TRACT IS SELECTED FOR STEEL PLANT

Big Hayden Island Deal Is Virtually Closed for Waterfront Land.

OTHER FACTORIES PLANNED

Announcement of Steel Company's Selection Starts Improvements on and Around Island to Open Way for Other Factories.

With a deal virtually closed for 3000 feet of waterfront on Hayden Island, across the Columbia River from Vancouver, Wash., upon which the new million-dollar steel works will be erected, plans which mean the ultimate utilization of the entire island for manufacturing plants, have assumed definite form.

The Stoddard-Brenner Company, which owns the controlling interest in the island, reports that the steel company has taken an option and practically closed negotiations for a location on the island and that three other factories are assured for the island in the immediate future.

A force of workmen has started the work of clearing off the timber and extensive dredging work in Oregon Slough is now under way and will be hurried within the next two weeks by the addition to the dredging force of two big Government machines. The new factories will include the steel works, a woodenware works, a lumber mill and a shingle mill, all of which are said to be certain for the near future.

Unique Arrangements Provided.

According to E. A. Dunlop, of the Stoddard-Brenner Company, the steel company has taken an option on a strip of land extending entirely across the island from north to south and near the Vancouver ferry. The north water front takes in 1000 feet on the Columbia River while the south front takes in a like amount on Oregon Slough or Columbia Harbor. Between the two fronts, the company has optioned a strip of land three-eighths of a mile in length.

The intentions are to unload the raw materials for the mill on the Columbia River side, make it up in the long factory and turn out the finished material at the Oregon Slough side. To do this, docks will have to be built on the two water fronts.

Hayden Island furnishes unusual advantages for factories, because of its location and the facilities already on the ground. The entire seven miles of water front is in easy reach of both the Columbia River and the Willamette, furnishing the best of advantages for water transportation. The Columbia River bridge crosses the land and can easily be tapped with a spur for steam transportation. The electric power lines which feed Vancouver pass across the island and the Vancouver line of the Portland Railway, Light & Power Company ends on the island.

Owners Clearing Timber.

Foreseeing the growth of the district, because of the facilities, the owners, including the Stoddard-Brenner Company and others, have started the clearing of the timber and the building of roadways. A camp has been established on the island and three streets built from the streetcar line to the Columbia River bridge. The island is 3½ miles in length and a half mile wide, and is several feet above the high-water line of the Columbia. In one part of the center is a slough which will be drained and filled in with the dredging of land from Oregon Slough as development progresses. This work will be comparatively easy.

The district about Hayden Island is rapidly being opened for manufacturing purposes. Directly across Oregon Slough is the packing plant of the Union Meat Company, and the site of the new $1,000,000 Schwarzchild & Sulzberger packing plant. The big Monarch Lumber Company's plant is located near there.

The slough is about a quarter of a mile wide and is spanned by the Columbia River bridge, which is a "common user" bridge for all railroads. A draw permits the passage of vessels from the Columbia River into Oregon Slough, or, as it is now called, Columbia harbor. The harbor is formed by the Government dike which crosses the river east of Hayden Island.

The slough is now being dredged by the Peninsula Industrial Company and the Government will assist in the work within a short time.

Across the Columbia from Hayden Island north is Vancouver, which has a long water front for factories. In a residence line the district is experiencing great growth. Paved streets and sidewalks have been put in and hundreds of modern homes have been built.

On Hayden Island at present there are a number of owners, all of whom consider their property much more valuable now with the assurance of the steel plant. Among these are C. A. Doty, of Seattle; N. B. Coffman, of Chehalis; Joe Duerst, of Portland; B. Hoffman, of Portland; Mr. Veltner, of Portland, the Portland Railway, Light & Power Company and some Michigan people. Mr. Duerst has planned a shingle mill. The Michigan people will begin work soon on the new lumber mill and other owners whose names have not been made known will build the wooden-ware factory.

The immediate plans in the way of development call for the clearing of the island of its timber, the building of a spur from the "common user" bridge, the extension of the car service and the dredging of the harbor and the filling in of the interior slough. With this work done the way will be open for the completion of the new factories.

