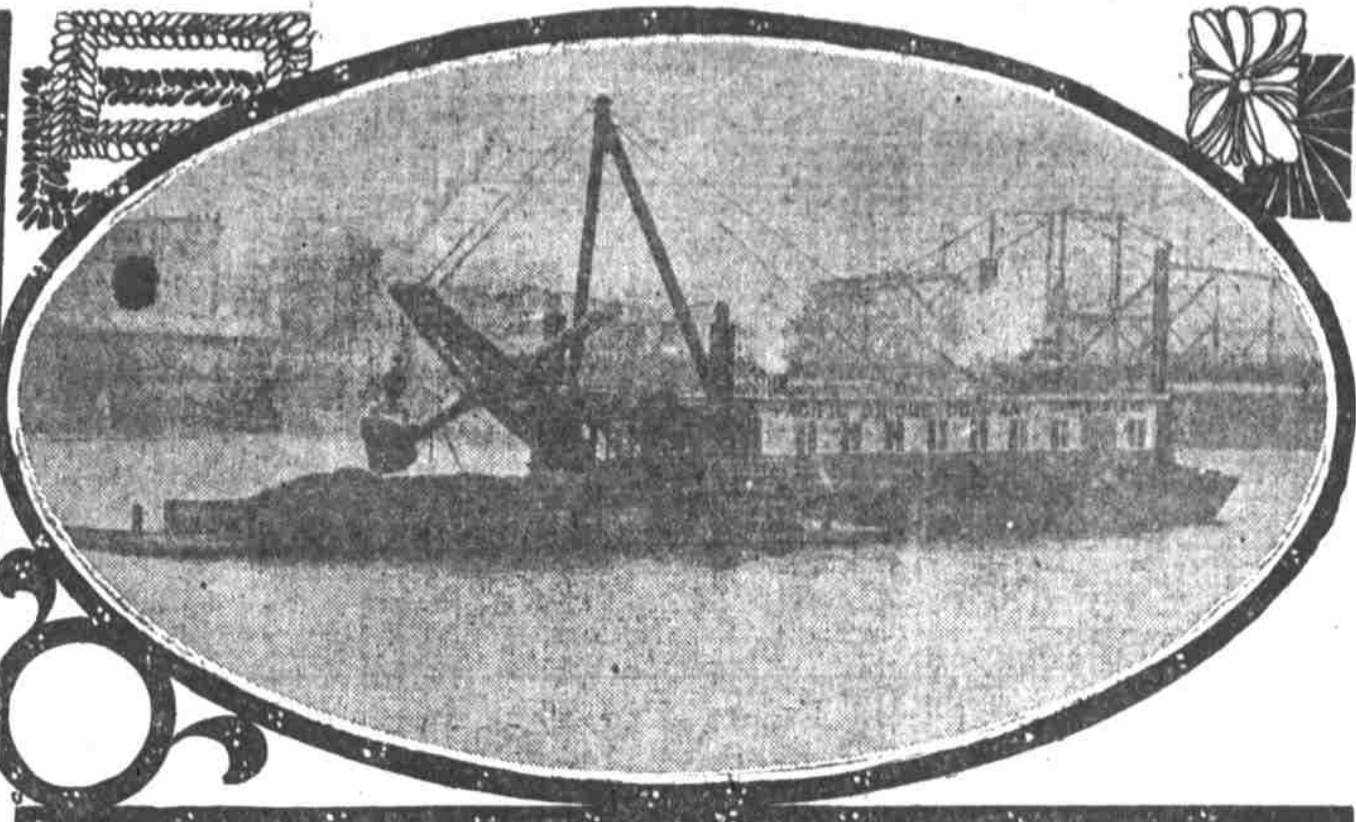
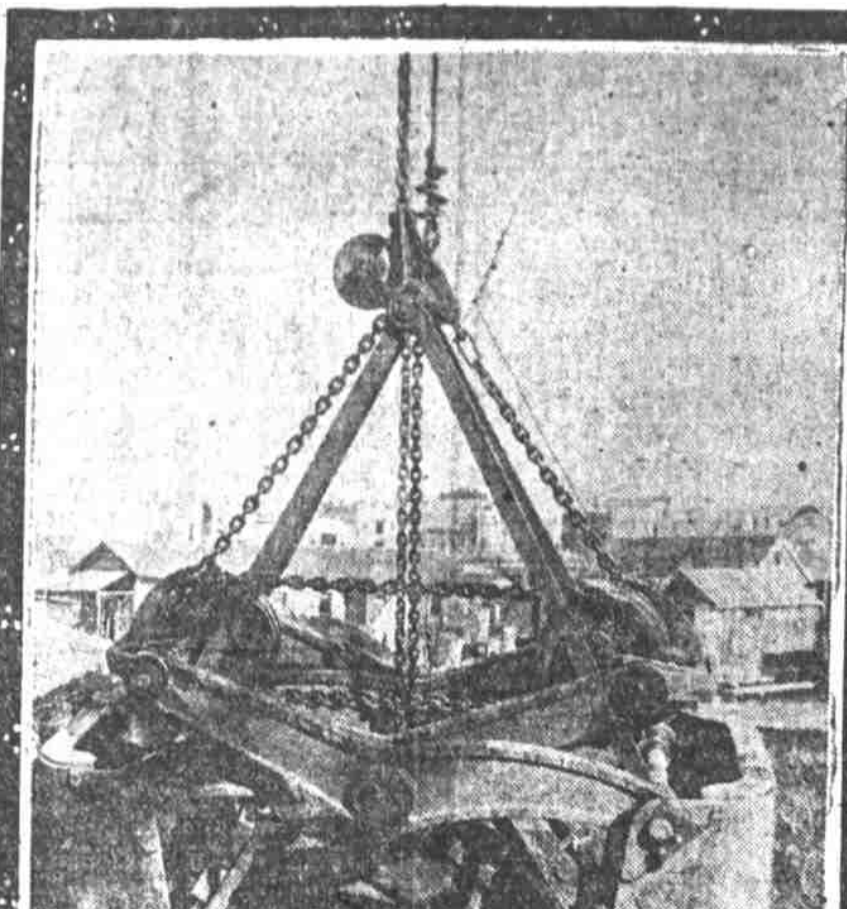
