

AWARE OF PROSPERITY FOR PORTLAND ROLLING

MAKES A ARGUMENT FOR PATTON AVENUE ROUTE

Francis I. McKenna Goes Back Into City's History to Show Injustice of Attempt to Defeat Pending Application for Streetcar Franchise.

Shall the electric railway connecting the city with the big peninsula packing plant and stockyards leave the main line, running west along Killingsworth avenue, at the crossing of Patton avenue and proceed north along that thoroughfare, or shall it traverse Albina avenue further to the east, or shall it take the extreme western route along Denver avenue? This is the question that has for a year or more agitated a considerable portion of the population of the lower peninsula, and which will in all probability be settled next by the city council, which is about to pass a blanket franchise giving the Portland Railway, Light & Power company the right to lay tracks along a number of suburban streets, a right for which the company has been clamoring some time.

Francis I. McKenna, who has long been a resident of the peninsula and who has made a close study of the street railway needs of the district, is of the opinion that the council should grant a franchise to lay tracks on Patton avenue. In a discussion of the vexed question, Mr. McKenna has the following to say:

The whole city will be bonded for funds to lay out and construct boulevards. Precedents will be established for future guidance by every act of the city authorities at this time in connection with the expenditure of these funds. A boulevard is supposed to be a driveway devoted exclusively to pleasure vehicles, and should be located with reference to some exceptional features conducive to pleasure, elegance, quietness and safety. It should be a beautiful way, while business streets are not conducive to pleasure. Pleasure seeks the loveliest and most beautiful way, while business seeks the shortest cut with least resistance.

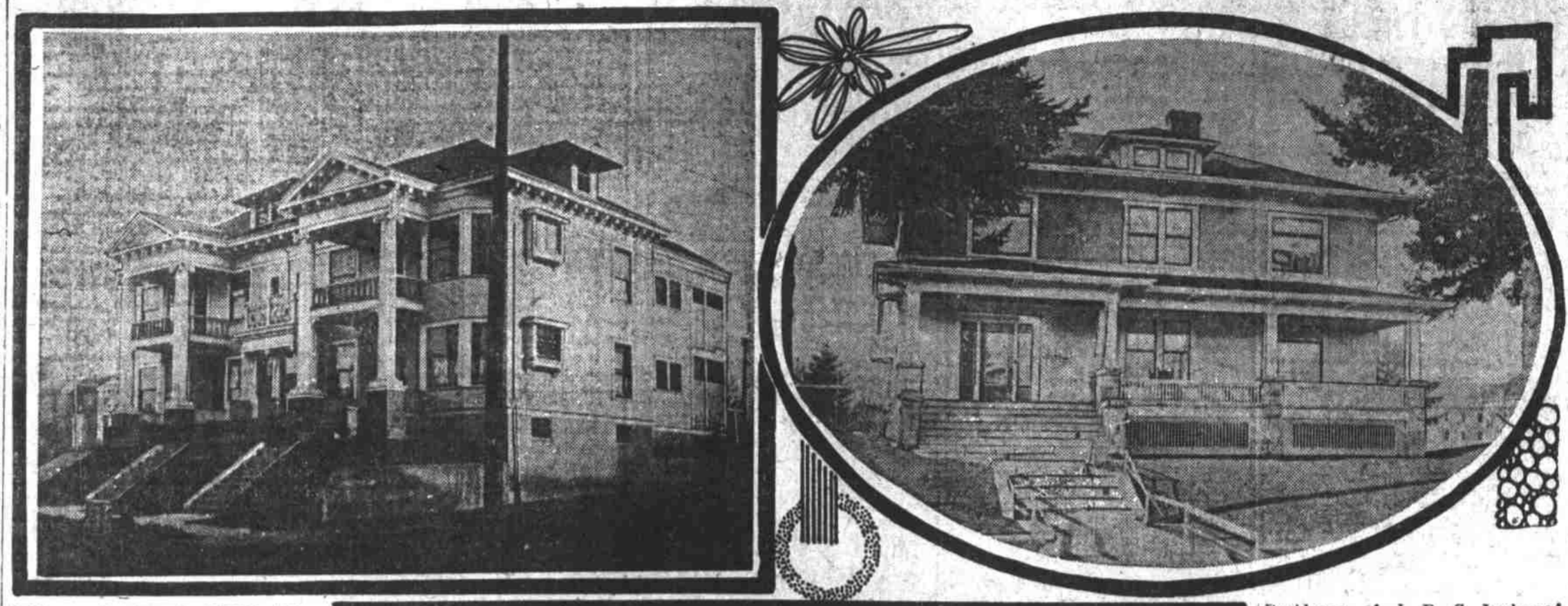
Shall the boulevard funds be spent on streets where there are no attractions and where business would be stifled by restrictions that would be necessary to improve the streets intended only for light vehicles? Shall the public funds be spent on streets where the abutting property owners are not only willing but anxious to pay for the improvement, provided the travel on the street shall not be limited to any class? Shall streets which are by their location more in demand for business than for residence purposes be limited to light vehicle use?