Banker Buys Lot.

H. Hirschberg, a banker of Independence, Or., purchased a lot in St. Francis Hill addition last week for $4500. The lot fronts on both Melinda avenue and Maywood drive. The property was purchased from W. B. Streeter.

RESORT HAS GROWN

Seaside One of Most Popular Vacation Spots on Coast.

ATTRACTIONS ARE VARIED

From One Humble Cottage, Beach Town Has Expanded Into Lively Community, Visited by People From All Parts of Country.

From the humble beginning of a single Summer cottage, Seaside, Oregon's popular beach resort, has developed into one of the leading tourist and vacation centers on the Pacific Coast.

Instead of a lone cottage, the tourist activities now center around a group of comfortable hotels and whole streets of Summer homes maintained by Portland people and travelers from other parts of the country.

No one cause has contributed toward making Seaside popular. Its peculiar natural advantages have been the principal influences in making it the magnet for thousands of people every year. Protected on the north by the Columbia River, which modifies the air currents from the colder regions, and on the south by Tillamook Head, which breaks the velocity of all winds from that direction, the beach in front of Seaside is nearly always as calm as an inland lake. The temperature varies only slightly throughout the year, the average being not much in excess of that at the California beaches. Within a mile from the city are mountain streams that afford good fishing, and all the seclusion of a rural retreat.

Modern Improvements Made.

These natural advantages have been augmented by numerous modern improvements, principal among which are the railroad and many hotels. Even before the railroad was built there was much travel from Astoria to the beaches at the mouth of the Necanicum River, which flows through the town of Seaside. One of the Holladay stage lines transported tourists to the little village, and early settlers provided them with meals. Bathing in the surf was as popular there then as it is now.

When the railroad came, a modern town grew up. Real estate values increased and lots that had sold for $15 and $25, advanced to $500 and $1000. Now some of the best property facing the board walk on the ocean shore is quoted at $1500 and more per lot. Judge Brallier, a present-day resident of Seaside, still speaks reminiscently of the days when an acre of land in the vicinity of the modern town often was exchanged for a saddle horse or its equivalent in grain or other farm produce.

For many years the railroad did not recognize the importance of tourist travel, and did not provide accommodations for this class of patronage, but in recent years special attention has been paid to the thousands who travel regularly between Portland and the beaches and the volume of business to Seaside, Gearhart, Holladay Beach, Columbia Beach and other nearby points has increased mightily.

Week-End Travel Heavy.

The week-end rate now offered by the railroad has caused heavy travel to Seaside from Portland every Saturday. Special trains are operated to carry the pleasure seekers, most of whom remain at the beach until Monday. Not only has the special business increased, but the regular traffic through the season has grown with each succeeding year.

With the annual rush of pleasure-seekers Seaside is preparing to add to the comfort and conveniences that it already has provided. A movement now is on foot to widen the main street leading from the railway station, past the Moore Hotel to the principal beach. Originally the street was given a uniform width, but property owners erected their store buildings regardless of the plans of those who founded the city to maintain the curb and sidewalks on a straight line. As a result, an irregular lane of shops, souvenir vendors' stands and amusement resorts form the principal street.

Another valuable improvement planned by Seaside residents is the construction of a pier, or the extension of the present abbreviated pier fully 1000 feet into the ocean. Estimates have been prepared showing that this work can be done at a cost that will justify the expenditure. This will afford people a place from which to fish and a landing for boats.

Easterners Visit Seaside.

Hotel owners at Seaside report that the proportion of Eastern people visiting there is growing year by year. Some of them remain all Summer. Others spend a few weeks there, while a large number go only for a few days. In the last few years a large number of Eastern residents have purchased property in the vicinity of Seaside, Gearhart or Holladay Beach. Many expect to build Summer homes there. On the registers of all the leading hotels the names of Portland people are interspersed with startling frequency by those of travelers from California points, Boise, St. Paul, Chicago, St. Louis and even New York.