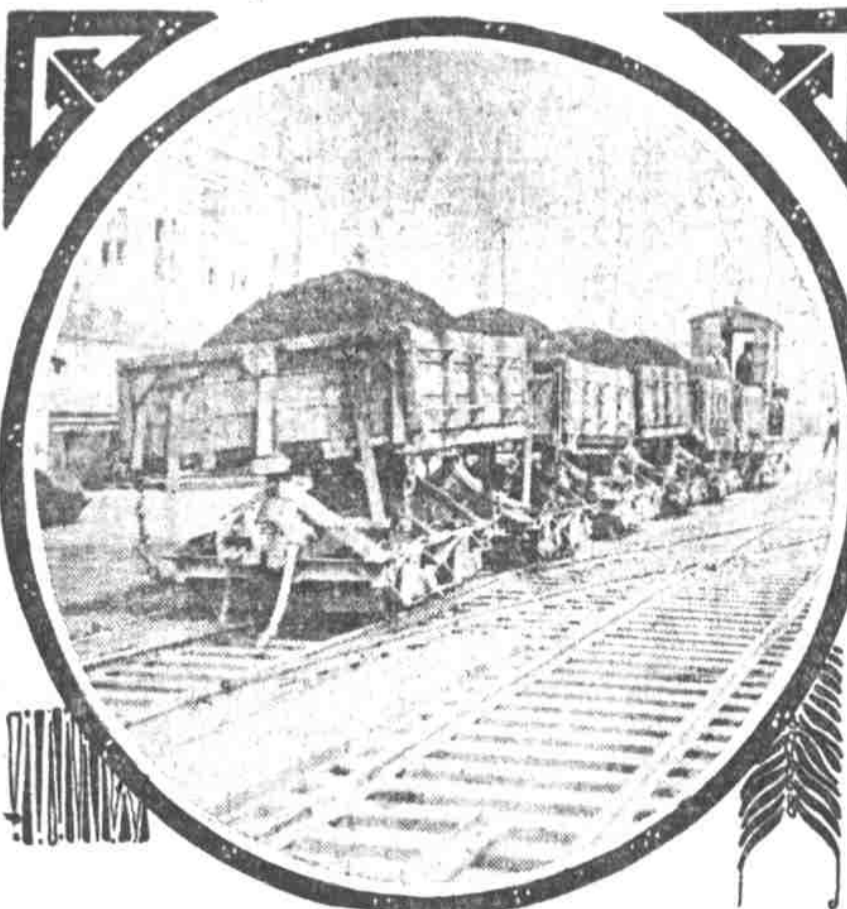


