

**SOUTH EAST SIDE
WAS GREAT FUTURE**

**Reed College to Be Important
Factor in Development
of District.**

BEAUTIFUL HOMES TO RISE

**Improvements in Eastmoreland,
Westmoreland and Other Additions
Will Be Made This Year
at Cost of \$2,000,000.**

Improvements costing more than \$2,000,000 are under way and projected in the South East Side between Milwaukie and East Thirty-ninth streets, including the Reed College grounds, Westmoreland, Eastmoreland and Sellwood, and at present an army of men is employed in this district. The first buildings of the Reed College are being built and other big projects under way are the paving of Milwaukie street between Holgate street and Nehalem avenue, in Sellwood, the sewer construction in Westmoreland, the Eastmoreland street railway extension, the Inlay-avenue trunk sewer with a tunnel under Sellwood to reach the Willamette River, the laterals, the sewer and the paving of the streets in Westmoreland.

More work is in prospect in this district than ever before in its history. At present a large number of new homes are being built in Westmoreland. George W. Priest, a builder and contractor, is erecting ten attractive residences on East Seventeenth street at an average cost of \$12,000 each. Edward Chapman is erecting a home at 1296 East Seventeenth street and William Herring has completed an attractive bungalow on East Seventeenth street and Yukon avenue. George A. Carter will erect a building at the corner of Bybee avenue and Milwaukie street. Also, two other structures will be erected at this intersection this year.

Pavements Under Way.
The most important improvement under way is the pavement on Milwaukie street between Holgate street and Nehalem avenue, in Sellwood. It will bring the pavement which now ends at Holgate street through to Sellwood and eventually through to the county line. The cost will be about \$100,000. Graders are at work cutting down the street to the proper grade for the pavement. Milwaukie at present is the only street which is open to that district. It was expected that East Seventeenth street would be opened through Millway before the improvement of Milwaukie street was started, but this cannot be done owing to the opposition of some of the property owners. George A. Carter, president of the City Council, who lives in Westmoreland, declared that the opening of East Seventeenth street is of so much importance that the City Council should make a special effort to get it through as soon as possible. As the matter now stands, it may get into the courts and be delayed long time before it is finally opened. Some of the other streets between East Seventeenth and the Southern Pacific track may also be opened in the near future, and will be required by the growth in Westmoreland and Eastmoreland.

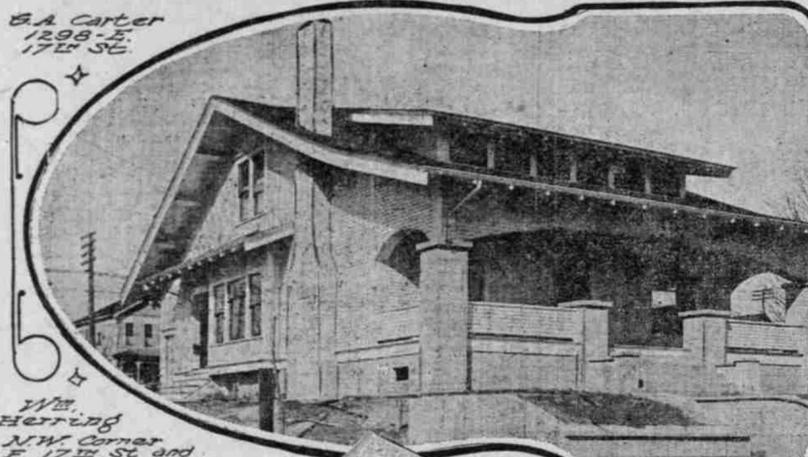
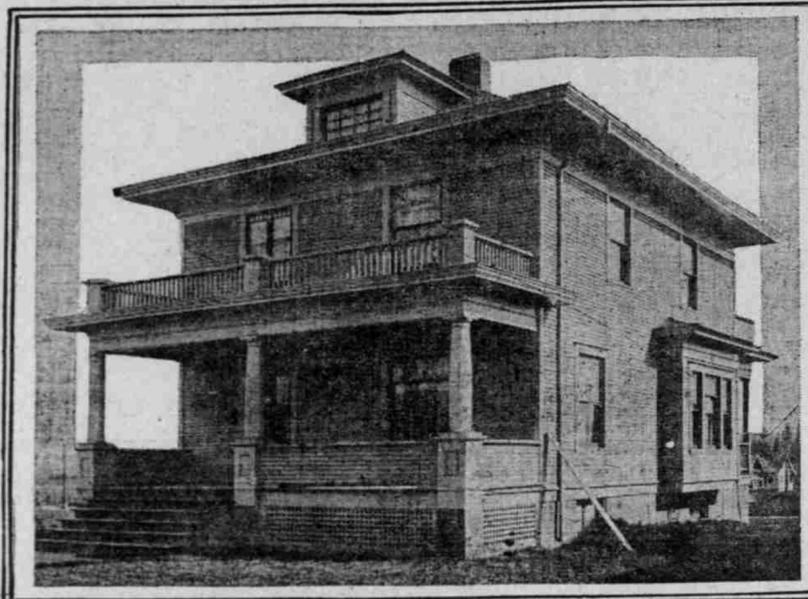
A sewer system is being built in Westmoreland. Concrete pipe being used, it is announced that the sewer will be down, hard-surface pavements will be laid on all the streets in Westmoreland. The Inlay-avenue trunk sewer, which runs along the Willamette River and will cost \$164,000, is projected. It starts at the south side of Westmoreland, runs south on East Twenty-second street to Zanits avenue, to Inlay-avenue and thence to the Willamette River. This trunk sewer will be carried in a tunnel under Sellwood to the river. This trunk will carry the sewage from Westmoreland and Eastmoreland to Sellwood. Laterals will be laid in East Sellwood and other portions of this district and connect with the trunk sewer.

