

SWIFTS PURCHASE 300 ACRES MORE

Tract for Townsite Added to Packing Company's Holdings on Peninsula.

TOTAL NOW IS 3400 ACRES

C. C. Colt Makes Official Statement of Plans—Biggest Packing Plant on Coast to Be Built, Work Commencing July 1.

After closing a transaction whereby 300 acres were added to the extensive holdings of Swift & Co., on the Peninsula, C. C. Colt, president of the Union Meat Company, the Portland branch of the Swifts, told in detail the progress that has been made toward establishing the local packing plant which, he says, will be by far the greatest on the Pacific Coast. Altogether the Swift holdings on the Peninsula now amount to 3400 acres. The tract and its chief features are shown in the accompanying illustration, which is the reproduction of the official sketch furnished by President Colt.

The irregular tract of land containing 300 acres and lying south of Columbia Slough, is the latest addition to the Swift properties. Practically the entire area is high, eighty ground and will form the residence and business district of this part of the Peninsula. A representative of Swift & Co. is now here laying out the townsite and it is certain that a thriving community will soon spring up. As showing the possibilities for this enterprise, Mr. Colt calls attention to the fact that since the Swifts opened their townsite at St. Joseph, Mo., the population there has increased from 48 to 2628.

The main abattoir and its allied industries will be located on the navigable water of Oregon Slough at the extreme north of the Swift holdings. For ten months the work of preparing this site has been under way. Last July a large dredger began operations in Oregon Slough, and since that time has been working night and day. As a result, the slough has been deepened until it now has a depth of 22 feet at low water and the dredging is not yet completed. Between 70,000 and 80,000 cubic yards of sand and earth have been removed from the slough and this material has been used to build up a high site for the packing plants. The main packing house will be six stories high and 200x100 in dimensions. The chief allied industries will be a glue factory, wool pulley and box factory, which will also be housed in immense structures.

Mr. Colt gives July 1 as the day on which actual construction of the plant will probably begin. The exact time of starting work depends entirely on the railroad companies which are going to run branch lines to the packing-house sites. These spurs will connect with the Oregon & Washington and Spokane, Portland & Seattle, both of which lines cross the Swift tract. As soon as the rails are laid and material can be shipped in, construction will go forward and a large army of laborers will be given employment. It will take one year to complete

the abattoir and begin the actual packing of meat.

Mr. Colt yesterday issued the following official statement:

"To correct any misleading impressions that may have gone forth through the medium of the public press, particularly with reference to the statement that we have been moving in a mysterious way and that we were unwilling to take the public into our confidence, you may say that it is not the policy of large corporations to 'go gunning with a brass band' when they have a work of great magnitude in view, and their plans not fully matured.

"As promised by Mr. Swift in an interview several weeks ago, that the public would be fully advised when our plans were sufficiently settled upon to warrant an exact statement, you are now authorized to say, in addition to the packing plant and other industries to be established, which the public already know, fully informed about, from sheer necessity, in order that our army of employees and their families might be comfortably housed near our plant, we have very recently acquired an additional 300 acres of high land directly south of the plant, and adjoining our other holdings on which it is our immediate intention to establish our townsite.

"A county road has been laid out in an air-line from the plant to the center of the Knott farm on Columbia boulevard. An electric carline, as announced by Mr. Joseph, president of the Portland Street Railway & Power Company, will run direct to our plant, following, north and south, practically the center line of the Graybrook and Knott tracts and the new county road mentioned.

"The present intention is to establish the new business center of the new city which will be named Kenton, on the south half of the Knott tract, whereon will at once be built a number of substantial business buildings, including hotels, general stores, a bank, etc.

"The residence section of the townsite company will build a great many houses for our employees. Surveyors are now at work platting the townsite, and it is expected the plat will be ready to file and the tract opened up on or about April 15.

"A representative of Swift & Co., who handled the Swift townsite at South St. Joseph, Mo., is now here, and will probably handle the one for us. I might add when the project of South St. Joseph was undertaken the town had 45 people all told, and now has a population of 2628. Similar conditions prevail here, and it is safe to say that like results will follow. Our general offices will be located in the Lafayette building, corner Sixth and Washington streets.

SALE OF SAMPLE SUITS

Just in by express, manufacturers' sample line of women's and misses' suits; blues, browns, greens, blacks and mixtures of all kinds, including five jacket suits in the popular rough silks. On sale tomorrow at 60 cents on the dollar of maker's cost. See our Morrison-street window. McAllen & McDonnell, Third and Morrison.

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Monday at Le Palais Royal and get the proper style at the lowest price, 375 Washington street.