FOUR YEARS TO COMPLETE 4,000,000 YARD FILL ON THE EAST SIDE



Scoping 4,000,000 yards of sand and gravel from the bottom of the Willamette river, employing the heaviest and most powerful machinery in use in Portland, for the reclamation of two and one half miles of east side streets, is the task assumed by the Pacific Bridge company in its big east side fill contract.

Nearly four years will be required in completing this fill work and when it is done a vast amount of property in the east side wholesale and warehouse district will have been made immensely valuable. In some instances the value will be increased four fold. But this is not the only benefit that Portland is destined to derive from the making of the east side street fills—4,000,000 cubic yards of fill material taken from the bed of the Willamette river will result in making a 25-foot channel from harbor line to harbor line, for a distance of eight or 10 blocks. This is an improvement that is not costing the taxpayers a dollar and yet is a work of great value to the Port of Portland.

The contract of the Pacific Bridge company with the city provides for making a full 60-foot wide fill to take the place of the old condemned, elevated plank roadways along the following streets: East Stark street from Water to East Seventh, work just completed; East Sixth, from Water to East Oak; East Washington, from East Sixth to East Eighth; East Eighth, from Belmont to East Washington; East Morrison, from East Seventh to East Ninth; East Tenth, from East Tenth to Tazewell; East Salmon, from Water to Union avenue. All told, this amounts to about two and one half miles of streets.

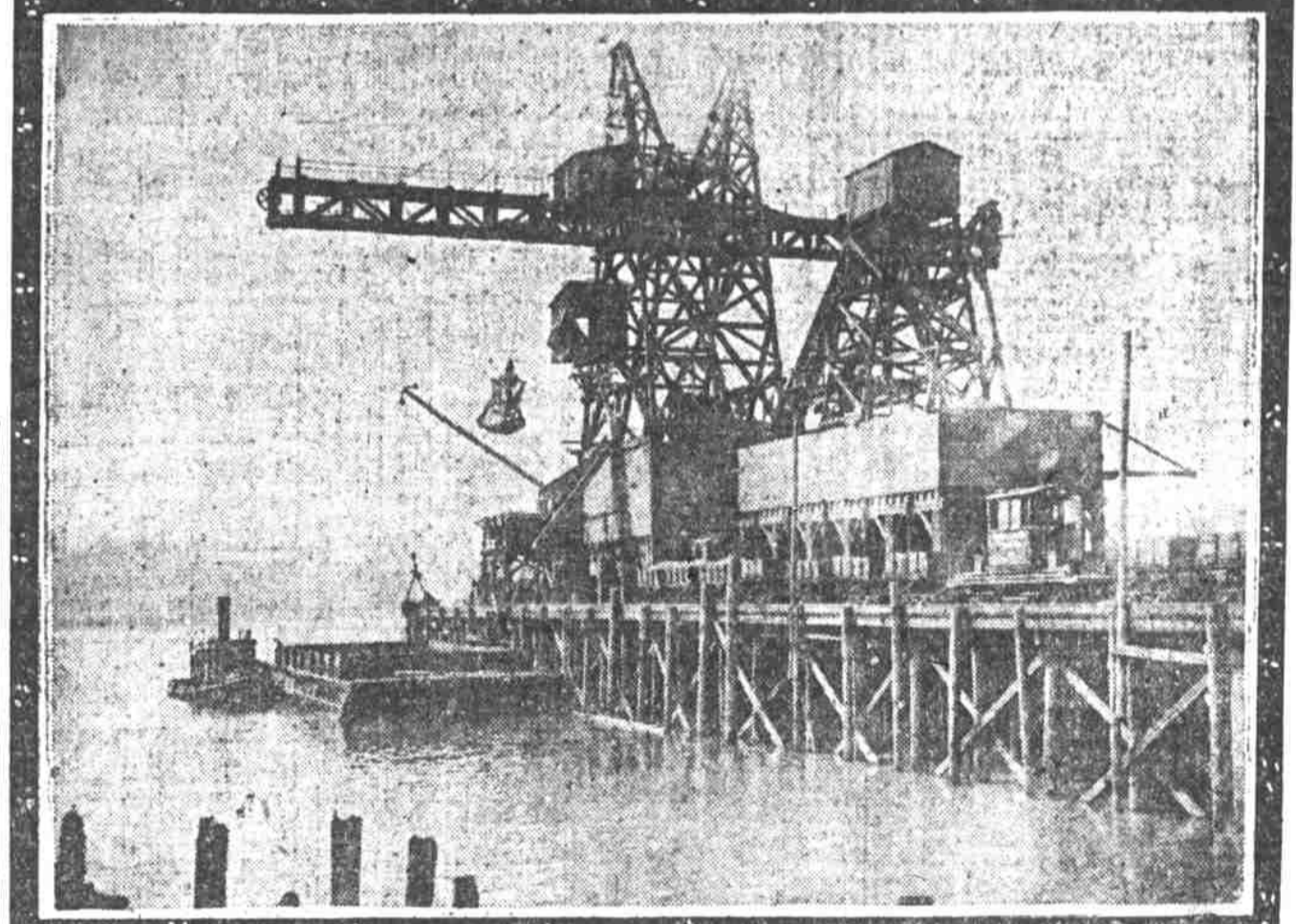
Lowlands are Filled.
In addition to the street fills, the Pacific Bridge company has the contract to fill the lowlands bounded by