Asks Pertinent Questions.

"Is it not true that the best and most attractive streets for boulevards are in Portland are those where business cannot go?"

"Is it not true that we have more choice scenic sites for boulevards in and around Portland without encroaching on the business district than we will be able to raise money to improve within the next 50 years? If so, why, then, take prospective business streets for light vehicle use to the exclusion of the scenic lines and the heavy truck traffic?"

"Eighty per cent of the property on Patton avenue has petitioned the council to allow Patton avenue to become a



McNamara Apartments, Grand Avenue and Oregon Street.

business street by granting a franchise to the railway company to construct a streetcar line on that street. These property owners promise to improve the street to the fullest extent at their own expense, provided that the street be left free to every class of travel. The respondents ask that Patton avenue be a boulevard, which would mean to improve the street out of the boulevard fund and restrict the travel to light vehicles. Would it be right to pay for the improvement out of the public fund and prohibit business from centering there, when the property owners are willing to pay for the improvement for the privilege of making it a business street?

The good faith of the abutting owners is shown in their willingness to pay and by the fact that they have recently given their property to widen the street to 100 feet.

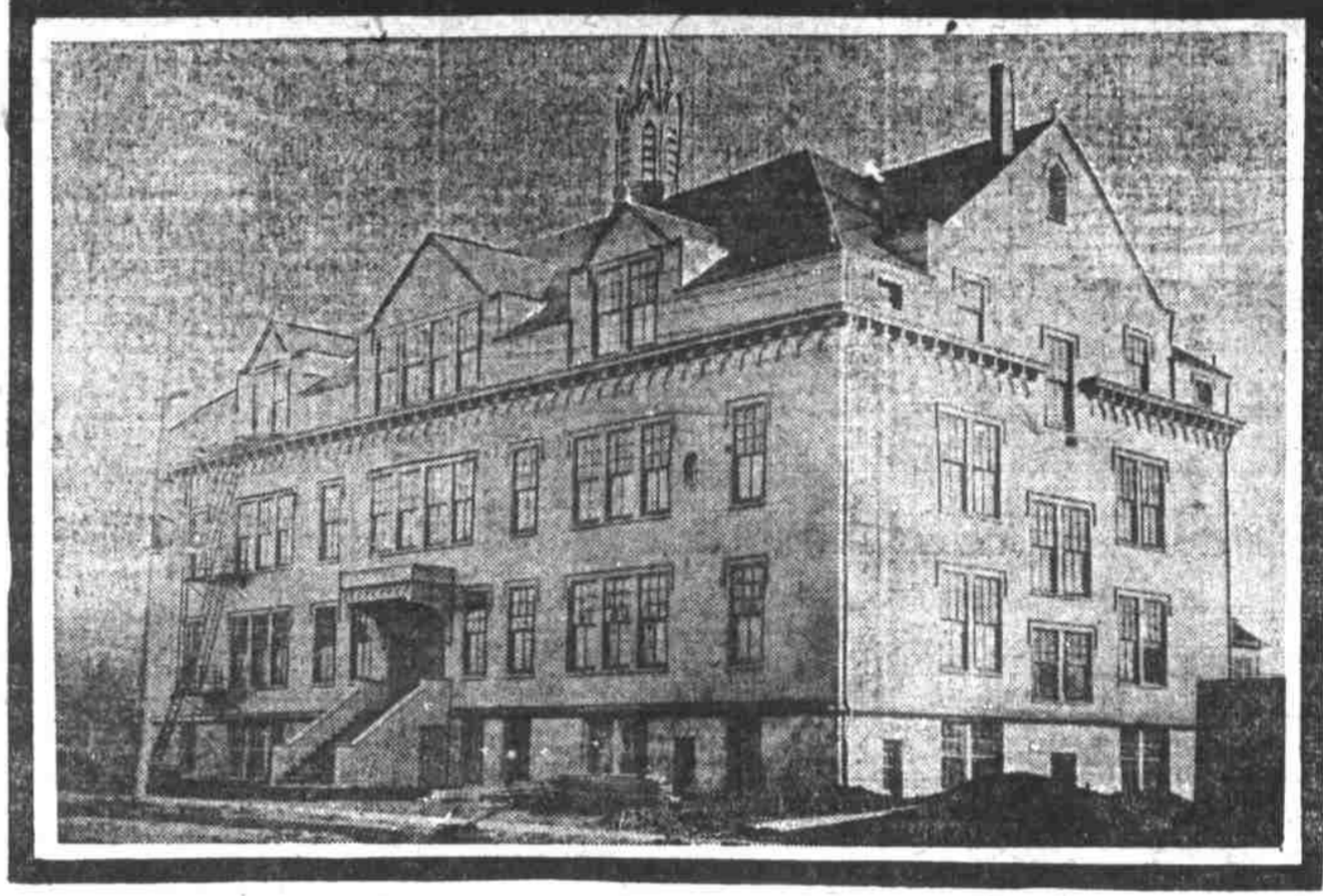
