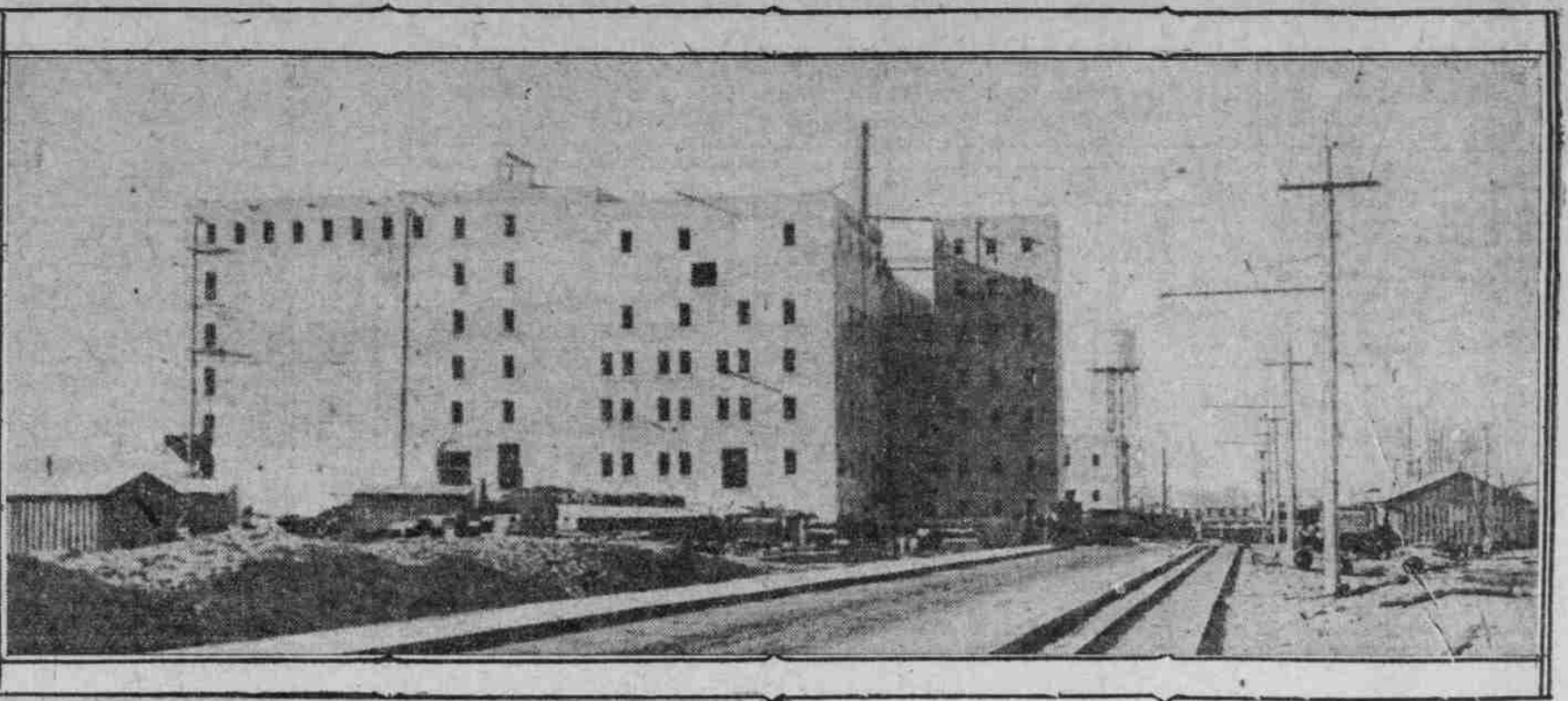