Hawthorne avenue, Belmont street, Union avenue and East First street. Most of this area is now a hole in the ground, having but little value, which when filled to basement level will become a valuable portion of the east side warehouse district. The elimination of the last of the elevated roadways and the making of fill streets in the low-land tract on the east side will add a large and valuable district to the wholesale and warehouse area of the city.

When the question of making these fills was first presented to the public there was considerable apprehension upon the part of property-owners in the district lest the cost of making the fills would result in a practical confiscation of the abutting property. That fear, however, disappeared when it was shown that a 50-foot lot in the district would only be taxed about \$2,000 to pay for the fill work in front of it. Without the fill, property in the district was almost unsalable, while lots on East Stark street, fronting on the recently completed fill, have a cash valuation of from \$5,000 to \$10,000. One property owner having recently received \$20,000 for a half block fronting the Stark street fill.

Payments Are Regulated.
Property owners in the fill district have the option of paying for the fill work in cash or by bonding their property and paying the bonds in 10 annual installments, with 6 per cent interest. Several have elected to pay in cash, but a majority of those owning abutting lots adopt the 10-year bonding plan and thus meet the obligation in a way that works but little hardship.

A very few years ago, when all the streets traversing the east side lowlands were wooden trestles, the most favorably situated property in the district would hardly sell for \$5,000 a lot, while in the past 12 months it has improved quarter-blocks in the district have brought \$25,000. Of course it is not pretended that this large increase in values is alone attributable to the fill-



Train Loaded With Gravel Ready to Be Dumped Into Fill. Grab Bucket That Brings Up Gravel. Dredge Titan at Work in Harbor. Huge Gantry Crane and Bunkers on East Side of the Willamette.

\$200,000 GOES INTO NEW COUNTY ROADS THIS YEAR

Under the supervision of Road Superintendent H. B. Chapman, Multnomah county will expend about \$200,000 during 1908 in the construction of new roads and in addition something like \$25,000 will be used in road maintenance during the coming winter. Up to date this year about \$65,000 has been expended in new roads, but the road-making equipment and force will be largely increased for the remainder of the year, thus insuring the building of twice as much macadamized road in the last half of the year as during the first half.

The county is in much better shape now for doing effective road building than ever before, many thousands of dollars having been expended in purchasing first-class road-making machinery. The county now owns four standard road rollers, one Port Huron traction engine and two portable engines, four Aurora rock crushers and one Austin pulverizer, together with a large amount of other necessary machinery and tools employed in scientific road building.