If the council refuses to grant a franchise on Patton avenue because the street is to be retained for a boulevard then the city would be under a moral obligation to improve the street as a boulevard. This would be the first step toward the expenditure of the boulevard fund. Is the precedent a good one? If there is no public good to be served by turning down this application then it should be granted on the widest terms where the company has decided that it is safer to operate a carline than on a narrow street.

City Sets Precedent.

"At the time of the consolidation of the cities of Portland, East Portland and Albina there was a considerable balance in the Albina Boulevard fund. Soon after consolidation a committee from Albina called on the new council of the consolidated city and asked that part of that balance be spent on Multnomah boulevard. The councilmen with Tyler Woodward as spokesman told the committee that we had too many boulevards in Albina, that the consolidated city could not afford to maintain all the streets over there as boulevards. That Willamette boulevard and Vancouver boulevard would be more than we could reasonably expect to have maintained. The committee then asked us to carry out that idea. The council not only refused to spend any of the fund on Multnomah boulevard, but wiped it off the map by changing the name of part of it to Patton avenue, part to Maryland avenue, part to Montana avenue, part to Cook avenue and part to Delay street.

"This in fact is the fact that the part of this boulevard that was changed to Maryland avenue, Montana avenue, Cook avenue and Delay street had been graded with boulevard funds. When the county court in 1899, by an act of the legislature, took over the Albina boulevard system, the Patton avenue, Maryland avenue, Montana avenue, Cook avenue and Delay street had been eliminated from the boulevard system seven years previous by an act of the council, thus confirming the precedent.

