

HOMES ARE RISING IN WESTMORELAND

During Year Tract Has Been on Market Sales Have Been Numerous.

CRY FOR WATER RAISED

Development of Large Part of South East Side Said to Be Held Back Through Lack of Adequate Supply—To Open Streets.

Westmoreland is the beautiful addition carved from the Crystal Springs Farm, between Milwaukee street and the Southern Pacific Railroad. It was placed on the market a year ago by the Columbia Trust Company, and the sales have been remarkably rapid. Many lots were sold to outside investors, but the most numerous who bought to build homes. Sellword people made large investments here.

Many attractive homes have been built in Westmoreland, among them the residences of E. L. Mills, manager of the Westmoreland Addition and president of the Westmoreland Improvement Association; E. L. Weaver, secretary of the Westmoreland Improvement Association; J. H. Lahman, Margaret H. Hennings, L. Clark, Mr. Sullivan and others. More than 15 attractive residences are under construction now, running in cost from \$3500 to \$5000.

The system of street improvements has been completed at a cost of more than \$60,000. These consist of graded streets and cement sidewalks. Hard-surface pavements will be laid as soon as the sewers, water and gas mains are in so the pavement will not have to be torn up as soon as it is completed.

It has been settled that East Seventeenth street will be opened through Midway to Westmoreland, which will provide another street besides Milwaukee to Portland. East Seventeenth street already has been opened through Westmoreland and graded, and north from Midway, at Aldiney avenue, it has been paved. It remains only to open East Seventeenth through Midway to make another continuous thoroughfare to Westwood, as well as Milwaukee street. There has been considerable delay in getting the street opened, for it has been two years since the first steps were taken.

There is a movement to open several streets south from Powell Valley road into the South East Side. C. G. Sutherland, W. L. Boles and E. F. Moldenauer, a committee of the Seventh Ward Development League, has recommended that East Twenty-eighth street be the main thoroughfare to the Reed Institute. It is considered the easiest street to open and has the best grade. East Twenty-eighth is now partly open from Division to Holgate, and is a county road from Holgate street to within about 1000 feet of the west side of the Institute grounds. Proceedings are under way and will be pushed to open it from Brooklyn street north. The county will be asked to turn over the county road part to the city.

The committee recommends also that Glenwood avenue be opened from Holgate street to the Institute grounds. This street strikes Holgate about the middle of the new park site, and in connection with this street it is suggested that East Thirty-third should be opened to the park grounds. The committee also urges that East Thirty-ninth be opened as far south as possible. Proceed to Portland over the greater part of the distance. This latter street is really the street that is the most important to the site of the Reed Institute and is now all opened and partially improved.

Just east of Eastmoreland is a most beautiful district of many acres which is being prepared for the home-builder. This section is south of and part of Woodstock, and is on elevated ground, the highest in the South East Side, and near the site of the Reed Institute and on an elevation overlooking the Willamette River and the valley for miles. Just south, in the Johnson Creek Valley, the big Strowbridge tract has been platted, and is being handled by the Fred A. Jacobs Company, which has opened an office on Johnson Creek. A new bridge has been built across Johnson Creek to the Graham branch of the Portland Railway, Light & Power Company. This tract is one of the most beautiful in the South East Side. In fact, all this section is desirable for any purpose, and has fine art service to Portland over the Graham line. It is but a matter of a short time when the entire district north of Johnson Creek will be settled and made part of Portland, as it is all on one general elevation. The Fred A. Jacobs Company is making rapid sales in the new Strowbridge Addition recently put on the market.

In Woodstock, at the end of the carline, an attractive business building is being completed at a cost of \$7,000. It is the finest structure of the sort in the neighborhood, and is finely finished throughout. The lower floors are for general stores and business purposes. The upper floors will be used for apartments. The school district has begun an eight-room building at Woodstock, which may be completed by the first of the year. At Creston, on the Powell Valley road, the district is building an addition on the old building, which will make Creston School a 16-room structure. The founda-

GOOD-LOOKING HOMES BEING BUILT IN NEW PART OF SOUTH EAST SIDE.



E. L. MILLS 1397 E. 17TH ST.



E. E. WEAVER, 1415 E. 17TH ST.



MARGARET H. HENNING, 1387 E. 17TH ST.



J. H. LAHMAN 1387 E. 17TH ST.

tions of new homes may be seen all through Woodstock district and at Ivanhoe as well.

While the growth in the South East Side is very great at present, equaling that of any suburb of the city, it is held back by the want of water supply and better streetcar facilities. Both are considered inadequate to the demands. Of course, the water question is the serious one at present and will grow steadily more insistent. The Reed Institute is sure to attract many people to the new additions recently platted.