Macadam Goes Down.
About one mile of macadam road per month is being built from the road-making plant at Kelly Butte. The base line road has been treated to a heavy coat of gravel from East Forty-second street to Montavilla, a distance of about 2 1/2 miles, thus connecting



Residence of E. M. Miller, Shearer Street and Haight Avenue.

with the macadamized road running east to the Twelve-Mile house and on to the Sandy River valley. A large amount of work has been done this summer on the Germantown road in widening and macadamizing. This one is 2 1/2 miles long to the top of the mountain and accommodates a heavy travel coming into Portland from the rural districts of Washington county. It intersects the highway known as the Sky Line road over which a large portion of the travel from the west will hereafter enter Portland.

The Sky Line road is the old Cornell road running north and west along the summit of the hills skirting the west bank of the Willamette river. When completed this road is destined to become Portland's most popular scenic drive. The view in many places is unsurpassed, overlooking eastern Multnomah as well as a most beautiful farming country to the west, and commanding a splendid outlook of the Cascades and the heavily timbered slopes of the Coast range.

At numerous points along this highway five snow-capped mountains, Hood, Mt. Helens, Adams, Jefferson and Baldy may be seen after much annoying delay and considerable trouble, the county has succeeded in getting this road re-routed and now the road is being widened from 30 to 40 feet and the grades materially reduced.

A large force of men is at work on the Canyon road, which leads over the mountains, past the poor farm, to Silver and Beaverton, carrying a very heavy travel. With one exception it is probably the most traveled road leading into Portland, as it traverses a rich gardening and dairying district.

Every highway leading out of the city over the hills to the south and west has been given a substantial coat of crushed rock in other words macadamized, while in the heavy traffic roads leading out of the city have been similarly treated from the city limits to the county line.

The Sandy road, running east through Rose City Park, out Columbia slough, and on to Troutdale, is one of the finest country roads in Oregon and is lined with fine farms owned by up-to-date, progressive farmers.

One of the finest drives in the state, from which is to be seen some of the finest far-famed mountain scenery, is the road running east from Portland across the Sandy river, following the ridge road to the brow of the mountains to Latona Falls and Bridal Veil. At several points the road is over 2,000 feet above the Columbia river from which is afforded a magnificent view of the Columbia river gorge, the great canyon of the coast, and the Cascade mountains at a distance in all their native ruggedness.

View of Fine Scenery.
A superb view is to be had of the local and distant scenery, as seen through the mighty rift in the mountains once spanned by the Bridge of the Gods. The view of the valley and the surrounding mountains, especially the green islands in the water, is well worth the trip.

The county is at this time expending on the Portland to Troutdale road a comprehensive and thorough undertaking of oiling all the roads that lead to Portland, and especially those on which is the heaviest travel.

Multnomah county has about 550 miles of public highways, of which 25 miles is macadamized, 175 miles gravelled and 25 miles planked.

It is estimated by those in charge of the work that if the county continues its present system of permanent road construction for five years longer it will have the finest system of public roads of any county on the Pacific coast. Over 35 miles of road have been macadamized in the past three years, while with the present road-making facilities this total can be doubled in the next three years.

10-ACRE FARMS FOR SETTLERS

The party who is operating this model farm. As the matter now stands, Oregon is spending many thousands of dollars advertising her resources to induce people from other states to make Oregon their home. These people arrive at, we will say, Portland, without any idea or knowledge of what they want to do, where they want to go, or what to engage in. In fact, they are adrift on a sea without compass, rudder or life.

"No, it wasn't our cat," cried the frightened boy, returning to the enraged mother. "But it was our kettle!"

Worse Still.

From the Saturday Journal.
The boy's mother had him by the ear, and in her upraised hand there was a menacing stick.
"I'll learn ye to tie the kettle to the cat's tail!" she yelled.
"It wasn't our cat!" cried the frightened boy, returning to the enraged mother. "But it was our kettle!"

Is It Hot Enough for You?

From the Atchison Globe.
About one third of a man's time is spent asking questions that never should have been asked.

COLD WATER WEDDINGS

A Marriage Ceremony Consisting of Washing the Head.