"In 1902 the city council granted a franchise to the Portland Railway company to construct a carline on that part



New Catholic School, Clackamas and Grand Avenue.

of Maryland avenue which had been graded with boulevard funds, again following the precedent of making Maryland, Patton and Montana avenues business streets instead of exclusively pleasure streets. There was no incentive then to overthrow the precedent established by the city council in 1902. Mr. McNamara, who has been retained by those against Patton avenue, was city attorney at that time and the franchise was granted to the Portland Railway company to build on this so-called boulevard. If it was right then, why is this wrong now? Mr. McNamara, in his official capacity, passed on the franchise at that time.

As late as 1905 Mr. McNamara, as city attorney, wrote a letter in which he stated that Patton avenue from Killingsworth avenue north to Columbia boulevard, on which the franchise is now asked, and on which no public money had been expended, was not then a boulevard. Now after the abutting property owners have gone to the expense of installing paving stones, extending the street to 100 feet in width and only within the past month completed extension for the purpose of receiving this carline, he comes forward with the absurd claim that it is part of the boulevard system, and a carline should not be run on it.

It is of first importance to a city to have good business streets for the easy movement of trucks, brick wagons, lumber wagons etc. The heavy loads that will come over the elevated roadway from the packing-house district will land on the high land at an elevation of about 50 feet above Columbia boulevard, therefore cannot drop back to Columbia boulevard. If the loads attempt to come over any street west of Patton avenue to the city, they will be confronted by the big gulches that lead up from the flour mill and through Overlook. If such loads be prohibited from traveling on Patton avenue then they must go east more than a half mile to the Vancouver road before they can find another open street on Albina avenue. If this would be a serious hardship on every kind of team work and business, if Patton avenue be left open to every class of travel, there will be no hardships worked on anyone because, being 100 feet wide, there will be room for all. The last modern boulevard in southern California extends from Los Angeles to Pasadena, 15 miles long and has a double track standard gauge electric line the entire length. What harm then could a narrow gauge electric line do in a distance of one mile on Patton avenue? The Portland Railway, Light & Power company has not asked for a franchise on Albina avenue, but certain selfish interests are endeavoring to force them to accept a franchise there. It will be made on that date. The effect of this is that they will get the most nickles for the least expense. They get the most nickles where the number of people is accommodated. Where the greater number of people will be accommodated, certainly, where the carlines should be built. The company has asked for a franchise on Patton avenue."

Residence of J. B. C. Lockwood, Ninth and Wasco Streets.

PLANS COSTLY COUNTRY HOME

C. F. Hendricksen of Winnipeg, Manitoba, president of the Scandinavian-American bank of Portland, has purchased a slightly seven-acre residence tract near Woodlawn and in the spring will erect there one of the finest country homes in Oregon. Mr. Hendricksen is largely interested in timber lands in various parts of the northwest and is also a large holder of wheat lands in the great grain belt east of the Rockies. Those holdings he will dispose of to a large extent and will hereafter employ his capital in developing the territory (tributary) of the Pacific coast. He has his family to Portland from Winnipeg next summer and will make his permanent home in this city.

owner will be glad to have the track laid on his route, and that a franchise can easily be obtained for it. In case for any reason the Patton avenue route is not adopted.

Albina avenue is 80 feet wide, a majority of the property owners on the settled part of it have signed an earnest protest against the proposed widening of said street. That scheme has now been abandoned by the Push club which forbids the widening of streets. The property owners at the head of the plan to widen the street understand from a resident there that there is not much chance of the only quarter of a mile which is unsettled, who would not do all in his power to prevent a car line being placed on that street. They have no need or use for it whatever, being now fully supplied with streetcar facilities. The balance of the distance, one and a half miles, to Pippin street, and then west to Patton avenue if used by a carline, would not be by a franchise, but by private investment, which the city would have no control.

If a track is laid on an extension of Albina avenue to Pippin street, there would be a 3 per cent down grade, and then a 3 per cent up grade going west on the latter street. The work is an experienced surveyor, who has done a great deal of work in this vicinity.

R. M. WILSON.

SITE FOR ARLINGTON CLUBHOUSE CHOSEN

New Building of Club to Face the Shady South Park Blocks—Several Large Sales of Realty in the City Made During the Past Week.