The permanency of Oregon's beach resorts has been established. It is predicted that within the next two or three years the entire territory, including Cannon Beach, Elk Creek, Clatsop Beach and all the ocean front to the mouth of the Columbia will be dotted with Summer homes, in front of which children will play and tired workers from the cities will find rest and comfort.

Fine Residence Projected.

Plans are being prepared for a new home for Mrs. Lillian S. Eastman on East Twenty-fourth near Schuyler street. The building will be a 2½-story, 10-room frame, 30x48 feet, with full cement basement, and will be finished in craftsman style. The cost will be $7000. The exterior will be of stucco, and will have a 10-foot porch on three sides. Provisions are being made for a sun porch on the main floor. This will have a tiled floor and an artistically designed fountain in the center of the room, with flower boxes and stands on the sides. A garage of similar design will be erected at the rear of the home, 21x21 feet in size, and of cement construction.

Sales Are Reported.

Charles Ringler & Co., real estate dealers, report sales as follows: Lot in Laurelhurst in Hazelfern Place, to W. S. Santers, on which he will erect a modern residence; house and lot in East Gilsan street, near Thirty-ninth street, to J. O. Humphries, for $8500, to be improved with new home; home for C. F. Hendrickson at 1095 Cleveland avenue for $6500.

Further census returns show that there are 1,178,317 females in excess of males in Great Britain. The figures, however, would be greatly reduced if the soldiers and sailors abroad were counted.

HUMBLE BUILDING FORMS NUCLEUS OF MODERN SUMMER RESORT ON OREGON COAST.

SCOTT COTTAGE FACING BOARD WALK, OCEAN AND SETTING SUN AT SEASIDE.

WALNUTS BEAR IN YEAR

TREES IN SHERIDAN DISTRICT MAKE RECORD.

Carefully Selected Trees and Approved Soil Essential Factors in Production.

Nine English walnuts on a tree planted in the Spring of 1910 is the record that has been established on the highlands north of Sheridan, in Yamhill County. The fact that a walnut tree has come into bearing when a little over a year has elapsed after transplanting is considered almost a phenomenon among horticulturalists.

H. K. Sargent, a Portland attorney, planted 20 acres of walnuts of the Franquette variety last year and now finds that nearly half of the trees have begun to bear. Adjoining his tract are 22 acres of the same variety owned by the Willamette Orchard Company, a corporation in which Mr. Sargent is interested. Other members of the company are instructors in the Oregon Agricultural College. The trees in this tract were planted at the same time and several nuts are to be found on many of them also.

"When the trees were planted they were only one-year nursery stock grafted on 2-year-old black California roots," said Mr. Sargent. "This was done on the recommendation of C. I. Lewis, a member of the Oregon Agricultural College faculty. The trees in each tract are set 60 feet apart, with Lambert cherries as fillers. The Lambert is considered one of the best of the famous Willamette Valley cherries and with proper pre-cooling and refrigeration can be put on the Eastern market in splendid condition.

"Several thousand acres in the vicinity of Sheridan have been planted to apples, cherries, pears and walnuts in the past few years. The wonderful growth of the walnuts, it is expected, will turn the attention of growers in that direction. In many districts walnut trees do not begin to bear until about the sixth year and it is usually eight or 10 years before there is a commercial crop.

Come to the store that will furnish your home just as you have thought and planned it together

Come to the store that has the goods—that names the prices—that has the plan to make your home easily possible

All Mahogany Library AND Parlor Tables Reduced One-Third

Clearances in Carpetdom

Velvet Rail and Stair Carpets. Several up-to-date all-over designs in two-tone browns. Artistic effects equal to high-grade Wiltons. Regularly sold at $1.25. Sewed, laid, lined at... 98c