Marriage among the Hopi, a tribe of the Pueblo Indians, is an institution regarded which those most concerned have least to say. When the parents of a girl find it expedient for her to get married, they look up an available man and negotiate with his parents.

After the matter has been arranged the principals are notified, the girl goes to the home of the bridegroom's parents and grinds corn for them for three weeks, while the bridegroom makes a kind of sash for the bride. Then one morning at sunrise they both enter the roads in cold water, which completes the ceremony.

There have been many instances of the bridegroom refusing to go through the performance, says a writer in Outlook. It has then proceeded without him and been accounted a valid and several weeks later he has yielded and had his head bathed.

The Navajo ceremony is much more elaborate and impressive, but then the Navajo girls are much nicer. The regular tariff on a Navajo girl entering the port of matrimony for the first time is 12 horses. On the second occasion the tax is nine horses, while subsequent marriages are free.

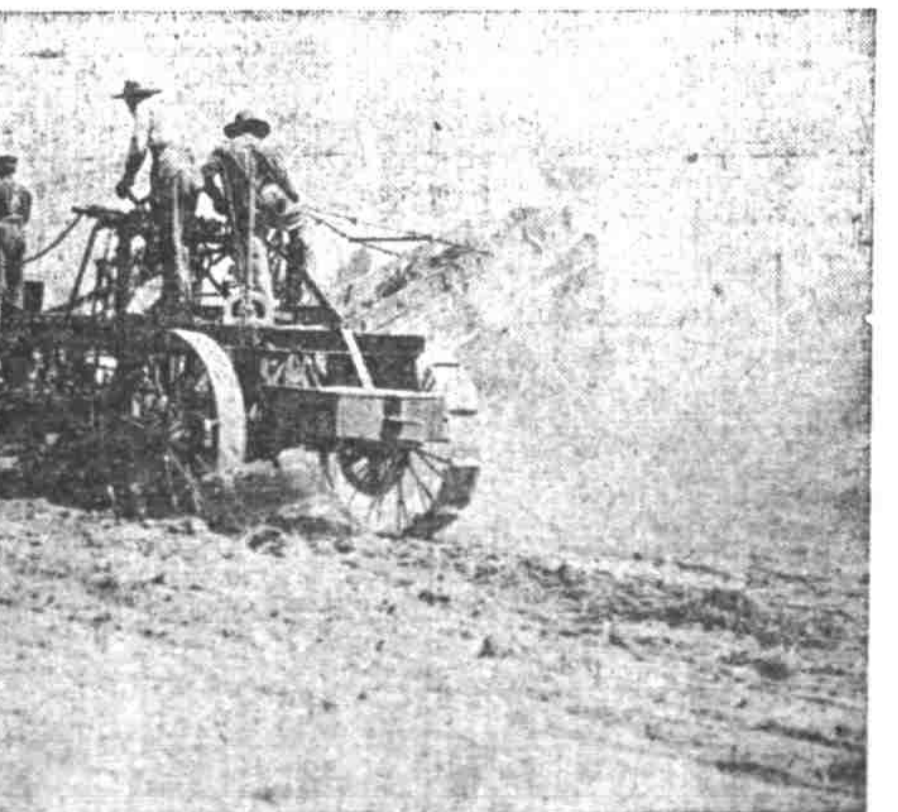
This is not purchase money, but is merely a tribute of respect to a mother-in-law and a token of appreciation of the care and expense involved in bearing and rearing the baby, a recognition not unworthy of consideration by civilized bridegrooms. On the other hand, and deserving of great commendation, is that law of many tribes, unwritten but of much sanctity, that a man and his mother-in-law shall never meet after the ceremony.

"You are all run down," the physician said. "I advise you to go to Pazzazza Springs to recuperate."
"That is impossible," answered the patient.
"Why?"
"I run the hotel at Pazzazza Springs."



H. B. Chapman, Superintendent of Roads for Multnomah County.

GRADING STREETS IN IRVINGTON



The above illustration shows a new elevating grader that has just been installed by Elwood Wiles, who has the contract for improving the streets in Prospect Park, the tract known as the old Irvington race track. This machine takes the place of about 50 men and 10 teams.