

### 3100 ACRES IN FACTORY DISTRICT

#### Will Extend From Oregon to Columbia Slough; New Concerns Coming.

The Peninsula Industrial company, the corporation which recently took over the vast landed holdings of the Swift interests, extending from Oregon slough to the Columbia river and having a deep water frontage of nearly three miles, has formulated plans for establishing one of the best appointed and best located strictly manufacturing districts adjacent to any city in the United States.

In area, the new manufacturing district embraces 3100 acres. It extends from the Oregon slough on the south to Columbia slough on the north. It has a deep water frontage of about three miles. A large portion of the district is under water a greater part of the year, but the new company proposes to dredge and fill all of the low ground, bringing it above high water mark, so that the entire area will be available as sites for manufacturing purposes.

**Waste System of Docks.**

The general program for the improvement of the district includes the building of an extensive system of docks on Columbia slough immediately west of the Monarch Lumber company's plant. The entire area will be water front and terminal served, a system of canals connecting the lakes and extending north and south across the property together with Oregon and Columbia sloughs, will provide a deep water frontage for considerably more than half the area of the district. Railway lines will be extended from the Union Meat company terminals throughout the entire five square miles.

That Portland will bulk large as a manufacturing center within the next few years is the belief of the managers and owners of this property and in making the district available and suitable as a site for manufacturing, warehouse and elevator sites they propose to have a place to locate the incoming industries. Numerous inquiries are now being directed toward the Pacific coast by the large manufacturing concerns of the east, looking toward the establishment of branch plants here and it is the intention of the Peninsula Industrial company to not only interest these people in Portland, but to be prepared to offer them suitable locations on which to build.

The company has ample capital to develop the property and will expend whatever is necessary and requisite to make of it an ideal manufacturing center. It proposes to get in touch with all of the eastern manufacturing concerns of national import, and when anyone of them is on the lookout for a Pacific coast location, nothing will be left undone to locate it in Portland. The company also proposes to work through the commercial organizations of Portland, the big transcontinental railroads centering here, besides carrying on an extensive advertising campaign throughout the east, all for the purpose of making Portland the manufacturing center of the Pacific coast.

This company was organized by men associated with the Swift interests. The officers are: C. C. Colt, president; E. G. Lively, vice president and general manager; J. C. Good, secretary and treasurer.

### TO SPEND FOURTH KICKING UP SNOW

#### Party of Ten Men Leave Portland for Mount Hood to Climb.

A crowd of 10 husky young men belonging to the Multnomah club left Portland yesterday afternoon at 3 o'clock for Mt. Hood, upon which they will spend the Fourth of July. This is the second annual trip of the crowd, which is known as the Mountain Climbing club. The same members last year spent Independence Day near the summit of the famous mountain, and the event has now been made a regular annual stunt.

Those in the party are Edward Jetties, James Alexander, "Taffy" Warner, Joseph Wiley, Arthur Wagoner, Floyd Warren, Thomas Monka, Ned Barrett, T. Morris Dunne and Samuel Holbrook.

The young men made the trip to Rhododendron tavern in two automobiles, of which one belongs to Edward Jetties and the other to Ned Barrett. They propose to reach Camp George, which is on the timber line, Sunday afternoon. Rising at 3 o'clock Monday morning, they will begin the climb to the top of the mountain, which they expect to reach by noon.

After spending an hour on the top of Mt. Hood, during which time they will discharge a bundle of fireworks, and set off a few stant fire crackers, the descent will begin. The ascent was made last year by the young men in about six hours, and the trip down in three hours. The distance from Camp George to the summit is about eight miles.

Each climber was tutored out in a suitable climbing suit and was well provided with hob nailed shoes, and the other necessary equipment for the trip. They left Fifth and Morrison streets at 3 o'clock, and proposed making a record run to the tavern Charles Holms, a member of the climbing club, was unable to take the trip, as he is out of the city.

### OREGON ELECTRIC GETS FREIGHT TERMINALS

For the purpose of building new freight terminals, the Oregon Electric Railway company has purchased blocks 101, 102 and 103, between Clay and Montgomery streets, adjoining the company's present terminals running south from the city. The new freight terminals work will be begun on terminals on block 103 and part of block 102. As soon as leases controlling approaches to block 101 and the remaining part of block 103 can be obtained, work of redeveloping the terminals will be commenced. The new yards will be used almost exclusively for freight traffic.

