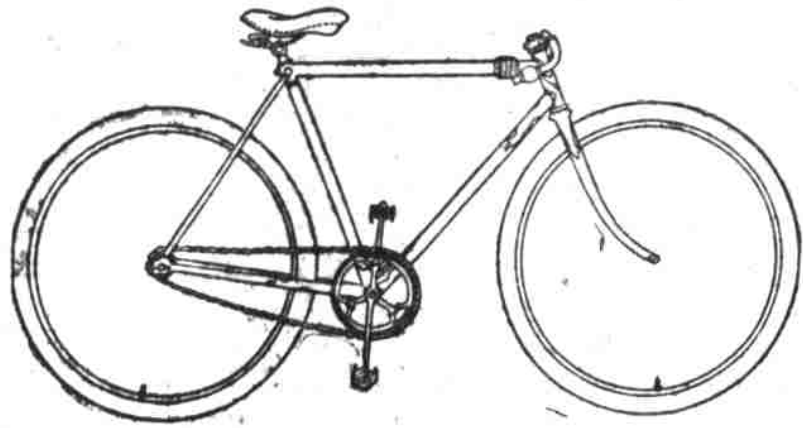


ALWAYS IN THE LEAD



MANUFACTURED FOR 23 YEARS

It takes experience to build a perfect Bicycle. The Rambler of today is the result of 23 years experience in bicycle building, experience which has brought it to that state of perfection which entitles it to the distinction of being

"THE BEST WHEEL ON EARTH"

The
1902

Rambler

BICYCLES

AT \$25, \$30, \$35, \$40, \$50, \$60 ARE

The Best Bicycle Values ever offered. Ask Rambler Riders—thousands of them in Northwest

Let us interest you in Automobiles. Call and let us show you

The Toledo Steam Carriage
The Waverly Electric Runabout

The finest machines of their class on the market.
Their class the finest.

Fred T. Merrill Cycle Co.

105, 107, 109, 111 Sixth St., Portland

SPOKANE

TACOMA

SEATTLE



BICYCLE DOINGS

Notes of Interest to
Portland Wheelmen.

CYCLE PATH BULLETIN

The weather forecast for tomorrow is partly cloudy, with occasional showers. Vancouver Path.—In good condition; cross steel bridge, turn to left.

Base Line Path.—Fast; cross Morrison-street bridge, and out Belmont to East Twenty-fourth.

Linton Path.—Needs repairing; north on Sixth or Twentieth street.

Oregon City Path.—Fair condition; cross Madison-street bridge, out Hawthorne avenue to East Eleventh.

Whitehouse Path.—In poor condition; south on Water street, West Side.

Section Line Path.—Fair condition; cross Madison-street bridge, out Hawthorne, through Ladd's field.

Woodstock Path.—Fair, same lead as Section Line.

Negotiations are still pending for the lease of a suitable grounds for a four-lap racing track in Portland. A bicycle-meet man from California is willing to put in a first-class track, where meets can be held this season. The old Portland track on the East Side is an ideal location, after a considerable work has been put on it, but there seems to be some difficulty in procuring a lease. As the season is fast advancing, no time can be lost and other localities are being considered.

If the location of a permanent racing track here proves successful, it is understood that the track will be inclosed overhead so that races may be held there during the rainy season. This feature of bicycle meets is highly satisfactory in other localities where the weather in the off season is not as bad as it is in Portland.

THE RIDE TO VANCOUVER.

Last Sunday the bicycle path leading across the peninsula to the Vancouver ferry was thronged with cyclists. The day was one of the best we have had this season for wheeling, and many started out bright and early to take advantage of it. So many as 68 wheels were counted on the ferry-boat at one time.

CYCLING BETWEEN LAKES.

W. E. Simmons, manager of the Clear Lake Station, writes friends in Portland that cyclists can now ride from Fish

Lake to Clear Lake, in the Eastern part of Linn County. A good path has been built through heavy timber, surrounded with inspiring scenery. The distance from one lake to the other is about three miles. Clear Lake is the crater of an extinct volcano, and is said to be bottomless. Both lakes are noted for fine fishing.

FOR A NEW PATH.

A petition is being circulated in St. Johns, and on the Peninsula, for a path from the boulevard to the town at St. Johns. The hill is quite steep and will have to be graded down and the track will likely have to be graveled. The ride out the boulevard through University Park to St. Johns is one of the most picturesque in the city. The path runs along the high plateau that commands a fine view of the Willamette River and Portland, and the stirring breezes of this section are always refreshing.

A FAST PATH.

Cycling on the Base Line path is said to be very fine now. Last Sunday a bunch of fast bicycle riders from the city took a spin out to Gresham, and found the road in excellent condition considering the dampness of the ground. Among the party were: Bay Campbell, Ted Ingfield, Keg Barrell, and Oglesby, all fast riders.

