

RAPID GROWTH IS SHOWN IN KENTON

Suburb, Two Years Old, Has
Over 1500 Population and
200 School Children.

FACTORIES ARE NUMEROUS

Business Structures of Substantial
Construction Erected, and Good
Residences Are Common.
Farmers Reap Reward.

Four years' development in the Columbia Slough district has resulted in the establishment of manufacturing plants representing a value of \$5,000,000. In that time there has been transformation of the swamp and low lands on the Peninsula into factory sites, and the higher grounds along the south side of Columbia boulevard with a residence section, the center of which is Kenton.

Scarcely 2 years old, Kenton has more than 1500 children of the school age, and wants a 16-room schoolhouse. It has between 1500 and 2000 people, seven concrete modern buildings representing an investment of \$250,000, besides a large number of concrete homes of the higher class, and innumerable cottages scattered in the additions and environments of Kenton.

Visit Is Revelation.

A visit to Kenton is a revelation, and the presence of so many modern fireproof business buildings a surprise. It may be doubted whether any suburban section of Portland shows such a wonderful development as may be found along either side of Columbia boulevard. When the Swifts located on the Peninsula four years ago and erected a packing plant, great development was expected in other lines, and expectations have been more than realized in the establishment of manufacturing concerns. The Swift people, who operate here under the name of the Union Meat Company, have expended \$1,500,000 in the erection of their plant, which includes a six-story brick abattoir, four-story brick wool pulley, two-story engine-house, stock exchange, stock pens, docks and auxiliary buildings.

Industrial Plants Many.

The mill of the Monarch Lumber Company is located west of the Union Meat Company's plant on Oregon Slough, which has a capacity for sawing out 340,000 feet of lumber every 10 hours, and is said to be one of the largest lumber mills in the world. At present 340 men are employed. The plant occupies a 27-acre tract and represents an investment of \$1,000,000.

The Davis Safe & Lock Company has established its plant on an eight-acre tract north of Columbia boulevard, west of the trestle extending to the Union Meat Company's works. The main building, which has just been completed, is 100 by 450 feet, two stories high and of brick construction. In full operation the company will employ 150 men. Cost of this plant, which is one of the largest of the sort on this Coast, was \$175,000. West of this building are the works of the Pacific Tank & National Welding Company, quartered in two large buildings and several smaller structures. It is in operation and employs 300 men. In the erection of these works \$250,000 was invested. The plant was moved from Olympia, Wash., after the company's buildings were destroyed by fire.

Ajax Firm Builds.

The Ajax Auto Traction Company has just completed a building 180 by 230 feet on a nine-acre tract north of Columbia boulevard at a cost of \$50,000. This building is of frame construction with concrete floor, the sides and ends being largely of glass. Traction engines, auto trucks and all kinds of gas engines will be manufactured. The present building will be duplicated next year.

At the west end of the streetcar trestle and east of the lock plant the buildings of the Nicolai Door Manufacturing Company are being completed. The main building is 150 by 100 feet and two stories high. Two concrete kilns are being erected in the rear of the main building, and a warehouse faces the railroad. This plant represents an investment of \$75,000. It will employ 70 hands and will send its product all over the United States.

The west end of the trestle and adjoining the safe and lock works construction has been completed on a building 200 feet square for the quarters of the Durable Roofing Manufacturing Company for the manufacture of asphalt felt roofing and building paper. Cost of the building and equipment will be \$40,000 and 40 men will be employed. J. R. Wetherbee is president of this company.

Steel Culverts to Be Made.

By June 1, 1911, the J. S. Beall Manufacturing Company will have finished an establishment for the manufacture of steel culverts for railroads and general railroad contractors. Three acres will be occupied and the investment will be \$40,000. The Portland Glazed Cement Company occupied two acres on Columbia boulevard, east of Kenton with a \$45,000 plant. Cement sewers and tile are turned out.

Work has been started on the West-rumite Paving Company's plant, which occupies a four-acre tract. The main building will be 110 by 120 feet, and with equipment will cost \$50,000. This company will manufacture a paving material which is laid cold on the street. About 100 men will be employed. The Holmes Milling Company has purchased one and one-half acres near Columbia boulevard and will put up a feed and chop mill.