### Garbage Heaps Thrown in on Part of Park Site Offered City by Railroad



Marquam gulch containing "park" site offered city by O. R. & N. company. Hillside is steep and 1000 feet high. If left hand side were denuded of the stunted trees it would be shown to be as precipitous as the cliffs on the right hand side.

The gulch is a cleft of the earth and its sides are sheer precipices. The hills are half-grown mountains reaching heavenward a thousand feet. There are stunted, clinging firs and bold, bare, jutting rocks, with an occasional foothold for goats. At the bottom is a decade's accumulation of tin cans and trash. It is Marquam gulch and contains the park site offered by the O. R. & N. company as part payment for the donation of the east side's water-front streets.

The mouth of the gulch is the heart of Portland's Little Italy. The houses are built in "layers" along the steep inclines. They swarm with congested life, and the uncounted children need the O. R. & N. company's offering for a park should the city add ropes with safety check devices to aid them in crossing the bare rock faces, while they enjoy the refreshment of nature's sweet, fresh air above the garbage heaps.

The road is a way that winds tortuously from Sixth and Sherman streets, reaching the gulch's bottom far up Fourth street in a trestled crossing in the air one hundred feet. These are the "park" entrances.

**Sambel in Garbage Heaps.**

Distance "lends enchantment" to the view. Seen from afar the precipice is a wall of solid green and the little

snakes that roll themselves up and tumble when they wish to descend, and the brown chipmunks that scurry among the tin cans are not subjects of mirth as they are to closer range.

In the county assessor's office another phase is found. "The O. R. & N. holdings in Marquam gulch are here stated as 160.49 acres. The assessed value of the tract is \$35,000 or a fraction over \$242 an acre. When the railroad submitted its proposal to the city its valuation on the property was at \$900 an acre, and its computation that the city would be given 45 acres, or a value of \$195,000, or 2 1/2 times the assessed value of the tract. The East Side Business Men's club values the 14 streets at \$500,000.

The original proposal of J. P. O'Brien, manager of the O. R. & N. company, gives no assurance that the city shall eventually possess so much as 45 acres of this valuable land. Mr. O'Brien said:

**Gift With a Sting.**

"We will donate to the city a reasonable amount of ground through the Oregon Railroad & Navigation company's South Portland Heights property for park and boulevard purposes whenever the city is ready to carry out its plans for this improvement. During discussion of the proposed park and boulevard acreage suggested as desired

by the city was somewhere between 35 and 45 acres out of a total of about 160 acres owned by the Oregon Railroad & Navigation company. For the reason that the city has not definitely decided on the park plans, amount to be donated cannot now be indicated by me."

The way east side people feel as they learn that City Attorney Grant is preparing 14 ordinances giving to the O. R. & N. 14 streets without the reservation of entrance for any other railroad during all time to come is reflected in expressions given recently by the North East Side Improvement association and the East Side Business Men's club. Their expressions received emphasis from the remembrance that from the total value (railroad estimate) of concessions placed at \$447,499, the aforementioned South Portland "goat park" was valued at \$195,000. It awakened in many minds the question if other valuations were of the same nature, worth \$3000 an acre when sold to the city, and \$242 an acre when appraised by the assessor.

**East Side Protest.**

The significant expression of the North East Side Improvement association was adopted on the evening of Friday, June 17, and reads as follows: "Broadway bridge rights of way should have been taken up as a sep-

arate proposition and not connected with numerous other street vacations and other concessions now demanded by the O. R. & N. company. Your committee is especially opposed to connecting the Broadway bridge rights of way question with the vacation of streets in East Portland. There is a strong opposition in East Portland to the vacation of these streets on the ground of public policy, unless accompanied by certain reservations which the people have a right to demand if they think proper."

Then from the East Side Business Men's club:

"This club is on record as opposing the giving away of the city's streets, holding that the O. R. & N. is no more entitled to gifts of property than is an individual. The city council has vacated parts of two streets for the east approach of the new steel bridge, ignoring this club's demand that concessions for the west approach of the Broadway bridge first be secured. The council may in like manner give away the other 13 streets between East Oak and Holladay avenue, and ignore the club's demand that overhead rights of way be retained, and that the east side be opened to other railroads by common user concessions for 8 blocks on East Second street."