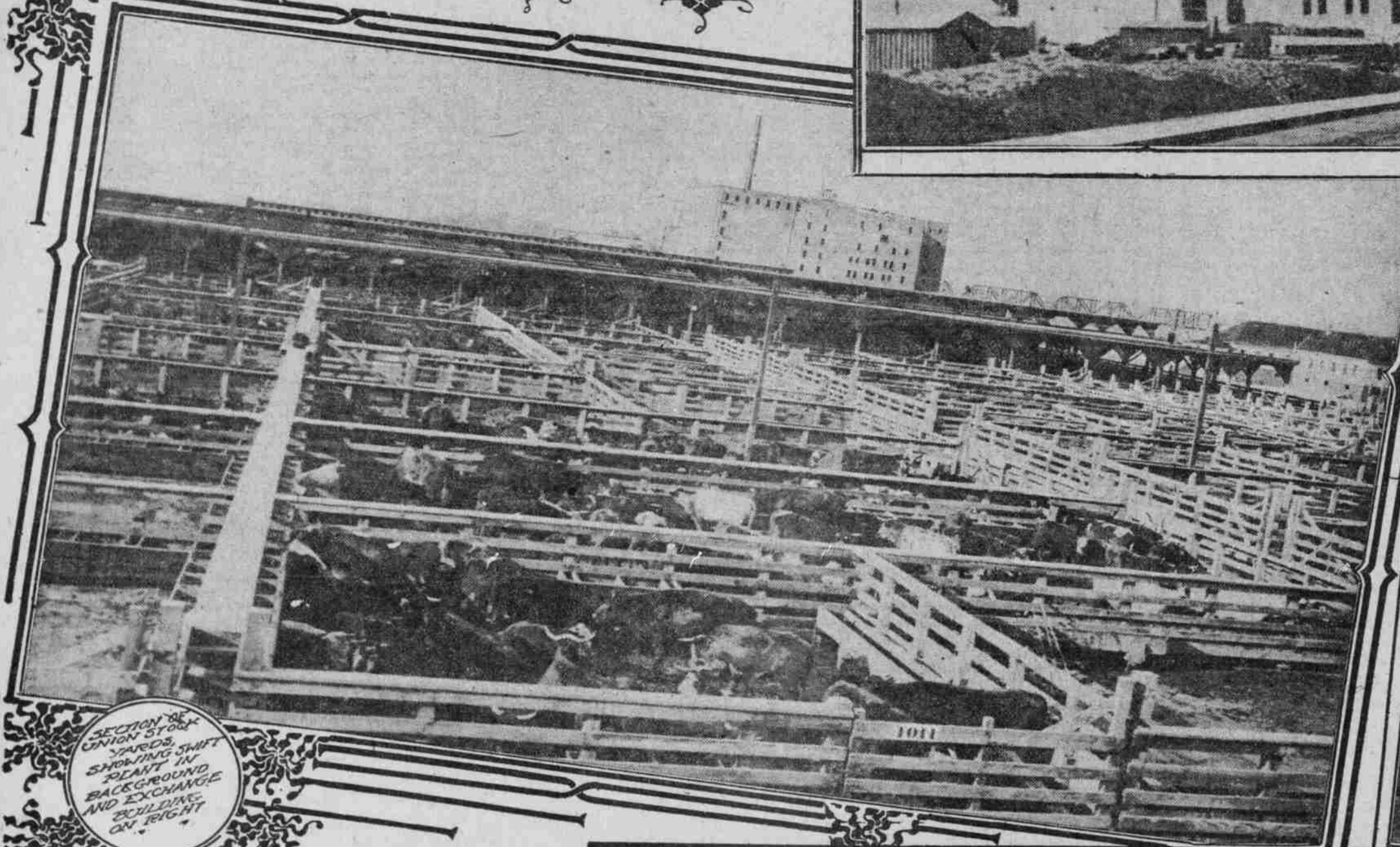