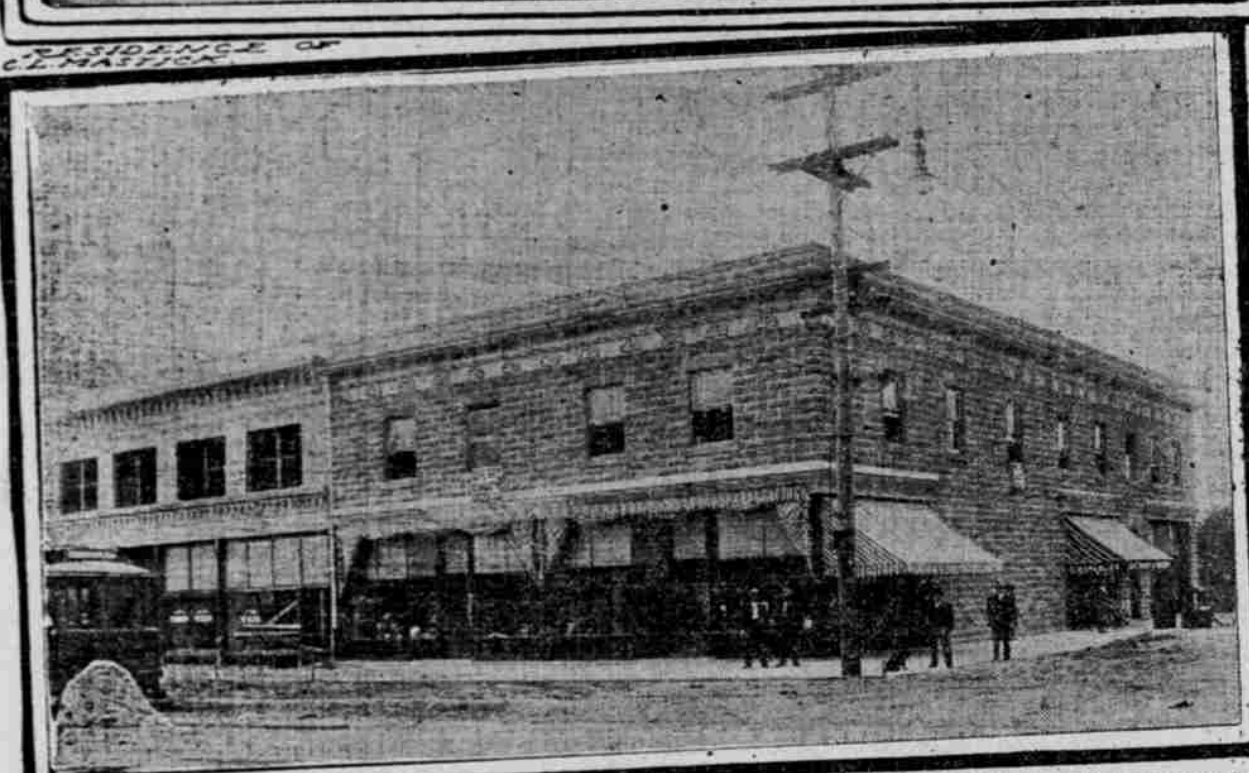
These manufacturing plants were established mainly during the last year and are the beginning of the development of a great manufacturing district whose extent is measured between the confluence of the Willamette and Columbia rivers and the Sandy at Troutdale. The O. R. & N. Company is completing its new branch line between Troutdale and St. Johns, and a considerable portion of the work has been finished.

Double Tracks Laid.

Through the manufacturing district eastward from the tunnel under the peninsula, double tracks have been laid down beyond the Nicolai Manufacturing works. Eastward a high fill has been made to carry the track above Columbia boulevard. The track extends through the splendid Columbia country near Columbia boulevard to Troutdale, which will open this vast territory to manufacturing concerns.

The farms of the pioneers who settled on Columbia slough in 1850 have been bought outright or are bonded. There is now no low-priced land in the Co-

CONCRETE IS PREDOMINATING STYLE USED IN PORTLAND SUBURB'S STRUCTURES.



lumbia district. D. O. Lively is president of the Peninsula Development Association, which has taken over part of the Swifts and is engaged in developing a manufacturing district.

Kenton Is Home Center.

Kenton is the center of the homes of the operatives in the industries that have already been established, and a considerable retail business has grown up. Streets have been cut out of the

small growth of trees and brush south from Columbia boulevard on the higher ground of the Peninsula, and already hundreds of homes have been built.

The Peninsula Development Association has plans for extensive dredging of a ship canal north of Columbia boulevard on the north side of the present manufacturing plants. It is expected that the O. R. & N. Company will complete its line between Troutdale and St. Johns in 1911, and

run its trains over that track, largely cutting out Sullivan's gulch.

It requires no stretch of imagination to see this territory between Columbia boulevard and Columbia River, for a distance of nearly 20 miles to Sandy River, occupied by the greatest manufacturing district in the United States.

Outsiders Buy in Kenton.

The Co-operative Realty Company, which planned and opened a tract of 4

THREE STORIES WILL BE ADDED TO BUSINESS BLOCK.