It was also a great day for automobiles and motor cycles, four of the former, and two of the latter were out on the Base Line road. They did some fast spinning. The operators understood their business and didn't let the machine get away from them and run over any of the farmers' potato patches that line the road.

Tomorrow, if the weather is inviting, there will be another wheel and automobile excursion in this direction.

NOT A TRUST.

Since the bicycle repairmen of Portland agreed on a uniform schedule of prices, they have been enabled to do business on a better basis. The cutting of prices has ceased. The repairmen reject being called promoters of a trust, they simply say that the new organization is more for protection as between themselves. Prices all around are about the same now as before.

TAGS SELLING SLOWLY.

Chief Bicycle License Collector Oviatt states that up to date 200 tags have been taken out. Unless the wheelmen come to the front and pay their annual license, Deputy Sheriffs will be sent out to enforce collection. The taxes become delinquent April 1, but the Sheriff is inclined to be lenient with the wheelmen.

REAL ESTATE

The interest in real estate still continues. There is active inquiry in every direction. Within a month, sometimes, the appearance of a whole district will become so changed as to prove almost unrecognizable. When viewed from the top of Portland Heights, the city lays out like a panorama. From this vantage point one can form some idea of how

the residence districts are expanding. Blocks which two, or even one year ago were vacant property, are today covered with happy homes. If any one doubts that all available space is not taken, if they attempt to lease a house or flat for their family that falls within the limit of the average purse, they will soon be undeceived.

The half week's record shows the following:

TRANSFERS.

Thursday \$20,719.00

Friday 11,087.29

Saturday 30,635.00

Total \$62,441.29

BUILDING PERMITS.

Thursday \$3,500.00

Friday 14,550.00

Saturday 18,210.00

Total \$36,260.00

Jennings & Co.—The major portion of our business is in dealing with persons who have resided in Portland for years, or at least long enough to know something of values. This class of people are looking for investments and the number is appreciably increasing every month. They have confidence in Portland real estate, both now and for the future.

"We do not find any trouble in selling property that is held at anything like fair prices. There is a tendency on the part of some to anticipate too much on future values. These hold their property at a figure too high for ready sale now.

Two years ago an improved corner lot on Gilsan street was held at \$10,000. The owners then were anxious to sell at that figure. As soon as they saw that there was a growing demand for realty, they began crowding up the price. We could have sold the place for them a short time since for \$15,000 but they wanted \$20,000. They will have to wait a good while probably before they can get that figure.

"We recall another instance.—Less than two years ago a certain piece of Washington-street property was held at \$4,500. About 10 days ago this was sold for \$6,500. In our opinion it is a conservative estimate to make that property values have increased at least one-third within a year.

"An illustration of appreciated values is shown by the way rentals have increased. There is a certain piece of hotel property on First street. A lease for five years has just been executed upon this for nearly double what it was under the old lease. On Second street there is also a piece of hotel property recently leased for five years. Here, too, rents have nearly doubled, for it now brings in just twice what it did under the old lease, less \$5 per month.

"Country property shows an increase in price, and its advancement is proportionate with that of city real estate. There is a heavy demand for farms in the Willamette Valley and for acreage tract close-in and readily accessible from the city. Farm values are assuredly advancing. Two years ago there was a farm of 80 acres near Clackamas station that could then have been bought for \$35 an acre. A month ago this was sold for \$70 an acre—just double.

"Another farm of 20 acres located on the North Forster road, about four miles east of the city, was purchased a year and a half ago for \$150 per acre. Recently the buyer disposed of one-half of the place for \$300 an acre. He has already gotten back in cash for half all he expended for the whole place and could readily sell the remainder."

William Reidt owns property in nearly every part of the city. He says that the inquiry for property is general in every part of the city. "I believe," said he to The Journal, "that by December next all residence property on either side of the river as far out as Twenty-eighth or even to Thirtieth street, will bring 50 per cent more than now. This increase is a healthy and natural one. There could not be a better time to buy than now. Property is as low as it ever will be. I do not believe it has even given an indication yet of the values it will ultimately attain to. There are certainly 20 people now looking for investments in city real estate where there wasn't even one a year ago."

Mr. Reidt sold four lots Monday at and near Twenty-first and Clinton for \$350 each. On Wednesday he sold a cottage near the steel bridge on the East Side for \$2,000 to Harold Drewery. He also sold during the week two cottages at the corner of Kearney and Eleventh for \$3,000.

E. W. Barnes, who deals in timber lands, and who is a shrewd observer of that class of property, says: "Within 10 years Oregon has been receiving the marked attention of Eastern buyers of timber lands. This has resulted in large numbers of Eastern buyers and investors visiting the country. This, in turn, has resulted in still further investigations by Eastern people, as the stories of Oregon's wonderful timber resources were carried back."