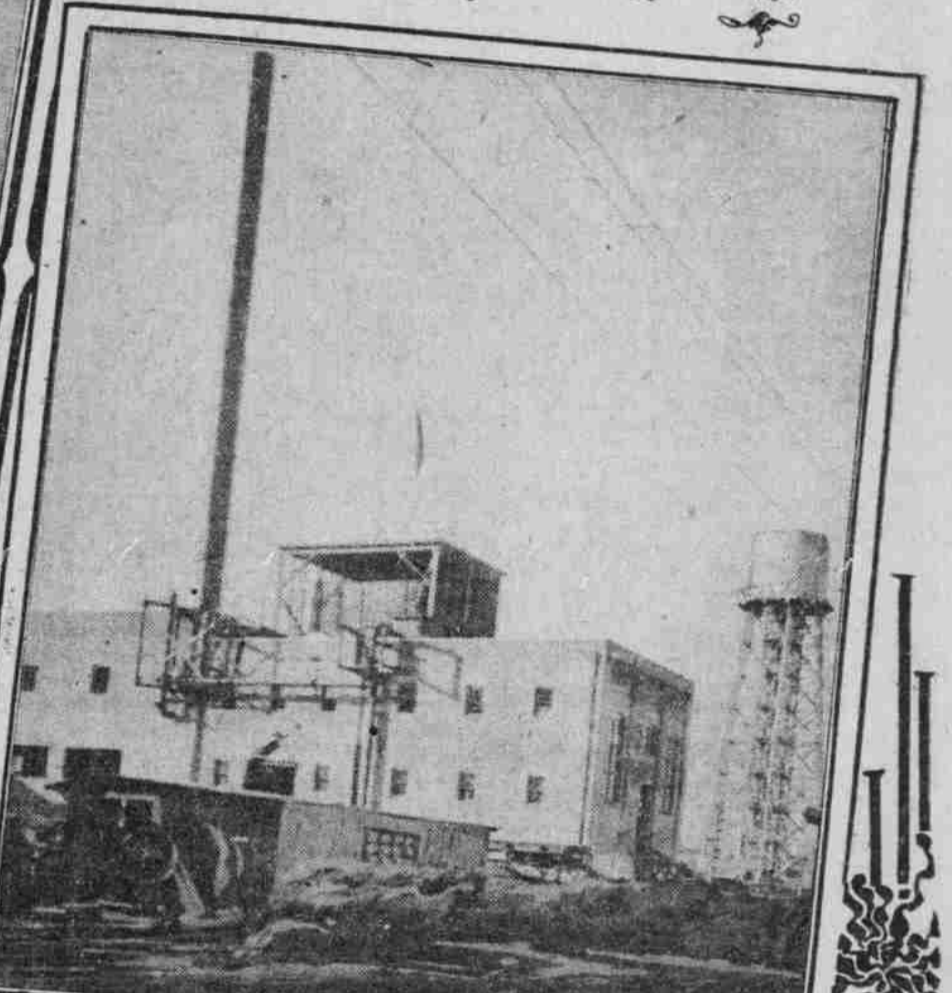
GREAT INDUSTRIES BEING ESTABLISHED ON PENINSULA NEAR PORTLAND



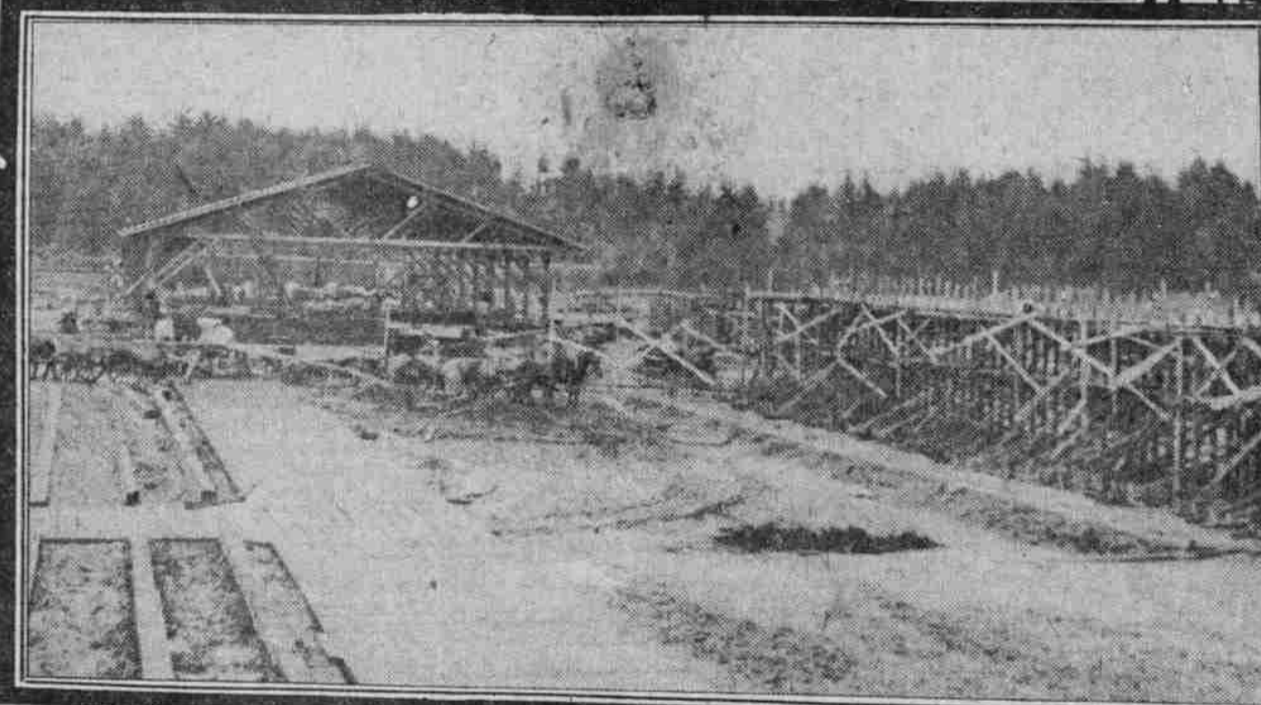
MAIN BUILDING OF SWIFT PACKING PLANT



SECTION OF UNION STOCK YARDS SHOWING SWIFT PLANT IN BACKGROUND AND EXCHANGE BUILDING ON RIGHT



BOILER AND ENGINE BUILDING OF SWIFT PACKING PLANT



PLANT OF NATIONAL WOOD PIPE COMPANY UNDER CONSTRUCTION

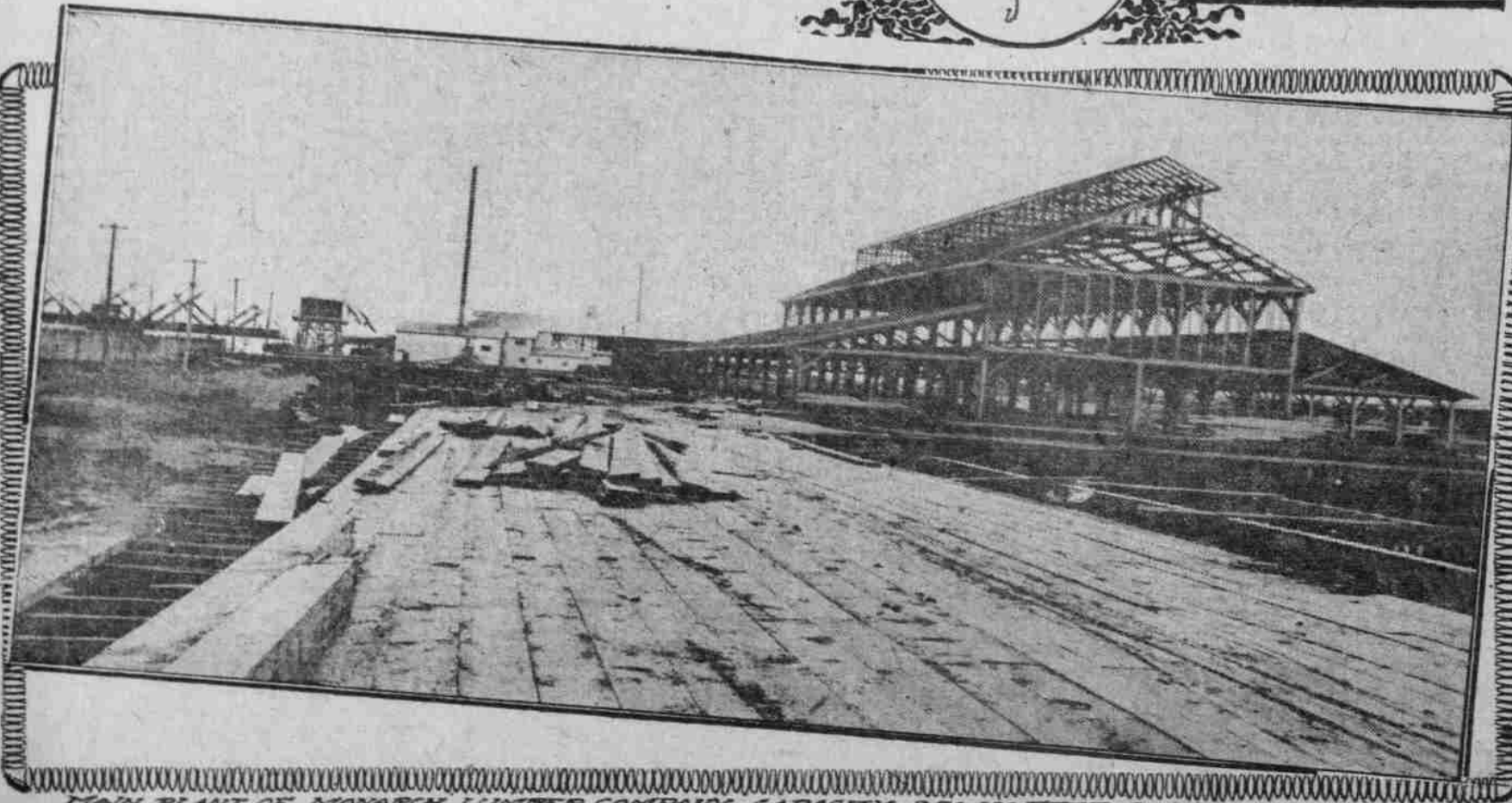
ALMOST as in a night a great industrial center is springing up in Portland, involving the expenditure of millions of dollars. Portland has long been the chief manufacturing point of the Pacific Northwest, but this new district that is being developed is entirely separate from the older factory sections. The movement is bringing about the transformation of a vast tract, two years ago a vacant waste, into a neighborhood crowded with manufacturing plants that will make Portland the chief industrial city of the West.

The site of this great development is the peninsula formed by the confluence of the Willamette and Columbia rivers, and crossed by Harriman and Hill railroads. The pioneers in the movement were the Swift interests, but the original project—the erection of a great packing plant—is now only one of a large number of enterprises, sites for which have been purchased. In several cases buildings are already under way, and before the end of the present year the hum of wheels, the roar of the forge and the rasp of the saw will blend in a chorus of industrial progress.

Much has been written about the packing plant being erected by the Union Meat Company, the Portland corporation of the Swifts, and which is to make this city the Chicago of the Pacific Coast. The other manufacturing concerns, which have been buying sites and going ahead with building plans, have received less public attention, but their coming here is a matter of great

importance, not only to Portland, but to the entire state. Industries are now assured for the Peninsula which will on their completion give immediate employment to more than 2000 men. According to those in close touch with the situation, negotiations with several other large corporations are now pending, and it is expected that within the present year the number of industries which will have selected locations on the Peninsula will have doubled. But, without drawing on the future in the least, the companies that have secured sites will support a population of more than 10,000 people, will greatly increase the city's shipments, both by rail and vessel, and will supply a market for livestock and various raw products that will benefit the entire Pacific Northwest.