Ben Riesland, president of the Seventh Ward Improvement League, says: "We must have water. The demands of 60,000 people cannot be ignored even if the management of the water plant of the Overland Land Company. It is all sold out. There are only 40 lots left, and these are irregular in shape, and part of them have not even been platted."

OVERLOOK IS ALL SOLD OUT

Henry Wemme Mixes Milk of Human Kindness in His Business.

"Overlook is in better shape than any other addition to the city of Portland," jubilantly asserts Henry Wemme, president of the Overland Land Company. "It is all sold out. There are only 40 lots left, and these are irregular in shape, and part of them have not even been platted."

"I have just drawn a check for \$14,500 to pay for the sidewalks in the tract, which are all laid now. The grading of the streets is all done, the sewers are all in, and the water mains are all laid. Most of the streets have been graded."

"The company is lending money to many men who want to build their homes. Some companies take building contracts to put up houses for the people who buy lots. We do not do this. I had a more satisfactory plan is to lend the purchaser the money he needs so he can build his own home, taking a mortgage on his property.

"There is another thing the Overlook Company does that is different from most selling agencies. If a man buys a lot and makes a few payments and then finds he cannot continue, we refund what he has paid. We have not had to do this in many cases, possibly half a dozen, but it has been done with some men when it would do your heart good to see their gratitude. There was one man who we thought was dead. He made no payments and we heard nothing of him for two years. Then one day he turned up, sick, broke, and down and out. He had been in Alaska and had not struck the gold. He came to me and asked if there was any way by which he could get a part of his money back. He didn't ask for all of it, but I wrote out a check for the entire amount he had paid in, over \$600. He wanted to kiss my hand, he was so grateful. That money gave him another start."

NEW STREET MADE

East Third Becoming Business Thoroughfare.

FREIGHT DEPOT IS NEEDED

Joseph Buchtel Points Out That Those Who Oppose Highway Vacations Are Hindering Development of Wholesale District.

ERECTOR OF THE HAWTHORNE REINFORCED CONCRETE BUILDING AT EAST THIRD AND BELMONT STREETS, AND THE BUILDING FOR THE CUDAHY PACKING COMPANY, ON EAST SECOND AND EAST OAK STREETS, WILL TEND TO MAKE EAST THIRD A BUSINESS STREET.

East Third was recently filled between East Oak street and Hawthorne avenue, and is now being paved with crushed rock. The Southern Pacific Company has completed its track in the center of this street, and connected it with the East Second-street line. Nearly all the vacant blocks south of Belmont street to Hawthorne avenue have been filled to basement level, so that all the property on East Third is now available for buildings.

In the course of a few weeks at most there will be a new business street in East Portland, extending from Hawthorne avenue to East Burnside street and connecting two bridges. While at present nothing has been done toward the erection of the new home for the John Deere Plow Company on the block it purchased on East Third street, it is understood plans are being drawn for this building to cover the entire block.

Work on the foundation of the four-story reinforced concrete building for the Hawthorne estate, under construction at the northeast corner of Belmont and East Third street, is progressing. This basement has been finished and work has been started on the concrete walls. John Almeteer has the general contract for erecting this building. It covers 100x190 and the cost is estimated at \$40,000.

The lower portion of the structure were leased by Caler Bros., who will occupy the first two floors, with their stock of furniture. The upper portion will contain 86 rooms, arranged so they can be rented singly or en suite. Entrance to the rooming department is from East Third street. The

building is to be completed by November 1. Minor contracts have been let by Mr. Almeteer.

The building which is being erected by the Cudahy Packing Company, at the corner of East Second and East Oak streets will be of reinforced concrete, and one of the best structures in Central East Portland. Although standing on comparatively solid ground, concrete piles were driven. The cost is estimated at \$50,000.

Joseph Buchtel, the veteran real estate man, who keeps in close touch with the East Portland warehouse district, in speaking of conditions there said: "A big freight depot is the only means whereby this district will be built up. Minor contracts have been let by the Cudahy Packing Company, at the corner of East Second and East Oak streets will be of reinforced concrete, and one of the best structures in Central East Portland. Although standing on comparatively solid ground, concrete piles were driven. The cost is estimated at \$50,000."

"To get such a depot it is necessary to vacate some streets which are worth nothing for any other purpose. The men who are trying to hold up the vacation of these streets are simply preventing the development of this warehouse district. A considerable number of purchases has been made in this district, with the expectation that such a freight depot will be erected, but the owners are holding off building until they see what will be done."

COLUMBIA BEACH GROWS

CHAUTAUQUA ASSEMBLY HELD THERE GREAT SUCCESS.

Purpose of One Feature Fulfilled by Crowds at Programmes—Tract Improved in Appearance.