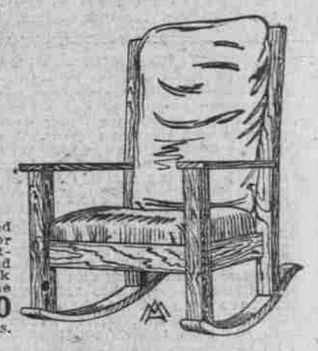
Ten Wire Brussels. The best of its kind. Gives years of satisfactory service. Patterns and colors suitable for living room, dining room or bed room. Sold everywhere at $1.25. Sewed, laid and lined at... $1.00

Axminster Carpets. Portland's favorite carpet. A number of good living room patterns in modern color combinations. Good heavy pile. Splendid wearing qualities. Regular price, $1.40. Special, sewed, laid and lined. $1.12½c

Extra Heavy Axminster. A staple product of the Bigelow looms. A closely woven thick pile fabric in the prevailing color schemes. An excellent floor covering where hard wear has to be reckoned with. Sold regularly for $1.75. Sewed, laid and lined at. $1.47

Extra Wilton Velvet. Just a few patterns to close out. For living room or dining room the splendid fabrics will give perfect satisfaction. Regular $2.00. Sewed, laid and lined at... $1.60

$25.00 Oak Rocker at $12.50



Made of quartered oak, golden wax or fumed finish; goatskin auto seat and reversible back cushion. Genuine $25 value $12.50 Sold on easy terms.

$6.00 Library Table $3.65

Exactly like cut, made of solid oak, with 24x24-in. top, square legs, roomy lower shelf; choice of fumed or golden wax finish.

$6.75 Library Table at $3.95

This is an unusual design, made of solid quartered oak, 24x24-inch top, golden wax finish.

This $28 Oak Dresser $17.80

Made of quarter-sawed golden oak, has colonial front, large case, three small top drawers, two large drawers, beveled French plate mirror 24x30 inches. One of the sort of values that point out very plainly that it pays to trade on the East Side.

Clearance of Odd Ranges

Strenuous price cutting the order of the day on all ODD GAS, WOOD AND COAL RANGES. We've simply got to do it, as our second car of "BUCKS" Ranges is about due and the third car ready to leave the factory very shortly.

If you, therefore, are in need of a new range, you can save quite a bit by buying here. Remember, too, that these are all on sale at our usual easy terms of payment.

MORGAN-WHITCHLEY FURNITURE CO.

Each Customer Shares the $25,000 Our Annual Savings in Interest and Taxes Because We Built on the East Side

81-83-85 GRAND AVE. CORNER E. STARK
MORGAN-WHITCHLEY FURNITURE Co.

ROADWAY BUILT IN UNUSUAL MANNER ON CORBETT STREET.

NEW DOUBLE ROAD WILL MAKE SOUTH PORTLAND POPULAR.

One of the hardest of the numerous Portland road-building projects is that now under way between Dakota street and the new Hillside drive at the south end of Corbett street. The worst of the obstacles have been overcome and the new roadway is rapidly nearing completion. The road is a quarter of a mile in length and extends up a steep hillside to connect with the new boulevard running into Fulton Park. It has been divided into two divisions, one for street cars and the other for vehicles, the streetcar way will be a gradual grade and the vehicle road abrupt. In some places the upper road is 25 feet above the lower road. A stonewall, reinforced with concrete, has been raised to keep the roads separated and to prevent the upper way from caving.

The new road means a great deal to South Portland. It opens the way for new car service and will be the connecting link between the Hillside boulevard and Macadam Road. The close proximity of South Portland and Southport to the road means its rapid growth in a residence line, it is thought.

NEW BERG FLATS WILL BE FINISHED SEPTEMBER 1.

FOUR-ROOM APARTMENTS TO HAVE ATTICS AND SLEEPING-PORCHES.

J. O. Berg will complete the erection this month of a new flat on Eighteenth and Lovejoy streets, which will be unique in that the upper floor flats will be provided with attic and sleeping porch. The building has been erected at a cost of $9000 and will contain four flats, each of four rooms. Every modern convenience will be included in the building. In the lower floor flats will be disappearing beds, while the attic and sleeping-porch will be the attractions on the upper floors. The building is frame, 46 by 47 feet in size. J. H. Crook is the builder.