### RAHI RAHI! O. A. C. ISSUES "THE ORANGE"

The Junior class of the Oregon Agricultural college has issued its annual publication, "The Orange." It is a neatly bound black leather volume of 898 pages, and is more or less of a resume of the doings in student life at the college for the past year.

The college, the faculty, the seniors, the juniors, the sophomores, the freshmen, the alumni, military, athletes, literary societies, organizations, music, dramatics, oratory and debate, publications, literary, wit and humor and the advertisers all have their own separate

### ALL BOOST FOR BETTER KILLINGSWORTH AVENUE

Killingsworth avenue property owners and residents held an enthusiastic meeting in Reid's hall, Union avenue and Killingsworth last Wednesday night. About 75 persons were present. William Reid, one of the heaviest owners on the thoroughfare, made an enthusiastic speech in which he predicted that the avenue would soon become the main east and west street on the east side. The meeting brought out the fact that the people are in earnest about having the street improved from end to

### end. Residents along Killingsworth avenue in Oakhurst and Irvington Park are dissatisfied with the delay in paving their portion of the street and will take steps to induce the city administration to delay less important work elsewhere and complete that work. Several members of the club signified their intention of subscribing for Broadway bonds. Mayor Simon was commended for his attitude in the bridge controversy.

According to the last industrial census of Switzerland, of the republic's 3,200,000 inhabitants 1,005,400, or about 30 per cent, are engaged in industrial pursuits, a showing unequalled by any other nation.

### EDITOR IN RACE FOR JOB OF STATE PRINTER

William J. Clarke, editor of the Gervais Weekly Star, has announced himself as a candidate for state printer. He has been a candidate for the Republican nomination for state printer at former elections, but heretofore has been unsuccessful.

This year Clarke will go before the "assembly" for the nomination, hoping that should he be successful in securing the nomination there that he will have better success in the primaries than in former years. In announcing his candidacy he says:

"I shall come before the state Republican 'assembly' asking for endorsement as its candidate for the office of state printer. Numerous requests and proffers of support have led me to make this decision.

"I feel certain that I can conduct this important office with credit to myself and with economy to the state, having had over 20 years' experience as a practical printer, and the further fact that I have conducted my own private business as a printer and publisher successfully.

"I have always been a consistent, earnest and active Republican, and upon all important questions of a party nature have been in full accord with strict party principles.

"In asking for the 'assembly' endorsement I do so with the firm conviction that it is necessary and proper for the Republican party's perpetuity that they thus meet and discuss measures and men to the end that they bring about the very best results for party fealty as well as the state's future prosperity and success."

"I firmly believe that the Republican 'assembly' stands for retrenchment and reform, and to that end I shall make the issue in the coming campaign upon a platform advocating a flat salary for state printer, as was decreed by the voters of the state in 1906 under an

### MEN HANDY WITH FORCEPS ADJOURN

#### Dentists Exchange Ideas on Jerking Out and Filling Teeth; Session Successful.

The Oregon State Dental association closed the most successful meeting of its history yesterday afternoon. One of its most important actions was endorsing the action of the Portland Dental society in advocating a free clinic for school children, not only in Portland, but in other Oregon cities.

The election of officers resulted as follows: President, Dr. Wallace E. Shearer, Portland; vice president, Dr. C. W. Litter, Albany; secretary treasurer, Dr. F. H. Walgamott, Portland; editor, Dr. Henry Fitzott, Portland; additional members of the executive committee, Dr. E. C. McFarland of Portland, Dr. W. S. Kennedy of The Dalles.

Among the papers and demonstrations which were most beneficial and important to the association during its sessions were those by Dr. C. E. Woodbury of Council Bluffs, Iowa, on "Gold Foli and Gold Fillings"; by Dr. G. H. Wilson of Cleveland, Ohio, on "Prosthetic Dentistry," and by Dr. H. Frink of St. Louis, on "Dental Medicine." These lectures and demonstrations were accompanied by stereopticon views.

The exhibits made by manufacturers and supply houses also attracted much favorable comment.

Initiative petition, by the overwhelming vote of 53,479 votes for, and 9571 votes against.

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## See Important Announcement

## To Appear in Tuesday Morning's Paper

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