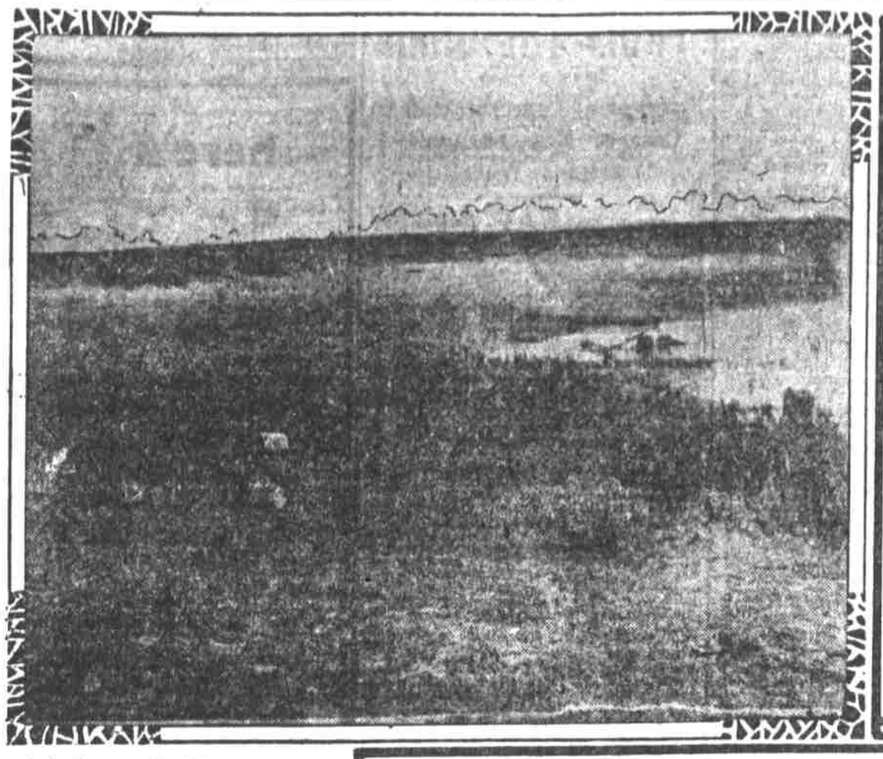
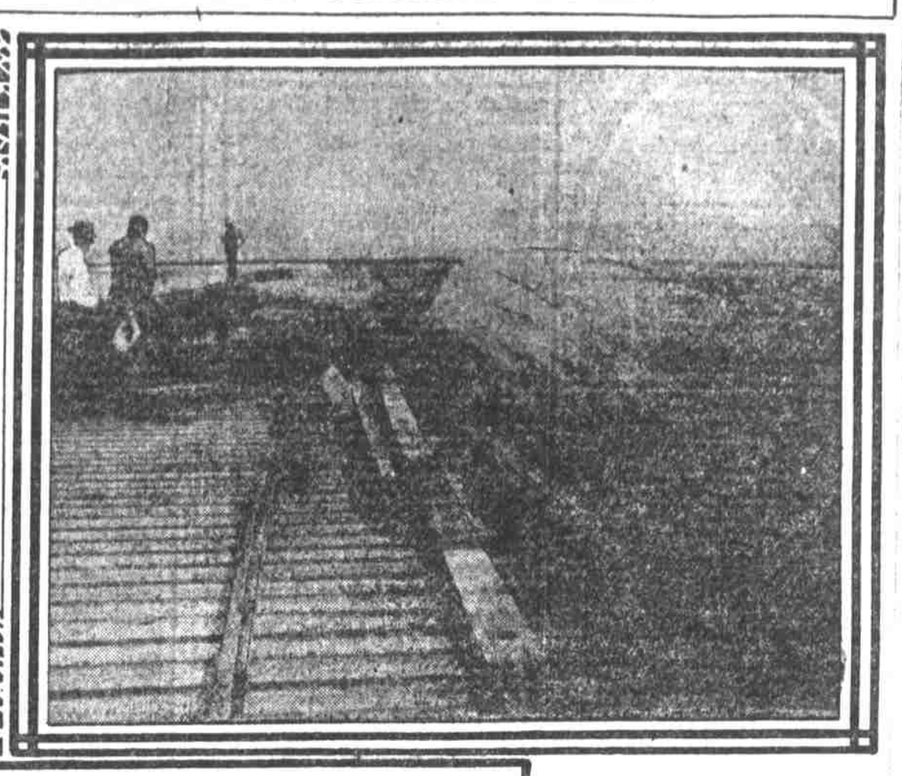
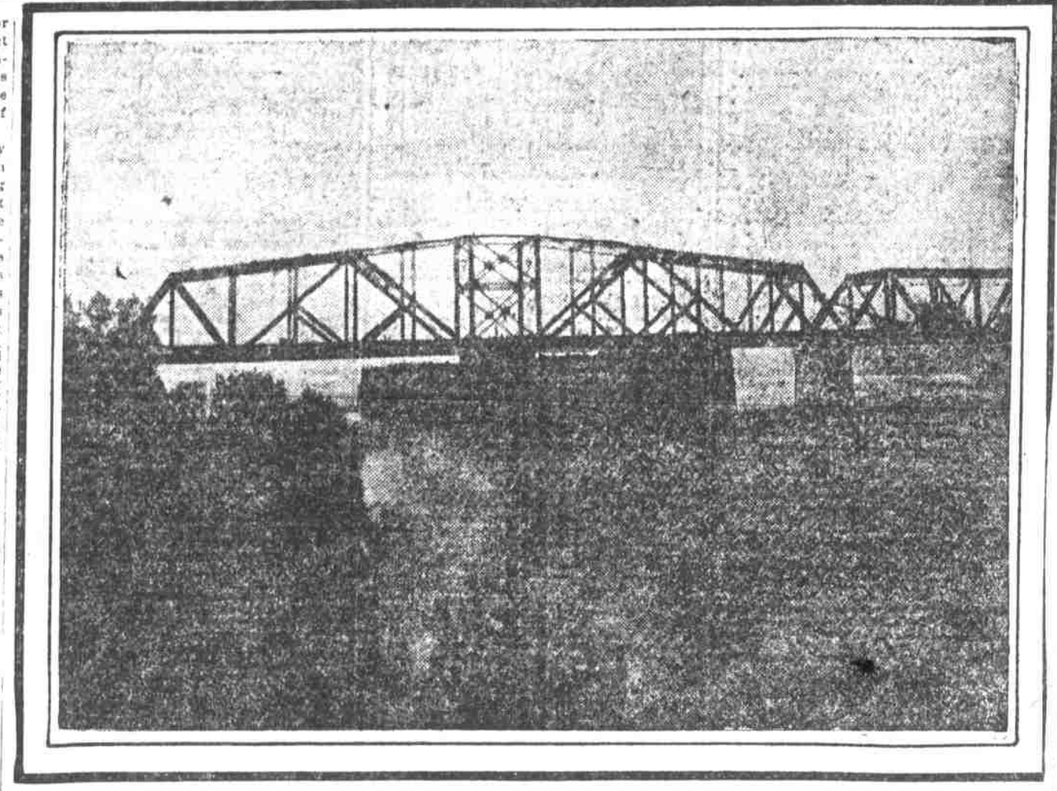
HUGE WORK CHARACTERIZES BUILDING OF PACKING TOWN