Acting under instructions of the whole club, the board of governors of the Arlington club closed during the latter part of last week the deal for the purchase of the 100-foot square lot facing on Salmon street, between Park and West Park streets. The property is considered as admirably situated as a new building which it is proposed to erect by the club. It was purchased from F. M. Warren, the price paid in the deal being \$10,000.

This site has three street fronts and is ideally located for the purpose. The club had over 50 different lots offered at prices ranging from \$15,000 to \$100,000, but it is believed that more favorable offers were not made. This selection then would have been the case with any other.

Sixth Street Property Sold.

Goldsmith & Co. closed a deal Thursday for a lot on the east side of Sixth street, between Everett and Flanagan. The property has a frontage of 50 feet and was sold for \$7,500. At present there is an old frame structure on the lot, on which the new owner, whose name is withheld for the present, intends erecting a four-story brick building to be used for hotel purposes.

Poster & Klader has purchased the half block on the north side of East Yamhill street, between East Third and Union avenues. The property was purchased through the agency of D. J. Stearns for \$16,000. It is reported that the purchasing firm will erect a three-story building on the occupant, as the east side headquarters of its business.

William McKenna, a Goldendale, Wash., capitalist, purchased last week from the Moore investment company, through W. H. Moore, 31 lots in Lorrington addition, and four acres in Mount Hood View, paying for the property \$20,000. This is the second large sale of realty in Portland in the suburbs made by Mr. Moore in the past 10 days, and all his sales have amounted to over \$150,000.

H. P. Palmer, who deals extensively in Irvington property, has sold six quarter blocks in that district, since the first of the month, each holding bringing \$2,500.

M. W. Parelhus took a quarter at East Nineteenth street, Kilday street, Washburn street, Kilday street, Washburn street, and four acres in Mount Hood View, paying for the property \$20,000. This is the second large sale of realty in Portland in the suburbs made by Mr. Moore in the past 10 days, and all his sales have amounted to over \$150,000.

J. C. Roberts at East Twentieth and Knott.

Palmer also sold to Mrs. Adda L. Wright a new bungalow on the corner of East Seventeenth and Halsey streets, for \$4,500.

Garretson at East Twenty-first and Knott.

C. A. Foster at East Twenty-first and Knott.

Mr. Palmer himself purchased a quarter at East Twentieth and Brazee streets. Smith purchased a 75 by 100-foot holding adjoining the corner of East Twenty-first and Knott.

Ed. J. Bryan has closed a deal for the quarter block at the southwest corner of Thirteenth and Everett streets. The property formerly belonged to John and Dr. Owens Adair, and was sold for \$24,000. It is understood that Mr. Burke has refused \$13,000 for his purchase, which he optioned last August.

Really Profits Shows.

E. J. Daly has sold for E. J. Cran a 25 by 100-foot lot on the west side of Front street, between Adams and Washington and Alder streets, for \$18,500. The purchaser was Harriet J. Mansfield. Mr. Daly sold this property to Mr.

ALL PRICES BOOKED FOR RAPID ADVANCE

Far-Sighted Portland Man Tells of Tips That Cost of Building Materials Are Going Up Soon—Predicts a Sharp Rise in All Values.

One of Portland's leading business men, who is at the same time a conservative and a large operator, and who has done as much as any other man to build up and develop the city, believes and says that a great tidal wave of prosperity is already rolling in upon the country and that not later than the first of the new year, the phenomenal conditions of two years ago will be duplicated; that labor and money will be at top notch prices and that the consumer will be paying the highest prices in the history of the country.

