

Most Liberal Offer Ever Made in Real Estate

P. C. Lavey & Company, Inc., Offers

A Real Opportunity for the Ambitious

Here is Our Offer to the first 160 buyers WHO ANSWER THIS ADVERTISEMENT Either in Person at Our Office or By Mail

Three Lots for the Price of One

FIRST: We will sell you three lots, one lot in each of these three towns for \$175.

SECOND: You can pay for them as follows; \$15 down and balance \$1 a week without interest or taxes.

The first does not mean \$175 for each lot—it means that you get the entire three lots for \$175. The second does not mean that you pay down \$15 on each of the three lots, or that you pay \$1 per week on each lot—it means that all you have to pay down on the entire three lots is \$15, and that all the payments you have to meet until the balance is paid is one Single Dollar per week, without any interest charge whatever. A child could meet these terms.

Extra Inducement

If you pay cash, 5 per cent discount will be allowed and the three Warranty Deeds issued at once.

If you will build upon your lots within 90 days, we will pay you a 5 per cent bonus.

We will give a free lot, size 50x140 feet, to any church congregation who will build their church, and we will deliver deed when building is completed.

Size of Lots

No lot in this sale is less than 50 foot frontage, nor less than 130 feet in depth, exclusive of 60-foot streets and 20-foot alleys.

Not More Than 3 Contracts to One Person

We know several real estate firms who would gobble these three towns up at these prices for the purpose of reselling, so we have reserved the right to sell not more than three contracts to any one person.

You May Choose Your Own Lots

Come to our office, where you can see plats and maps and choose your lot, or we will choose for you the best and closest in unsold lot open when your application reaches this office.

Title Guaranteed

Title is hereby guaranteed to be perfect, and if any flaws are found in same we will refund your money, together with 6 per cent interest.

Investigate Fully

We invite the fullest and most stringent investigation by the press and public, and we defy those who might feel inclined to "knock." If you find any misrepresentations in our advertising, your money will be quickly returned with 6 per cent interest, on demand.

This Offer Good Only Until 160 Lots Are Sold

Fill Out This Application and Mail to

P. C. Lavey & Co., Inc.

Lumbermens Bank Bldg., Portland, Ore.

APPLICATION

PORTLAND, OREGON.....1910

P. C. LAVEY & COMPANY, Incorporated

Gentlemen:—I hereby accept your offer of three lots for \$175 under one contract, and desire to

purchase.....contracts. I enclose herewith \$.....as first payment.

I make this application with the distinct understanding that balance is to be paid at the rate of \$1 per week, or \$5 per month, on the three lots, and that upon final payment I am to receive three Warranty Deeds, as follows: One deed for lot in Worden, Oregon; one deed for lot in Dorris, California; and one deed for lot in Mount Hebron, California. I further understand that if I pay the balance due before thirty days that I am to receive 5 per cent discount, and that if I erect suitable buildings for residence or business on either of these lots I am to receive a 5 per cent bonus if same is started within ninety days.

Write name and address plainly. Enclose check, draft or money order. P. C. Lavey & Co. reserve the right to reject this application and return amount accompanying same.

NAME

CITY

STATE

Don't Take My Word for It

I am well aware that there are many skeptics in this world, many people who think the real estate man says anything to make a sale, so I asked Mr. William S. Worden, who is a railroad man (being right-of-way agent for the Southern Pacific), to give me his knowledge of the three towns, one of which is named for him. Here are his own written words. Respectfully,

P. C. LAVEY, President.

Mt. Hebron, California

Mount Hebron lies at the south end of the great Butte Valley, east of the Cascade Range, in Northern California, about 60 miles from Klamath Falls, Or. It will be a distributing point for a large stretch of country, and at such time as the Southern Pacific line is constructed through to Portland will be the main freight division and subdivision point for this whole territory.

The town of Mount Hebron is the town of the future, and it will be only two years before great developments occur there, for the reason that this big freight division point that I have mentioned will not obtain until the line is connected with the present main track at Eugene, Or., which will be a matter of about two years at most. Then all the through traffic between San Francisco and Portland will go through this town. Later other lines will extend to Reno, and from a point north of Klamath Falls east to the Short Line, and will add their traffic to the road already built.