Two Upper Pictures Show Site of Immense Packing Plant to Be Erected on the Peninsula and Progress Being Made in Constructing Railroad Grade. Lower Picture Shows Big Draw Span of North Bank Over Columbia Slough.

A dredge, a pile driver, a score or so of scrapers, an engineer to direct them all, and the desert on the Columbia across the river from Vancouver is being made to blossom, if not like the rose, at least a very good imitation of Packingtown.

The Swift plant, as it is popularly called because the Swifts are the Union Meat company, is the most interesting place from the constructive standpoint around Portland. If you want to see railroad construction, go out to Packingtown on the peninsula. If bridge work interests you, Packingtown is where you can see some good examples of it. Do you care to see big docks going up to receive the great freight carrying ocean steamers? Swift & Co. are preparing to put up some that will enable them to ship their meats to the orient and Alaska direct from their plant. They are building up land; they are scraping it out for basement for six-story buildings; there is a good sized lumber yard where the lumber for the buildings is being air dried.

Opens Eyes in Wonder.

President C. C. Colt of the Union Meat company, was walking out to the plant the other day when he was overtaken by a man driving a broken down old horse and buggy. He asked the driver for a lift and got it. As they drew near to where the buildings are going up the man stopped in amazement.

"I lived on this here ranch 37 years," he said, "and I never thought of anything like this. Why, I sold this place a long while ago and I left this part of the country, but I heard they was a-doin' somethin' out here, so I just guessed I'd come out and see. This doesn't look much like my old cow pasture. It sort of gives one a funny feeling to see his meadow filled up with sand out of the slough over there."