Discussing the outlook, he has the following to say:

"The agents of the trusts in every line have been giving quiet tips to those who handle their goods, to buy before December 1, as a big increase in prices will be made on that date. The effect of this so-called inside information is producing phenomenal results. The plumber who ordinarily purchased from two to four bath tubs a month is now ordering by the dozen. Dealers in water pipes are placing orders for water pipes sufficient to last them for a year. The same is true of steel and iron consumers. The dealers in every line of manufactured goods are acting on inside and confidential information, each believing that he is the favored one and is placing unusual orders, or in other words, has gone into speculation by buying for the future. The wise man who sees through the trick

STOCKS REPORTED WITH SURPRISING FREQUENCY

When will this condition cease? Prices cannot continue to rise indefinitely. There must be a limit somewhere. Will it be next year or will good times continue until another election comes around to destroy confidence?

Portland has always been conservative. Portland inflates slowly and subsides leisurely. We are building on an agricultural foundation. We are not investing much money in public utility stocks. Our real estate values are not likely to be overdone. There will always be a market for our grains, fruits and flesh. If the market for our timber should weaken, our timber will still be worth the money. There is a heavy immigration to the country surrounding Portland. There is room for millions more here without crowding. That Portland will have its share of boom and inflation along with the other parts of America there is no doubt, but it will be better prepared to equalize matters after the boom has been reached than the persons engaged solely in trading and speculation.

Sell at Profit Quickly.

"The man who holds his assets in cash will find himself growing relatively poorer as the value of real estate and goods increase. He may be able to get higher interest but the ordinary interest rates will be small compared with the increasing value of property. The man who buys anything at present market prices will surely be able to sell it at an advance after the turn of the new year.

"The person who buys property of any kind now and sells on the crest of the coming wave of high prices will make huge profits. But should he hold till the high point is past, it is not probable that he will be a loser, because it is not likely that a lower basis than prevails at this time will be after the fever has run its course. It is after the fever has run its course, it is at a profit and the person who buys at present prices will surely obtain a profit before a long time."

Clearance Jump Up.

"The bank clearances for the week ending November 13, were the largest for far ever recorded, almost a billion greater than for the corresponding week of last year. High record prices for

FINDS ONLY ONE ROUTE OTHER THAN PATTON AVENUE AVAILABLE

November 14.—To the Editor: At the time of the consolidation of Albina with Portland, the old Albina council supposed it had just finished legalizing Patton avenue and making it 100 feet wide from Columbia boulevard in a straight line to its southern end at Prescott street, but many years afterwards it was said that there were some matters which had not been passed by the Albina council, and that all proceedings would have to be commenced over again by the consolidated city of Portland. This was commenced early in June, 1907, for the sole and express purpose of being able to offer a franchise to the Portland Railway, Light & Power company to lay a double track electric railway on the said street from Killingsworth avenue (that part south of Portland boulevard) having been graded by the city, the officers supposing that it was a legal street, north to Columbia boulevard, a distance of one and a half miles.

The present methods in use in the city engineering department, the street committee and the executive board acting in accordance with the directions laid down in the present charter, are such that with the utmost energy and perseverance, sustained and aided by the influence of nearly every one of the property owners on the entire line of this street in urging the officers to an early completion of the matter, Patton avenue only became a legal 100-foot public thoroughfare on October 15, 1908. In fact it is not even yet such, for the city council still has to proclaim such to be the case—18 months unwinding the red tape.

May 25, 1908, the Portland Railway, Light & Power Co. formally applied to the mayor and city council for a franchise for an electric double track rail-

NEWS FORECAST OF COMING WEEK

Large Events in Religious Realm—Suits of Importance—Conventions.

(Special Dispatch to The Journal.)

Washington, Nov. 14.—The attention of the Roman Catholic world will be centered next week in elaborate ceremonies will be held in celebration of the pope's jubilee, the fiftieth anniversary of his ordination to the priesthood. From all parts of the world, a host of prelates will be present, including a liberal representation from America, journeyed to Rome to take part in the jubilee observances.

Also of great interest and importance to the Catholic church will be the meeting in Chicago of the first American Catholic national congress, which will be attended by distinguished churchmen and laymen from all parts of this country and Canada.