The companies which have purchased sites on the Peninsula are as follows: Union Meat Company (Swifts), Monarch Lumber Company, Pacific Car & Foundry Company, National Wood Pipe Company, Pacific Tank Company, Davis Safe & Lock Company, Pacific Gas Traction Company, Security Vault & Metal Works and the Glazed Cement Sewer Pipe Company. Two of the concerns have nearly completed their plants, three others are under construction, and on the remainder work will soon begin. To these might be added the Portland Union Stockyards, the only livestock market west of Denver. These yards were opened September 15. The pens are on a concrete floor 15 acres in area, and comprise one of the



MAIN PLANT OF MONARCH LUMBER COMPANY, CAPACITY 250,000 FEET DAILY

most modern systems in America for the handling of livestock.

The Swift plant, which is the largest single industry not only in Portland but in the Northwest, will be completed in March or in April at the latest. The main building, 200x140 feet, half four stories and half six, is nearly completed. This structure has had brick floors in the slaughtering quarters and asphalt floors in the cooling-rooms. A large tank-house, a power-house and a fertilizer plant are also nearly ready for use, and in addition there is soon to be put up a wool pulley and glue factory, and still other branches later on.

This giant abattoir is to give employment to from 500 to 600 men as soon as operation begins. Its average daily capacity will be 500 cattle, 1000 hogs, 1000 to 1200 sheep and from 200 to 300 calves.

This packing plant will represent an investment of approximately \$2,750,000. The Swifts originally purchased 5100 acres, a small portion of which has been sold to other concerns. A large amount of work was done in dredging the Oregon Slough channel and building up the site with the material excavated, and experts now consider the location of this industry an unsurpassed in the entire country.

The second industry that is nearly ready to open its main plant is the Monarch Lumber Company. This concern now has a mill on the Peninsula cutting 70,000 feet of lumber daily, but the one soon to be completed will cut 250,000 feet daily, and this plant will be finished within the next few weeks. The establishment of this mill will add materially to the strength of Portland's position as the greatest lumber-shipping point in the world, both rail and water shipments being considered.

The main building of the Monarch Company is 600x200 feet, and its equipment is the most modern machinery of the kind manufactured. This is especially true of the power department, which consists of two immense turbine engines. Besides excellent railroad facilities this plant is to have a dock, 100x200 feet, where the largest ocean carriers will be loaded with cargoes for foreign and coastwise ports.

Both the Swift and the Monarch

plants are located on Oregon Slough, which is really a branch of the Columbia, separated from the main stream by Hayden's Island. This is nearly a mile from the town of Kenton, where other Peninsula factories are being located. Of these the plant of the National Wood Pipe Company and the Pacific Tank Company, affiliated corporations, is now well under way. These combined concerns have secured a site of 25 acres between Columbia Slough and Columbia Boulevard and will have 5000 feet of private track connecting with the O. R. & N. and Spokane, Portland & Seattle railroads.

This plant will consist of five large buildings, the foundations for which have all been installed and erection of the super-structures under way. These buildings will cover six acres and the storage sheds will cover another six acres. The buildings consist of the main pipe factory, tank factory, power plant, concrete dry-kilns and dry storage building. The foundations of these structures have been placed entirely under ground, and the railroad tracks are also sunk several feet. This method of construction has been followed as a precaution against spread of fire from one building to another.

It is expected that this plant will be in operation in February, when 200 men will be employed. The investment of the company will be approximately \$200,000. Between 5,000,000 and 10,000,000 feet of lumber will be used each year in the manufacture of pipe and tanks, 200 miles of pipe being the amount that the Portland concern is to turn out each year.