"The purchasers so far have been engaged in bunching the smaller timber tracts together into larger ones. This enables the capitalist to carefully lay his plans for the construction of railroads, the improvement of streams, the selection of suitable sites for the manufacture of lumber. The real rise in timber values will come when the holders of the large tracts will ultimately decide to sell or operate."

"The situation as regards the small holder of timber is in many respects different from a like holder of Eastern timber, in that the latter could at any time, without a large outlay, cut off his timber and market his logs; this was due to the fact that horses and sleighs were largely employed in logging operations. Here the modern, up-to-date steam outfit can not be profitably employed on less than 40,000,000 to 50,000,000 feet of timber, which would be regarded in the East as a good-sized tract. It follows that the small holder must eventually sell to the larger operator."

Among recent sales may be noted that of a tract, 400x600 feet, opposite Ross Island, on the east bank of the Willamette. This was disposed of by Theodore Kruse to James N. Davis, who is supposed to represent the Portland City & Oregon Railway Company. Mr. Kruse purchased the property only three months ago for \$3,000. To double one's money and gain \$1,000 more in 90 days is a remarkable instance of heavy returns on an investment in a short time.

Here is a brief summary of recent improvements made or to be made at once: Hoyt will erect a story and a half cottage at East Ash and Twentieth streets, to cost \$1,400. Lewis Larsen and Chris Godskesen will each put up story and a half cottages at the corner of Upshur and Twenty-sixth streets, costing \$1,000 each. At East Thirty-first and Couch streets Frank Gloss will erect a story and a half dwelling to cost \$1,250. John Zeller will put up a two-story dwelling at Fourteenth and Gilsan, to cost \$1,800. James Beggs is building a two-story dwelling at

East Tenth and Tillamook that will cost \$2,300. Other improvements are: W. E. Biles, two-story dwelling, Twenty-fourth and Irving streets, \$5,000; C. E. Johnson, two-story dwelling, East Twenty-second and Burnside streets, \$4,000; M. B. Birdsell, two-story dwelling, Twenty-first and Northrup, \$4,500; Mississippi Hall Association, Mississippi avenue and Shaver street, \$4,500.

Another evidence of increasing prosperity is shown by the fact that within the last two weeks quite a number of small business interests have changed hands. Eastern parties have temporarily thus invested their money while awaiting an opportunity to place it in larger ones.

Where there is so much building going on, the question of materials is an important one. Verasteg, Kerns & Anderson have burnt three kilns of brick this week which will supply 300,000 more. Next week Mr. Verasteg will burn 400,000 more. These will supply the shortage suffered by the brickmen. The union bricklayers are confident that they will have sufficient work to keep them all busy the entire summer.

NEW TODAY.

REAL ESTATE FOR SALE.

Lewis and Clark
Centennial Exposition.

Have you tried to plan in your mind what you could have on a site away from the river that would interest Eastern people? Are you aware that the best show that we could have on such a site would not match one of the annual state fairs held by many of the Eastern states? Our best efforts on such a site must prove to be a failure.

If the Exposition be held at University Park, we can show our harbor, the ships coming and going, our mountain scenery, 200 miles of standing timber extending from Mount Rainier to Mount Jefferson, as part of our Exposition.

We can have nothing on a site away from the river that we can not have on the river, but we can have many attractions on the river that we can not have away from the river. Then, why not have the best possible for the money we shall have to expend?

Only Sites Considered.

Hawthorne Park, in connection with Ladd's Addition, is the only place, besides University Park, that has any considerable number of advocates. The only claim made for Hawthorne Park is that "it is central." While it is nearer to the Postoffice than University Park, it is not as accessible. Hawthorne Park would have to depend wholly on the street-cars and carriages, which will be burdened to their fullest capacity with the internal business of the city wherever the Exposition may be held. The unobstructed boats and railroads to University Park will make the trip in less time than the street-cars could reach Hawthorne Park. Think of the crush at an open draw which must take place many times daily. Think of the delays at street crossings, to avoid crashing into heavy trucks or to avoid killing pedestrians. Compare this with a clean, breezy boat ride to University Park, without crowding or hanging to strap, or with a 10-minute run on the railroad, where all wagon roads are overhead, except the one at Lower Albina, and where the liability of accidents would not exist. Even its claim of central must vanish before the superior facilities of reaching University Park.

Paramount Consideration. No petty personal consideration should be allowed to stand in the way of this greatest good to the whole city and country. The benefits to the whole city and country should be paramount to any selfish shopping or lot-selling schemes.

Hoping that you will view this subject from a broad, patriotic base, and use your influence for the location that will produce the most lasting benefits for the money and energy expended, we are,

PENINSULA BOARD OF TRADE

THESE ARE BARGAINS.