In the United States circuit court at Richmond the injunction suit instituted by the Beaverton & Olin Railroad company against the Interstate Commerce commission will be argued. The suit is one of the many brought by the Interstate Commerce commission to enforce the so-called hours-of-service law, which became effective March 4, last.

Anti-Trust Cases.

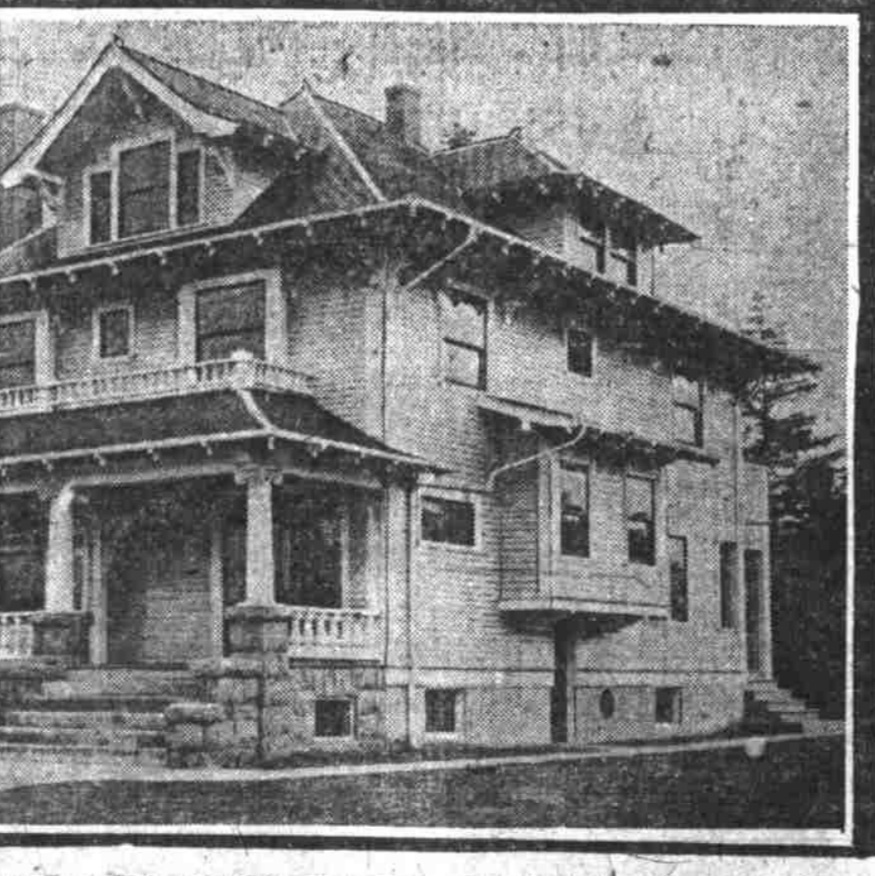
At Boston on the same day arguments will be heard on the question of advancing the bill in equity brought by Attorney General Bonaparte to prevent the merger of the Boston and Maine Railroad with the New Haven and to force the latter to dispose of its trolley lines in Massachusetts. The case will be argued by the Boston and Maine Railroad and the special examiner appointed in the case, will begin the taking of testimony in the anti-merger suit brought by the Interstate Commerce commission for the purpose of dissolving the Harriman Railroad system.

After several postponements the case of In Whan Chang, the Korean accused of the assassination of Durham White Stevens, American adviser to the Korean government, will come up for trial in San Francisco Monday.

Important conventions and conferences of the week will include the meeting of the Atlantic Deep-sea Waterways association in Baltimore, the National Prison association in Richmond, and the National Municipal League and American Civic association in Pittsburgh.

A new ice-cream freezer, by using a glass can flams to do away with the arduous labor of turning a crank, and freezes its contents by packing in crushed ice and salt.

An Italian physician has discovered that carry all as an intestinal antiseptic and will cure many forms of digestive ailments.



New Residence, East Sixteenth Between Halsey and Weidler Streets.