Anyone purchasing lots in this town who will be content to wait until things can work out will make big money and be eminently satisfied.

The five-acre tracts immediately adjacent are very fertile and productive land. The writer bought this ranch himself, before the advent of the railroad, and converted it into a townsite, and knows that it is almost absolutely level, is well watered, is a sandy, loamy soil, with no rock on it.

The soil is from 10 to 25 feet deep, and underlying it is plenty of water of exceptional quality at a depth of from 10 to 15 and 20 feet. One well dug on Main street, 15 feet deep, has eight feet of water in it, and it is impossible to lower it by pumping or dipping.

Mount Hebron lies at the south end of the big Butte Valley, as previously mentioned, which valley contains an area of about 100,000 acres. By writing to the government you can get a copy of the government report as to the soil of the Butte Valley, and you will note that the best land is at the south end of the valley.

Contiguous thereto and within a half mile of the town is a large body of timber, covering millions and millions of feet. There is one sawmill near Mount Hebron now, and another going in shortly. We also have negotiations under way for the construction of a box factory at Mount Hebron, employing 50 to 60 men.

When the railroad makes its development here, there will be a large number of men employed in switching, making up trains, working in the roundhouse, etc., and all that work necessary to a subdivision and freight division point.

Let me say that close to Mount Hebron is the finest duck shooting and fishing in the world. That is saying a great deal, but it exists. Deer also abound in the hills, and Butte creek, coming down out of the mountains, sinks within a short distance of Mount Hebron, affording a large supply of water underneath the ground. The writer has been out with other officials of the Southern Pacific company and caught as many as 80 trout in one afternoon.

Dorris, California

Is located at the north end of the famous Butte valley, about 20 miles distant from Mount Hebron, between Mount Hebron, Cal., and Worden, Or., and is already a town of considerable size. The same type of railway station, costing \$50,000, is built there as at Mount Hebron. The Southern Pacific company is at the present engaged in drilling a well, with the hope and good prospect of finding artesian water. There is not a lot in Dorris worth less than \$100.

Dorris is surrounded by a fine agricultural country, and will be a rattling good town.

Worden, Oregon

Located 18 Miles from Klamath Falls, Oregon.

The site of Worden was selected by me, because of its wonderfully productive surrounding country.

The Government Reclamation and Experimental Station is located there, and will remain there for 25 years. Over 50,000 acres of rich truck lands surround the town, and adjacent thereto are thousands of acres of fine yellow pine, which must be shipped from Worden. Here will be located sawmills, and there is an excellent location there for a box factory and other manufacturing industries. There is another feature about Worden that insures its rapid growth and population. The fact that any man can make money growing celery and asparagus on five acres of the rich land now being reclaimed by the United States Government, guarantees that people will make their homes in Worden and in sight of their small farm tracts. Being on the main line between Portland and San Francisco, and with excellent markets for all products within easy reach the future of Worden is assured. Worden is the natural trading, shipping and distributory point for nearly 200,000 acres of as good land as there is in Oregon.

And Here Is Farther Evidence From Two Pioneers

READ THIS SWORN STATEMENT

Of Daniel L. Gordon and H. F. Chapman, both well known and respected pioneers of Klamath county.

Klamath Falls, Or., June 23, 1909.

This is to certify that J. DANIEL L. GORDON, have lived in Klamath county, Oregon, on land part of which now constitutes the TOWN OF WORDEN, for the past twenty-eight (28) years, and have farmed said land each year during that time.

That I have raised the following crops: Wheat, oats, barley, rye, timothy, clover, and all kinds of garden truck, potatoes, corn, beans, squashes, tomatoes, lettuce, onions, radishes, etc., watermelons, cucumbers, and on one 20-acre tract which I used particularly for potato crop I have raised as high as 165 bushels to the acre. I remember particularly one sack which was picked contained 31 potatoes, total weight of sack being 104 pounds.

This is a particularly well adapted section for the growing of fruit. I have an orchard containing about 100 trees, bearing apples, plums, prunes, cherries and apricots, and my trees this year are loaded. Small fruits, such as currants, raspberries and gooseberries, do exceptionally well.