District Is Attractive.
Eastmoreland is located on the high ground east of Milwaukie avenue. It is considered one of the most attractive residence districts on the East Side. High building restrictions have been maintained from the start, the object being to make it a high-class residence section. A viaduct costing between \$50,000 and \$75,000 has been erected along the Southern Pacific track the full width of the street. It carries the tracks of the Eastmoreland streetcar extension which connects with the Sellwood carline at the intersection of Milwaukie and Bybee streets. The extension is carried through Eastmoreland and cars are now being operated over it. This line is called the Reed College and Eastmoreland carline and is the first extensive carline in the city. It is partly single and partly double track. A short distance off is the entrance to the Reed College grounds.

The Eastmoreland addition opened last Sunday under the supervision of F. N. Clark, plat No. 3 being thrown open for the first time. It is a beautiful residential district and presages a popular residence district in Eastmoreland. A considerable number of reservations were made of residence sites in this beautiful college district. Those who had been waiting for the opening of this tract were eager to purchase lots for homes, that will be within a stone's throw of what will be one of the finest literary and art colleges in the United States. The natural beauty of the Reed College grounds is not surpassed by any other locality in Portland.

Crystal Springs Big Asset.
One of the beauty spots near Eastmoreland is Crystal Springs, a clear body of beautiful spring water. President W. T. Foster, of Reed College, declared in his lecture on "Reed College and Its Grounds," that the presence of this beautiful body of water is an asset of great value and that it ought to be preserved by the city of Portland and its grounds. That the presence of this beautiful body of water is an asset of great value and that it ought to be preserved by the city of Portland and its grounds. That the presence of this beautiful body of water is an asset of great value and that it ought to be preserved by the city of Portland and its grounds.

TYPES OF NEW HOMES IN WESTMORELAND.



F. A. Anderson, 1301 - E. 17th St.

**ROSES MAKE PORTLAND
GARDEN OF FRAGRANCE**
Millions of Richly-Perfumed and Brilliantly-Colored Flowers Prove Great Factor in City's Progress.