E. G. CRAWFORD BUILDING AT SOUTHEAST CORNER OF FIFTH AND ANKENY STREETS, AS IT WILL APPEAR COMPLETED.

MacNaughton & Raymond, architects, have completed plans for the remodeling of the E. G. Crawford building at the southeast corner of Fifth and Ankeny streets, which will include the addition of three stories to the structure, making it six stories high. The additional space will be occupied by the present tenants, D. N. & E. Walter & Co., the Brunswick-Balke-Collender Co., and the Hart Cigar Company. The building was erected less than two years ago and cost \$40,000, and the estimated cost of the addition is between \$30,000 and \$35,000. The exterior facing will be in brick similar to the present front of the building, and the elevator shafts will be extended up through the new floors. Mr. Crawford, the owner, is a Vancouver, Wash., capitalist who has found his Portland investments very profitable.

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acres in Kenton last Fall, sold 91 lots in November and reported business for December equally good. The land is located west of the carline and borders on the industrial section. It is mostly business property and factory sites, although there are some residence lots in the tract. Water and gas mains have been laid, sewers built and the section has telephone service. Streets are now being graded and the company is spending \$10,000 building Kenton boulevard, which is an extension of Columbia boulevard three-quarters of a mile to the Kenton business district. Investments have been made by a number of out-of-town buyers who look for a rise in Kenton property.

EAST SIDE IS IN LINE

WEST SIDE'S LEAD FOLLOWED
IN BUILDING APARTMENTS.

Number of Large Structures of This
Class Will Be Erected in
Near Future.

Indications are that a large number of apartment-houses will be erected on the East Side the ensuing year, as it has been found that they bring in good revenue. One apartment building near East Burnside street yields a clear revenue of 15 per cent on the amount invested; but in this case the building was carefully planned by the owner, and is in a class by itself.

On Grand avenue between East Grant and East Lincoln streets, the Commercial Realty Company will put up a three-story frame apartment at a cost of \$20,000.

Plans have been prepared for Hawthorne Court, to be erected at the northeast corner of East Twentieth street and Hawthorne avenue for Strong & Co., at a cost of \$100,000. It will be three-stories and of brick construction. The building will have a frontage of 200 feet on Hawthorne avenue. There will be an ample court in the center of the building. On each floor there will be 14 apartments, which are reached by seven stairways. The court will be large enough for a driveway laid in concrete. Division walls will be of brick. Kroner & Henn prepared plans for this building, and it will be erected by a corporation. It will be the first apartment-house of the sort erected on Hawthorne avenue.

Plans have been prepared for a two-story apartment-house, to be erected on East Ninth and Schuyler streets, for P. McDonald, the cost to be \$20,000. It will be 100 by 100 feet, and will contain 12 apartments of five rooms each. Walls of the first story will be of brick construction and for the second floor the walls will be metal lath and plaster. One of the special features of this apartment building will be the incinerator placed in the basement in which all garbage from the building will be consumed. Architects Kroner & Henn prepared the plans.

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SALE IS FOR \$175,000

PACIFIC COAST CONSTRUCTION
COMPANY SELLS OUT.

Property Bought by Watson, Flagg
& Standifer Company, Which
Will Continue Business.

An important deal of last week was the sale of the real estate, contracts and entire construction equipment of the Pacific Coast Construction Company to the newly organized Watson, Flagg & Standifer Company. The amount involved was approximately \$175,000. The purchasing company is composed of F. W. Watson, L. R. Flagg and Guy M. Standifer, and the stock of the Pacific Coast Company was held by J. Frank Watson, F. W. Watson and Ralph W. Hoyt.

The deal included the transfer of the plant of the concern, with five acres of ground at Fairview in Eastern Multnomah County. About \$25,000 will be spent at once on the plant. Modern

shops will be added and tracks built connecting with the main line of the O. R. & N.

Two important contracts which the Pacific Coast Company had under way will be carried to immediate completion by the new concern. Extension of the line of the Portland Railway, Light & Power Company three and one-half miles up the Clackamas River, to the site of the proposed new power station, will be completed in 60 days. This contract involves a large amount of heavy construction, and the cost amounts to \$160,000.

Another big job is the grading of 16½ miles of logging railroad west from Carlton, Yamhill County, into the Coast Range of mountains. The grade follows the north fork of the Yamhill River for a considerable distance, and will be completed to Fairdale in about 30 days. Laying of rails is following fast after the grading. The road is being built by the Carlton Consolidated Lumber Company, in which Charles E. Ladd and W. A. Howe are interested. While built primarily as a logging road it will be used as a common carrier, and trains will be operated regularly, furnishing transportation to a large territory now well off the railroad.

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