He hopped out, looked around a bit at the cook house and the working men's quarters, peered over where the North Bank trestle runs through what was his chicken yard, drove back towards town muttering to himself, "And I lived on this here place 37 years." He didn't heed Mr. Colt's comforting remark that he ought to be glad to get away from the place where he had lived 37 years. And until the cloud of dust behind his buggy rolled up and hid him from view he was still shaking his head in a puzzled sort of fashion.

Friday morning they began excavating the 6,000 cubic yards of earth that must be removed for the basement of the main packing-house building. This building will be placed about 200 feet away from the slough and the site of the docks. It is to be a concrete and brick structure six stories high and the plans call for an enormously strong building. It alone will cost $500,000, and will be 122 by 165 feet, with a 75-foot annex in the rear. Just west of this building, where the sand pump is now emptying gravel and sand from the bottom of the slough, they are leveling off the land for the box factory, the glue factory and the wool pulling buildings, each of which is to be of similar construction to the main packing-house.

South of the packing-house are the 15 acres that have been set aside as the nucleus for the stockyards. The north bank and the Oregon & Washington railroads have a joint trestle spur running into the Swift track now and as fast as the sand pump builds up the railroad grade this track is being extended to where the switches will branch off into the stockyards, to the sheds and the various buildings and to the docks. The Oregon & Washington will give Packington direct railroad connection with the Harriman systems, including the Southern Pacific and the O. R. & N., while the "north bank,"—the Spokane, Portland & Seattle—will give the Hill lines, the Great Northern and Northern Pacific free entry into the Swift property.

Water Facilities Important.

But while the rail transportation features are important, they are not any more so than the water facilities. Packingtown is located on Columbia slough, almost directly across the Columbia from Vancouver. Shaw's island separating the slough from the main river. Up this slough there is a channel of 22 feet at low water while on each side of the draw there is 150 feet. The north bank bridge crosses the slough just west of the stockyards site and a 324 foot draw span has been put in for the benefit of vessels going to and from the Swift docks. This draw and the channel are of a size and depth to allow the largest freight steamers to load at the meat company's docks. The depth of the water at the ordinary stage is 34 feet throughout the channel.

It's not easy to get to the Swift plant—as yet. The men who are at work on the railroad, docks and buildings live on the site of the plant. Those who go out occasionally have to take the Vancouver line, get off at Moore's crossing and walk west two miles. But in another year or so the street railroad company will have another street-carline paralleling its Vancouver line and running a mile west of it. This will be for the benefit of that portion of the peninsula near the Swift plant and will run to the boundary line of the Union Meat company's holdings.

CLARA KONTER AWAKES INSANE

Asks Her Mother Who She Is and Why She Asks Her Questions.

(United Press Leased Wire.)

Pittsburg, Pa., Aug. 1.—After having lain in a comatose condition for over 60 hours, with but one lapse into unconsciousness, during which time the doctors gathered enough information from her mutterings to learn the story of her terrible experience, Clara Konter, aged 18, who was stolen and kept for 24 hours in a lonely cabin, regained consciousness at her home near Shoustown today. The girl was unable to recognize her parents or friends who were anxiously awaiting her revival to secure some clew to the perpetrators of the crime. When she regained her consciousness she asked: "Where am I, and who are you?" and started to walk out of her bedroom.

When her mother asked her to relate her terrible experience the girl covered her face with her hands and shuddered, but looked up and replied:

"Who are you, and what is this you are asking me?"

The mother is frantic, and the physicians are unable to tell why the girl does not recognize anyone. Her eyes seem to be perfectly natural.

RUINOUS FIRE AT LA GRANDE

(Special Dispatch to The Journal.)

La Grande, Or., Aug. 1.—Fire which broke out last night at 12 o'clock in the general merchandise store belonging to W. C. Perry of Island City, spread to the big implement house of the M. & M. company, from there to the flour mills belonging to the same firm, and thence to a butcher shop and three dwellings. The total loss will reach $120,000. The loss to the M. & M. company warehouse will be $50,000, insurance $18,000; to the mills $60,000, insurance about $30,000. Other losses will probably run to $10,000 with nominal insurance.

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SECRETARY, REGATTA ASSOCIATION, ASTORIA, OREGON

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SMALL IN SIZE BUT MIGHTY IN ITS ODOR

"Sitnkibus bugibus" is his name in the canine Latin of youth. Turning to the pages of scientific lore, however, it is found that he is known by the more ponderous cognomen of "Nomius pygmaeus, carabid." But it don't make any difference what his name is or what the Latin language does in its attempt to hide his identity, the people of Portland have met him during the past few days and he has taken possession. Taking a little liberty once again it might be truthfully said that "he has came, he has smelled and he has conquered." It is the "stinkbug" that is under consideration.