These concerns now have factories in San Francisco and Los Angeles. Another branch of the concern at Olympia was destroyed by fire. The tank company is the largest of its kind in the United States and has just completed supplying tanks for the Milwaukee's new road in the Northwest and for the Western Pacific's line to San Francisco.

Of the industries announced but on which work has not yet started, the most important is doubtless the Pacific Car & Foundry Company. There has been little official given out concerning this firm's plans but it is known that a factory site of 22 acres at Kenton has been secured. This site adjoins that of the Monarch Lumber Company and engineers have been at work for some time preparing detailed plans for the enterprise.

This company, which is capitalized at \$1,000,000, will manufacture passenger and freight cars and general repairs for railroad rolling stock. Between 400 and 500 hands are to be employed. Heavy capital, it is understood, is behind this corporation, the chief backers being a syndicate of San Francisco bankers. One of the officers, however, is also an officer of the American Car & Foundry Company, of St. Louis, the largest manufacturer of railroad equipment in America.

The Portland corporation is really affiliated with the St. Louis one is the general impression. In any event it is certain that the car factory on the Peninsula will be one of the most important industries in the West and one from which this city will greatly benefit.

The Pacific Gas Traction Company is also to build at Kenton on a tract of 30 acres recently acquired. The output of the plant will be gasoline traction engines

for farm and industrial uses. W. H. Corbett, president of the Willamette Iron & Steel Works, is head of this company, although the two concerns are entirely separate.

The investment of this company is to be about \$200,000 and the plant will probably begin turning out engines about April 1. One hundred men are to be employed and 200 engines will be manufactured each year. The main building will be of the "saw-tooth" construction, a plan adopted in large industrial buildings to secure the greatest amount of light possible.

Grading on the site of the Davis Safe & Lock Company's plant at Kenton began over a month ago and this concern expects to start operating by March 1. Six acres have been bought for this industry and an investment of about \$145,000 will be made. The main building will be of fireproof concrete construction, 100x400 feet in dimensions, and with a basement 100x100 feet. One hundred twenty-five men will be given employment and the output will be 20 safes a day, besides vault doors. An iron and brass foundry will be operated in connection, the company receiving pig iron and turning it out as the finished product.

An industry along somewhat the same lines will be the plant of the Security Vault & Metal Works also at Kenton. This concern will make metal doors, bank equipment and other metal commodities, but its chief product will be steel culverts. This concern has acquired a site and it is announced that it will employ 100 men.

A six-acre site of the Security Vault & Metal Works has been purchased by the Glazed Cement Sewer Pipe Company. Seventy men are to be employed by this company.

As a result of all this activity on the Peninsula, Kenton, a new Portland suburb, where the men employed in the various factories will reside, is growing with a rapidity of a mushroom. In less than two years since the town was laid out, eight miles of sewer and water mains have been laid and more than \$200,000 has been spent in building homes. Scores of houses are now going up and the building movement will be heavier the coming six months than before. The town now has streetcar service to Portland and an electric line operated by the Kenton Traction Company connecting the town with the packing plant and the other industries on the Columbia.

It was with the greatest deliberation that the Swifts, as well as these other companies, chose Portland as the location for their gigantic industries. The factors that threw the choice to Portland rather than to some other Pacific Coast city were many, but foremost of all came transportation facilities. They found here ideal means of shipment, both by rail and water. With two roads, the O. R. & N. and the Spokane, Portland & Seattle, crossing the Peninsula, they have the choice of two water grade routes by which to ship raw material from the interior or to send their products eastward as well as railroads north and south from Portland.

The Columbia and Willamette rivers add greatly to Portland's strategic position as a shipping point, offering the only fresh water harbor on the Pacific Coast. At the location of the Swift plant there is a 40-foot channel in the Columbia, so that the largest ships of the merchant marine can be dispatched. At no other point on the Pacific Coast are equal facilities at hand, and conservative Eastern business men who have inspected the Peninsula agree in declaring that Portland will always be without a rival as a manufacturing center west of the Mississippi.