Permanent Receivers

For the Mutual Reserve Life Insurance Company, appointed to wind up its affairs, Oregon and Washington legal reserve policyholders will organize a new company to carry out their own policies. This plan will keep money here to develop the resources at home.

Deep Water to the Sea.

Forty feet of water on the Columbia bar is only a matter of hard and persistent effort. Vote for Shepherd for Congress.

MAY ANNUL BANNS

Daughter's Wedding Rouses Mrs. Woodward's Ire.

SAYS GIRL IS NOT YET 18

Frank Briggs, Who Signed Marriage Certificate, May Find Himself in Trouble if Woman Carries Out Threat.

Reading in the papers that her daughter, Bessie May Spencer, had just been married to L. A. Woodward, of 1867 East Thirteenth street, North, Mrs. Spencer, the girl's mother, became cognizant of the nuptials for the first time. She immediately set out to seek annulment of the marriage compact on the grounds that the girl was under age.

As a result of his willingness to oblige a friend, Frank Briggs, who signed the marriage certificate as witness, may get himself into trouble, Briggs avers that the bride-elect was over the age of 18. It was on this oath that Deputy County Clerk Prasp issued a license to the young couple.

The mother appeared at the County Clerk's office yesterday in tears and a high state of indignation. Her daughter was barely 17, she complained to Deputy County Clerk Christensen. Besides, the girl left home without saying a word about her purpose of getting married. Mrs. Spencer said she knew nothing about the marriage until she read of the event in the papers.

When advised that the case was past action by the County Clerk's office, Mrs. Spencer said she intended taking the matter up with a lawyer. She accused Briggs of having sworn falsely as to the girl's age. She said she would seek annulment of the marriage and, if possible, the prosecution of Briggs for alleged perjury.

The license was issued Friday afternoon and the young couple sought out the services of a preacher without delay. While they are now living together as man and wife, it is within legal bounds that the marriage can be annulled should Mrs. Spencer persist in the attitude she has taken and establish that her daughter is under 18 years of age.

CHARGE RIGHT-OF-WAY THEFT

Rival Eastern Oregon Railway Brings Suit for \$500,000.

Alleging that the Columbia River & Oregon Central Railway Company stole its route for the line between Arlington and Condon, the Arlington & Pacific Coast Railway Company brought suit in the State Circuit Court, yesterday forenoon, for damages in the sum of \$500,000, together with special damages amounting to \$15,000. In a voluminous complaint, the company sets out that it made the initial survey of the right of way at a cost of \$15,000, having its agents in the field as early as March 1, 1902.

Through the misconduct of its engineer and surveyor, W. H. Bell, the opposing company was able to get hold of the proposed route and establish a line between the two points named, it is alleged. Bell,

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while employed by the grieving corporation, secured maps, original drawings, memoranda, data, notes and descriptive information concerning the right of way, which he afterward took with him over to the Columbia River & Oregon Central Company, refusing to surrender the effects to his original employer, notwithstanding that he had been paid in full, continues the complaint.

It is further alleged that by use of the data thus secured through Bell the defendant company proceeded to lay its line over the route in question. This route being a superior one its value is fixed by the company which didn't get it at \$500,000. The special damages are asked as remuneration for sums expended in surveying and securing original contracts of right of way.

Suit on Promissory Note.

J. P. Sharkey, Ellen J. Sharkey, J. M. Healey and the H. W. Lemcke Company are named as defendants in a suit filed with the Circuit Court yesterday to collect \$1500. The complainant is J. A. Currey, who avers that he advanced them \$3500 on a promissory note dated October 26, 1907.

Suit Against Pat Powers.

Pat Powers is named as defendant in a suit filed with the Circuit Court yesterday to collect \$229.52, alleged to be due on account. The complainant is W. H. Dedman, Jr., and payment on the sale of goods is said in the complaint to be long overdue.

Sealed Verdict in Damage Suit.

The damage suit of James M. Rogers against the Portland Lumber Company,



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wherein Rogers seeks to recover \$50,000 for the loss of an arm, went to the jury in Judge O'Day's division of the State Circuit Court, at 2:30 o'clock yesterday afternoon. When court adjourned the jury was still out, and a sealed

verdict was returned later. The verdict will be read when court convenes Monday morning.

Ship Bristol Clears.
ASTORIA, Or., April 11.—(Special.)—

The American ship Berlin cleared at the Custom House today for Nushagak River, Bristol Bay, Alaska, with a cargo of supplies for the Alaska-Portland Packers Association's cannery. She will probably not sail before the middle of the week.

DESIRABLE HEIGHTS PROPERTY



Announcement

During the coming week we will place on the market this most desirable property. Those who are interested should make their selections early, as the area is limited

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