\$ 400 5 lots in Portsmouth, on very easy terms.
\$ 150 2 lots near Arbor Lodge.
\$ 600 11 acres, 5 miles from Portland; a snap.
\$3500 3-room house and lot 40x100; Nob Hill district.
\$3500 Well-improved 100-acre farm, 16 miles from Portland.

N. L. ROSENTHAL & CO.

Room 4, Mulkey Bldg., 2d and Morrison.

\$100 Roselawn Annex, \$5 down, \$1 per week, no interest, no taxes; 3 blocks from car line; sidewalk, city water, etc.

\$300 Lots in Portland Homestead of First street; see them; owner must sell.

\$150 Full-size lots in Woodlawn, on Sixth and Seventh streets; only two blocks from car line.

\$900 11 acres, fronting on river; only 30 minutes' ride; cheapest piece of water-front on market.

SAHLSTROM & PATTERSON, 606 Commercial Block.

HOMES WANTED.

14 FAMILIES recently from East have decided to settle in Portland, and want to buy cheap homes, ranging in price \$400 to \$1,500, for 3 to 7-room houses. Two families want small farms, or good unimproved tract on which to build, near Portland. Owners: give location of properties, price and your address, to box M 45, Journal.

20-ACRE ranch, 1 mile from Valley town, cheap.

5 ACRES at Milwaukie, \$300.

40 ACRES near Seaside, \$10 per acre.

30 ACRES on the Columbia River, \$150.

100 ACRES near Kelso, \$350.

Snap in rooming-houses.

RANDALL & TUNLEY, 605 First street.

HALF-ACRE LOTS

And acre lots with houses on to sell on the installment plan. A small four-room house, \$250; half cash, balance on time. Five and 10-acre lots. All kinds of ranches. Room 3, 149 1/2 First street, Portland, Or.

People's Employment Office.

All kinds of help wanted. Phone Clay 325. Room 3, 149 1/2 First st., Portland, Or.

A Few Good Timber Claims

To locate. Room 3, 149 1/2 First street.

\$25, \$30, \$40

WOLFF-AMERICAN

BICYCLES

High Art Construction

Knockout
Axles

STANDARD
for QUALITY
and FINISH

Eccentric
Chain
Adjustment

Salamander Enamel on Nickel.

Ride the WOLFF and Keep Out of the
Repair Shops.

Not Made by a Trust. Not Sold by a Trust.

SEE THEM. BUY THEM. RIDE THEM.

S. S. SIGEL,

335 Morrison Street

Portland, Oregon

\$25.00.

\$30.00.

\$40.00

EAGLE

BICYCLES

\$30 \$35 \$40 \$45 \$50

Eagle Bicycles are not copies of other wheels, but are unique and original; this can be seen on examination. Features, such as our double rims, made of wood and aluminum, for the Eagle; simple clincher tire, the separable frame, the quad stay, the quick seatpost fastener, large head with flush bearings, patent crankhanger, and other features are not found in any other wheel, and indicate that the Eagle is progressive and gives better value for the money than any other wheel.

SEAQUEST BROTHERS

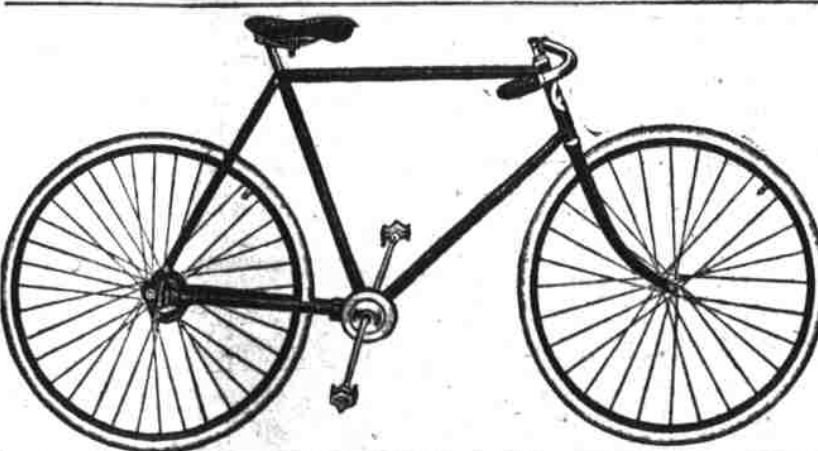
CORNER SIXTH AND PINE
HARDWARE AND BICYCLE DEALERS
Nine Years Eagle Agents

Columbia

F. P. KEENAN

126 First St.,

Near



Ride a COLUMBIA
AND BE RESPECTED.

The best that money can buy—\$40.00 to \$85.00. We carry the parts and take care of our patrons. Full line of Sundries. Expert Repairing. Open evenings.