BY H. E. WESTGATE
Portland's paved streets, if placed end to end, would make a smooth thoroughfare to a point beyond Seattle, and the rosebushes from her doorways, when set out a foot apart, would form a beautiful hedge of blossom-covered green on each side of the boulevard. In obtaining the above results, for the sake of convenience and to make the mathematical problem more simple, the distance to Seattle is placed at about 200 miles, or 1,054,000 feet. In order to provide the hedge of roses for each side of the boulevard, 2,112,000 bushes would be required, and Portland doorways, it has been estimated, contain considerably more than this number. Few yards, however humble they may be, are without one or more bushes, and the average home is surrounded by from 10 to 100. On Eleventh street, for instance, one may walk for blocks without finding a doorway that is bare of roses, and in many of the more pretentious grounds, not only hundreds, but thousands of bushes are to be seen. But whatever number were growing yesterday, there are more today, for the "City of Roses" is becoming more and more a "City of Roses" each year. Beautiful lawns are invaded by the man with the hoe these bright sunny March days, and trenches are made through the velvet green grass, in order that rosebushes, properly surrounded by new earth, sand and fertilizer may be added. **Rose Culture Fascinating.** "And the cost is almost nothing," said one housewife, as she answered the bell, and proudly said that her own yard contained more than a hundred bushes. "Most of the bushes which you see," she continued, "were grown from slips given to me by neighbors and friends. It is very easy to grow roses. It is the work of but a few minutes to cut off some slips from those which have been set out for a year or two, and stick them in the ground. Almost every city calls its 'poorer district.' Down where the two, three and four-room cottages are located, where the housewife cannot afford hardwood floors, marble bathrooms and other modern conveniences, the rose also will be found. There it grows and blossoms as well as in the yard of the millionaire, and the effect is even more striking because of the surroundings. While walking along one of the streets in the section of the city outlined above, many humble homes were encountered where almost every city inch of dooryard space was given to roses. Here was a small space less than 10 feet square with 14 rose bushes and across the street, where the only ground available was a backyard a few square yards in extent, 30 bushes were growing. "And you should see our little home when the climber is in bloom," said one woman. "Why," she continued, "the blossoms fairly cover the roof and both sides of the house. There are thousands and thousands of blossoms out at one time." **Roses, roses everywhere!** And more being set out daily. The soil, the sun and the rain are natural friends of the flowers. In short they are the life of the out-of-door flowers, and here in Portland they combine to give us a sufficient number of blossoms to make "The City of Roses" a veritable garden of fragrance. So much for the rose from the standpoint of beauty—from the standpoint of the artist. And then comes the commercial side, for there is a commercial side even though one hesitates to connect the beautiful rose with its perfume and velvety petals with the pocketbook and bank account. Taken from the view of the city's commercial welfare, the rose stands out prominently as a thing of dollars and cents value. The rose attracts homebuilders, and in a larger proportion than it attracts it "holds" them here. Each rose node a welcome to the tourist and bids him stay, and when he leaves there is tucked carefully away in his heart a certain amount of reverence, or love, or whatever you may call it, for the city—and its roses. But the offer in a commercial way, does not end there with the tourist. Those who travel necessarily meet and talk with people in many states, and the story of the roses is sent on its way. The poet finds inspiration in the rose, and newspaper men, magazine writers and the public in general like to see and smell and talk and write of its beauty and fragrance. The rose also brings conventions, and conventions mean, among other things, a splendid advertisement for the city in which they are held, as well as the immediate gain in dollars resulting from the visit of delegates. Take, for instance, the Elks' convention this summer. Sixty thousand Elks, it is estimated, and hundreds of thousands of their friends, will visit Portland and incidentally admire her roses. Perhaps they will admire her roses as much or more than any other one thing the city has to offer. But there will be roses and to spare, even if each visitor helps himself. The 10,000 Elks could each pick 1000 roses while here and still leave millions more in the dooryards of Portland citizens.

VALLEY IS FERTILE

Tualatin District to Be Big Garden Spot.

TUNNEL PROJECT FAVORED

Plans for Financing Enterprise

Take Definite Shape—Small Empire Would Be Brought in Direct Touch With City.

It is announced by those supporting the project that plans for driving a tunnel through Council Crest hill into the Tualatin Valley are rapidly taking tangible shape. The larger portion of the property owners in the Tualatin Valley district have declared themselves in favor of the enterprise and are willing to subscribe their quota of the funds necessary to meet the cost of the tunnel. Charles E. Wickland, secretary of the Commercial Club of Portland's garden, in Tualatin Valley, is enthusiastic over the prospect of early completion of the project. He says that the district is one of the most fertile in the state, and all that is needed to make it rich and densely settled community is the driving of the tunnel. "The Tualatin Valley is a small empire of 50,000 acres of its productive lands can be found in the West, lying immediately at Portland's western doorway," said Mr. Wickland. "The climate, soil, water and proximity to markets are the four great factors that assure the wonderful future of this valley as a productive center. We are not boasting, we are pointing out conditions for a definite purpose." **Rapid Transit Big Need.** "Here is an immense region in process of settlement and development. Districts have been settled up with far greater success where transportation facilities preceded the settler. The one great need of this valley is modern transportation. This can be done to the best advantage by driving a tunnel under Council Crest to connect with a subway leading into the heart of the business district of the city. "By means of such a project, rapid transit service could be provided that would make this great valley only 10 minutes from Portland's business district. This would make it possible for the city to have a suburb within the city limits east of the river. The home and to enjoy all the advantages of country life, yet be not as far away from his office or his place of business as thousands of miles away. Within the city limits east of the river, the city limits east of the river. "Just think what quick means of transportation would mean to the diversified farms, fruitgrowers, truck growers and our markets are broadened. What would a tunnel and trolley lines mean to this district when Portland increases its population to 100,000 or 200,000? Look at the situation at Paris, for instance. "Some of the plots of rented land near the French metropolis represent a cost of \$500 an acre, while in rural areas and fertilization. The French gardeners are able to get from \$2000 to \$3000 from an acre of land annually, so they can afford to pay a high rent. In England and our markets are broadened? What would a tunnel and trolley lines mean to this district when Portland increases its population to 100,000 or 200,000? 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