In fact, the section of the country immediately adjacent to the Town of Worden is the freest from frost of any place in Klamath county.

All of the above has been done without irrigation. With the advent of the new canal, survey for which runs through the Town of Worden and through my adjacent land, the productivity of said lands will be greatly increased.

DANIEL L. GORDON.

This is to certify that I Henry F. Chapman, own 160 acres of land one mile west from the business part of the said Town of Worden; that I have resided there for the past fourteen (14) years; that I have read carefully Mr. Gordon's affidavit, and know the same to be true, and that I hereby wish further to state that I can and do raise the same crops on my lands each year.

H. F. CHAPMAN,
LOUISE F. SARGENT,
Notary Public for Oregon.

(Seal.)

From the Portland, Oregon, Daily Journal-Sunday, January 16

P. C. LAVEY BUYS THREE TOWNSITES

Worden, Dorris and Mount Hebron on New S. P. Line Bought by Portlander.

Contracts were closed Saturday between P. C. Lavey of Portland and William S. Worden of the Klamath Development company of San Francisco and Klamath Falls for the purchase of three townsites on the Southern Pacific main line between Portland and San Francisco. The three towns purchased are Mount Hebron and Dorris, in California, and Worden, in Oregon.

The towns are about 16 to 20 miles apart, and are the official towns laid out by the Southern Pacific. P. C. Lavey will also be the exclusive Portland representative of the Klamath Development company, and will manage the sales in the Portland district of that company's vast holdings at Klamath Falls at this end.

Worden is in the heart of the Klamath reclamation project; Dorris is at the north end of the long tunnel, and Mount Hebron, which is the farthest south of the towns, will be the headquarters of the Southern Pacific freight divisions.

Mr. Lavey is having a landscape view made of the entire Klamath country, showing the towns along the new Southern Pacific line. This picture will be exhibited in Portland for a few weeks, and will then be taken east by Mr. Lavey, who expects to spend several weeks traveling in the east this spring.

From Portland, Oregon, Daily Journal, January 16th, 1910.

TRON-KLAMATH LINE TO BE READY IN 18 MONTHS

Judge Fenton Says Within That Time S. P. Portland-San Francisco Trains Will Run Through Klamath Falls.

ROAD WILL HAVE 1 PER CENT GRADE

Sixty-five Miles of System to Main Line Now Under Construction.

"We have not been heralding our things down in that part of the state with the blare of trumpets," said Judge Fenton, "and hence little is known of the work going on there, but I will say at this time that for the present 65 miles of road are in course of construction and that it will not be more than 18 months at the most until trains will be operating between Portland and San Francisco over a road having at no place more than 1 per cent grade."

Spoke W. D. Fenton, attorney for the Harriman lines in Oregon, at the given to the Oregon Retail Ware and Implement Dealers' association at the Commercial club last night.

This was the first official announcement touching upon the completion of the Natron-Klamath Falls extension, and was received with a storm of applause from the 250 business men from all parts of the state assembled in the banquet hall.

Means Double Tracking.

The Natron-Klamath Falls extension, by making a detour through passes in the Cascade range to Klamath Falls and thence to Weed on the main line of the Southern Pacific, in California, will practically mean the double tracking of that large section of the line and give much better time for heavy freight business by the elimination of the heavy climb over the Siskiyou.

The line from Weed to Klamath Falls, known as the California Northeastern, has already been completed and is now in operation, and the extension from Klamath Falls, along the east shore of upper Klamath lake and west of the Klamath reservation, is now under way, section contracts having been let covering a total distance of approximately 65 miles. On these stretches work is being pushed as rapidly as money and men can do it.

Will Cross Deschutes River.

The extension will cross the east fork of the Deschutes river to Odell lake, thence across the Cascade mountains and down the middle fork of the Willamette river to Natron. North of Klamath Falls, the road is known as the Oregon-Eastern.

From Natron business can reach Portland either by way of Springfield and Eugene, or by way of Lebanon and Woodburn, by which Natron now has connection with the Southern Pacific main line.

The completion of the extension, it is explained, will not cause abandonment of the line across the Siskiyou, but will relieve the congestion and overcome the grades now making hauling of heavy freight necessarily slow and expensive.