One of the features designed for Columbia Beach has fulfilled its purpose. The Clatsop Beach Chautauqua Association used the grounds and the auditorium as a place for its assembly, and offered the same programmes and the same speakers that entertained the crowds at Ashland, Albany and Gladstone, Oregon. Coincidentally with the flights taxed the capacity of the place.

"Columbia Beach is another looking place from what it was last year," said O. L. Ferris, secretary and treasurer of the Columbia Trust Company, which controls this beach property. "Flank roads all through the tract and the living there worth while now. About 20 cottages have been built, and eight new ones have just been completed. Some lots have been sold, and many of them the owners are staying in tents until they can build."

There is a great drawing card. We supply tents, all equipped for camping with bedding, cooking utensils and whatever else is needed for the instruction of the whittlers. There is so great a demand that a man has to make a reservation in advance. This colony has been full all summer. We can take care of about 250 people comfortably, but many more than this.

There will be another crowd the first two weeks in August, when the Oregon Baptist Summer Assembly Association will be here. More than 200 will come for these meetings.

"The most striking thing about Columbia Beach now is the new depot the Astoria & Columbia River Railroad has built. This is the finest station on the line between Portland and Astoria."

Consul John H. Groat of Odessa, reports that a school has been established at Orpington for the instruction of the whittlers of the Russian Province of Kherson, and that the school was planned without regard to uniformity or quality of the wood.

INTEREST GROWS IN NEW SECTION

Land in Mount Hood Fruit District Begins to Attract Much Attention.

ORCHARDISTS GIVE IDEAS

"As Good for Apples as Any in Land," Say Men From Hood River—Many Sales of Various Size Tracts Made Recently.

Among orchardists and investors who like orchard property much attention is being paid right now to a new fruit district, close to Portland, which began to be talked about last year. This is known as the Mount Hood district, and lies on the Mount Hood wagon road, near Sandy, about 30 miles from Portland. Recent improvements in the road have made it possible to go from the city by automobile without difficulty.

Recently a party of orchardists from Hood River and White Salmon went over the district thoroughly, examining it carefully as to soil and climatic conditions, and their report is that the land is as good as any in the state for apples.

Some idea of the extent to which interest has been manifested in this district may be seen from the fact that which include the following: Eighty acres to C. F. Waldo, 32 acres to William Polivka, 58 acres to Ole Enger and L. A. Hare, 40 acres to John Priel, 33 acres to Professor E. D. Reseler, 12 acres to L. H. Hamilton and 160 acres from the Maroney estate, to a group of Mississippian capitalists, who are said to be after still more of this fruit land.

Portland, a settlement two miles east of Sandy, in the center of this district, Charles Cole, of the Oregon Agricultural College, said of it after he had examined its possibilities. "The conditions for fruit growing are ideal and the scenic effect is beyond description."

Last year the pioneer growers there organized the Mount Hood Fruitgrowers' Association, partly to secure the benefits or organization for themselves and partly to get the district started right. Since that time between 200 and 300 acres have been cleared and set to yellow Newtowns, Jonathans, Spitzengars, Red-Chested Spitzen and Orkneys, the kinds determined on by the association. Only the best recognized standard apples were wanted by the growers, and these have been uniformly successful in persuading investors to adopt these kinds.

From several of the young orchards planted in this color, size and flavor have been obtained. The land available for fruit extends almost to the foot of Mount Hood, and great activity in investment is prophesied here.

On the Foster road, near Gates Crossing, Dr. Wylie G. Woodruff has bought a tract from J. O. Elrod for \$2750. He is said to be planning to turn this into a park, which will surround a fine country home he will build.

Near Butteville, on the Oregon Electric, L. M. Peits has sold through the M. E. Thompson Company an 18-acre tract to M. V. King, of Baker City. The price paid was \$2000. The tract is all under cultivation, and Mr. King will make his home here. One of the improvements planned is said to be a peach orchard, which will be planted for commercial purposes.

The same company has sold 10 acres at Orchard, Wash., for T. M. Orth to T. V. Boss for \$3500. This also was bought for a home and is under cultivation.

A large orchard is planned near Frank and Rex stations on the Southern Pacific's West Side line, by Captain Paul Reimers. Last year Captain Reimers bought 1170 acres there, about half of which is cleared and part of the rest is heavily timbered. His last purchase includes about 1000 acres from several owners, and the two will be planted as one tract. Only the leading varieties of apples will be set out, the idea being to make this a successful commercial orchard. Last season 17,000 trees were planted, and the company expects to set out about 25,000 this season.

Marshall-Street Lot Costs \$16,750.