The oldest inhabitants say they do not remember the stinkbug, but it may be that they had a bad cold when they were young. It is a cinch, though, that none of the younger generation will ever forget him. He has left an ineffaceable brand on the olfactories of those who have crossed his path.

The Malodorous Carabid Nomius Pyomaeus.

Once, a few years ago, when Portland was extending her hand to welcome the travelers to the exposition, a few of those with the Latin name invaded the town. Every single man was at once convinced that he had a dead rat some place about his house or his clothes. People went to the coast to forget their woes. Big stores moved their wares from side to side to find some poor and putrid rodent, barbers stopped their talking and fled to the streets, jewelers tore up their floors, but all in vain, until one day some man with a scientific bent sniffed the air as a little bug crawled along his collar and solved the problem. Then it was discovered that it was Mr. Nomius Pygmaeus, who had called to see the exposition. Nothing more, and peace was restored.

And now the insect gent, with the little brown shiny cutaway coat and the powerful-smelling smelling-salts, has paid us another visit. Woodard & Clarke found him paying an uninvited visit to the basement of the big store. This morning a white faced clerk staggered up into the open air, gasping for breath, and spread the report that something like a ton of dead rats must be in the basement. Investigation at last located one lone little brown bug. And in other places in town he has made his appearance, at the same time making people miserable. But it can't be helped, for he is due at just about this time of year once in a while.

To those who want to know what has hit them when suddenly they are smitten with the triple extract of dead rats it might be said that it is all caused by Mr. Nomius Pygmaeus. He is a little brown beetle, not more than a quarter of an inch long. He lives, so far as is known, in the damp dark places of Washington, Oregon, along Lake Superior and on the high mountains of North Carolina. He is also an occasional tourist in southern France, Hungary and Greece. He has perhaps the most powerful stench in comparison to his size than any other animal or insect known, it having been noted in one case where a couple of the bugs got into a lodging house in western Pennsylvania and drove the lodgers away from the building. As may have been noticed, it has just come in from the woods and is paying various prominent Portland people a brief visit.

By the Name of "X."

In France, where great care is taken that men shall have no other name than that to which they are lawfully entitled, and where every citizen's name profession, social condition, and history are carefully recorded, and his goings and comings are officially kept track of, some very curious incidents take place.

On one occasion a young man was arrested in Constantine, Algeria, on a charge of stealing money belonging to his employer. When he was sought to make a record of his name, it was found that he had no lawful name at all.

He had been "inscribed" at Bordeaux at the date of his birth, but his father and mother were not known, and the name of Lafonde, under which he had been inscribed without authority, he had since been forbidden by a court of justice to bear, because it was not rightfully his. After having been forbidden the name of Lafonde, he took that of Bruyton, and was refused permission to bear that.

Nevertheless he managed to exist, in some way, without any name at all; but when, having been accused of taking some money that had disappeared, the law was obliged to take cognizance of him in some way, he was entered on the lists of the court as one "X." And it was as "X" that he was sent to prison.

Training the Audience.

From Everybody's Magazine.

The enterprising manager of a little lyric theatre in northern Pennsylvania believes in profiting by the misfortunes of others. One day he displayed the following sign in his house:

DO NOT SMOKE.
Remember the Iroquois Fire.

So great was the efficacy of this that before the end of the week he put up another:

DO NOT SPIT
Remember the Johnstown Flood.

Four fifths of all the artificial flowers used in the United States are made in New York City.

OUTSIDE TOWNS ASK AID OF LOCAL POLICE

Crimes committed outside the city are being turned over to the Portland police, and as a consequence the detectives are busy. The St. Johns chief of police reported yesterday that the store of M. S. Cook in St. Johns had been entered Friday night and robbed of two dozen pocket knives and three boxes of cigars.

Mrs. J. F. Moylan reported that last Saturday while at Seaside she had been robbed of a gold watch and fob.

Sneak thieves are specializing on tools used by workmen on the new Y. M. C. A. building on Taylor street, according to one report in the hands of the detectives.

Another thief cut his way into Gera Marmas' suitcase while he was absent from his room in the Le Roy hotel.

INITIAL TRIP UP THE WOOD RIVER

Steamer Mazama Covers Newly Dredged Stream Without Accident—People Jubilant.

(Special Dispatch to The Journal.)

Klamath Falls, Or., July 30.—The steamer Mazama made the first trip up Wood river this week and arrived at the Weed bridge, three miles from the town of Fort Klamath, without accident.

The trip was the result of the dredging of the bar at the mouth of the river by the Klamath chamber of commerce to permit of the marketing of the products of that valley.