Wakefield, Fries & Company report an important sale of residence property on Marshall street, at the corner of Twenty-sixth. J. F. O'Brien and Joseph Goodman paid \$16,750 to Beno & Basils

for a piece of ground 100x125 feet. Right next is a lot 40x100 which the same firm sold to Sol Blum for \$4750. Work has been begun here on the foundation for a residence.

PYTHIANS PLAN FINE HALL

Order Will Build Home on Killingsworth Avenue.

The new Knights of Pythias Lodge, recently organized in North Albina, has practically decided to purchase the quarter block, 190 by 100 feet on Killingsworth and Minnesota avenues, as the site of the new building. It plans to erect a modern structure on the corner of the property and are willing to sell to the lodge for \$6000. The committee has another week to close the deal.

It is planned to put up one of the finest four-story buildings on the East Side, 40 by 100 feet. The lower portion will be for general business purposes and the top floor will likely be the main lodge hall. This is to be made the center for the order on the Peninsula, and other lodges will occupy the hall. The Women of Woodcraft have recently organized and will have quarters in the new hall when erected. The members of the Knights of Pythias are full of enthusiasm for the project. Several modern structures are projected for Killingsworth Avenue and on the adjacent streets. J. H. Nolta will soon erect a modern fire-proof building on the north side of Killingsworth and Albina avenues. William Reid, who built two modern buildings on Union and Killingsworth avenues, announces that he will erect a building for a laundry on Albina avenue one block south of Killingsworth Avenue. On the north side of Killingsworth Avenue many attractive homes have been built, the building area extending to the Portland boulevard, encircling the new park in the Smith tract.

HAYFIELD YEAR AGO IN CITY

Homes Replace Cocks of Clover Where Westmoreland Is.

"Sixty houses stand today where a year ago the hay was being mowed on the Ladd property that is now Westmoreland." That is the way O. L. Ferris, of the Columbia Trust Company, indicates the great change that has taken place in a short time in the subdivision his company platted and put on the market.

"Furthermore," he continued, "the streets of this tract are ready for the Haasam pavement that is to be put down. This wonderful change is due to the fact that this property appeals to people, and they have hastened to buy lots here."

"Workmen are mighty busy in Eastmoreland, too. Grading is being done, water mains laid, sidewalks put down and the tract being got ready for the homes that will soon be built. The sale of lots has been brisk here as in Westmoreland."

Swinton, down on the Peninsula, is another tract marketed by the Columbia Trust Company. Here, building is going on at a rapid rate. The sales of last week included 12 lots in a bunch on each of which a house is to be put up. In Beaumont, another tract of the same company, 11 lots were sold all at once at \$1000 for each lot. Mr. Ferris reported that his company had sold a tract of 18 acres a mile and a half east of the city, near the Section Line road, to J. B. Johnson, of Vancouver. O. C. for the same amount, Johnson, he says, will hold his purchase for an investment.

Grand-Avenue Lot Goes Cheaply.

What is considered a remarkably cheap purchase, was made last week on Grand Avenue. The lot was sold to Mrs. Emma S. Hart a lot between East Oak and East Stark streets, 50x90 feet, for \$15,000. There is a small concrete block building on this lot, in which Mr. McKen has his office. Mrs. Hart will hold the property as an investment.

On East Ankeny street at Fourteenth, Thomas Fallon has bought the west half of the lot on the southeast corner of \$5000. There is a six-room house on the place, and Mr. Fallon bought it for a home.

Record Made Selling Lots.

About 25 more lots were sold last week by the Spanton Company in their Southern Slope subdivision of Council Crest, clinching the selling record this company is making. When this tract was put on the market, June 12, it contained 174 lots. In a little more than a month the greater part has been disposed of, for last night there were left only 60 lots unsold. The merits of the tract and the sales force of the company are given equal credit for this record.

Country Quickly Becomes City.

More than 90 per cent of Saginaw Heights, at Lents, 45 acres that was platted and put on the market less than four months ago, has been sold. The George T. Moore Company bought this property, and where at that time simply logged-over land, covered with brush, lay, graded streets, with water mains, and sidewalks are now. A few houses are about done there, and building is about to begin on a large scale.

HOUSES STAND WHERE YEAR AGO THIS TIME HAY WAS BEING CUT.



SEVENTEENTH STREET, WESTMORELAND, LOOKING NORTH.

FIRE-FIGHTING APPARATUS IS QUARTERED IN FINE NEW BUILDING.



MOUNT TABOR ENGINE HOUSE, EAST STARK AND EAST SIXTY-FIRST STREETS.

The beautiful engine house at Mount Tabor, on East Stark and East Sixty-first streets, is now completed and may be occupied by the engine company at any time. Last week the contractor finished his work. The number of the engine house will be No. 19. D. B. Flickinger prepared the plans for this structure, which is considered a model in construction. It is so located that the company will be able to cover a large territory.