Valley people are jubilant over the completion of the project, as the dredging of the bar has been sorely needed for years.

Klamath Falls now has an easy route to Crater lake. The steamboat will land tourists within 23 miles of it.

SUPREME COURT'S FINDING IGNORED

(Special Dispatch to The Journal.)

Helena, Mont., Aug. 1.—The credit of the state of Montana is not to be impaired, despite the fact that the supreme court has declared void the issue of bonds amounting to more than a half million. The board of education has authorized their redemption as fast as the funds are available, and the board of examiners has directed the treasurer to redeem upwards of $100,000 of these at once.

Roof Garden.

A-top Nortonia hotel, music.

WESTERN ROADS CONTEST RATES

Chicago Newspaper Reports Plans of Lines to Defeat Commission.

From the Chicago Record.

Western railroads have determined to contest in the courts the decision of the interstate commerce commission in the new famous lumber rate cases. This decision was reached after several conferences held in the office of J. C. Stubbs, traffic director for the Harriman lines.

The decision of the commission is said to be a "straddle" and the traffic men representing the railroads do not hesitate to declare that the body made a "botch" job of it. The decision is likewise not altogether pleasing to the lumber interests of the northwest.

The railroads proposed increased rates of approximately 10 cents per 100 pounds on lumber from the producing territories of the northwest to the Missouri river and the territory to the east. The commission split the increase in some cases and refused to permit it in others. According to the railroad men, the commission apparently undertook to perform the functions of traffic officials and thereby exceeded its jurisdiction.

Appeal Is Planned.

It is, therefore, purposed to appeal to the United States courts for an injunction restraining the commission from enforcing the rate prescribed by it. The suit will bring to the front important questions of jurisdiction in so far as the commission is concerned and will result in a judicial decree as to powers assumed by the commission.

It is the railroad view that the commission unlawfully undertook to prescribe and outline territories in which lumber-producing districts may sell their products and to keep them out of other prescribed territories. This was accomplished by so arranging the differentials as to make it impossible for lumber producers to market their product beyond certain limits.

For example, in what is termed the coast producing district, which is the territory west of the Cascade range of mountains, the differentials established by the commission make it impossible for the producers to market their products east of the Missouri river. On the other hand the differentials will work to keep the lumber producing area east of the Cascades out of the markets west of the Missouri river and compel them to seek markets to the east.

Claim Abuse of Authority.

In doing this the railroad men claim the commission has exceeded its authority and has established a precedent which the railroads can not afford to permit to go unchallenged to the courts. If it is stated, the commission can prescribe and confine producers to certain markets it will have a control of traffic and transportation which will be unlimited in its power and possibilities.

The railroads also are determined to contest the decision because they believe that the rates they have established are just and reasonable, owing to the tremendously increased price of lumber and its products.

The interstate commerce commission has issued a ruling which will save the railroads large sums annually in the posting of freight and passenger tariffs. The order, or permission, of the commission permits the railroads to post their tariffs at certain specified stations in carrying out the provisions of the Hepburn act with respect to the posting of tariffs. The law requires the tariffs to be posted in a conspicuous place at every railroad station and at every place where a ticket is sold or where freight is received for shipment. In trying to carry out this provision the railroads found it almost a physical impossibility. The cost and the work of preparing the tariffs for posting was almost prohibitive.

Call Law Oppressive.

Application was made to the commission for relief, and it was shown that the law was unnecessarily oppressive in this respect. The commission became convinced that the general public would obtain no benefit by having complex rate tariffs posted in every little railway station. The average individual would know less after having read and investigated a freight tariff than he does after he has searched a railway guide.

This fact was recognized by the commission, which has undertaken to designate the cities in which the railroads can post their tariffs in compliance with the law. The Lake Shore, for example, must keep a complete file posted, or at least accessible to everyone, in the cities of Chicago, Buffalo, Cleveland and Detroit. In Chicago a large room in the La Salle street station is to be devoted to the filing or posting of tariffs. The commission insists that these files shall be such as will enable anyone to ascertain a rate upon inspection.

Urges Lawyer Rates.

In New York E. P. Ripley, president of the Santa Fe road, has reiterated statements regarding the necessity from a railroad standpoint of increasing freight rates. Mr. Ripley declares that most of the American railroads are mere make-believe roads which need building and improving, and the expenditure of millions for safety devices and protection for the public. He also declares that he has not noted any change in public sentiment against the railroads, at least such a change as would lead to the repeal of vexatious legislation. Like W. C. Brown, he insists that it would be impossible to decrease railroad wages without bringing on a severe struggle with labor and that an increase in rates is the only alternative.

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