THE KLICKITAT ROAD

Through to Goldendale in About Ninety Days.

STRICTLY A PORTLAND PROJECT

Full Warehouses Awnit Its Coming -Direct Communication With Portland by Navigation-Commands Its Own Terminals.

By a Staff Writer.-Second Letter. GOLDENDALE, Wash., Dec. 3.-The geographical relations of the Klickitat Valley are shown in the map which accompanies this letter. Its longest way is east and west-something like 30 miles-and it lies wedged in between the Simcoe Mounrange on the north and the Columbla hills or mountains on the south. On the east it fades into a sagebrush desert, and on the west are the foothills of the Cascade Range. The only practicable opening in the line of mountains which hedge the country is in the canyon through which the Klickitat River, leaving the valley at its southwestern corner, cuts its way through to the Columbia River. Klickitat Valley it will be seen iles only a few miles north of the Columbla River, wholly east of the obstructions at The Dalles; but by a fortunate chance, one feasible railroad route from it leads to a point on the river nine miles below The Dalles and therefore-since the opening of the barrier at the Cascadeswithin the basin of the Lower Columbia River and directly connected with Portland by navigation. This is the essential fact in the situation-the fact upon which is based the railroad project mentioned in my letter of yesterday.

The first interest in the Klickitat Valley just now is the coming railroad; and very naturally so, for it is bound in the nature of things to revolutionize all the conditions of the local life. It is, too, a consummation not very remote. Of the 42 miles between Lyle, the point from which the road starts on the Columbia River, to its terminus at Goldendale, 36 miles are practically ready for the track, and it is promised by the builders that trains will be running regularly by next March. The rolling stock stands on a spur of the O. R. & N. track directly across the river from Lyle, awaiting transfer; the steam boat line by which connection is to be made between Lyle and Portland is already in operation; the dock facilities at Lyle are practically complete; ties and steel rails for the whole mileage are on

The course of the railroad line, which may be traced on the accompanying map, proceeds northeasterly from Lyle up the canyon of the Klickitat River, a distance of about 15 miles, thence southerly through the canyon of Swale Creek for about eight miles, thence northerly up Swale Creek to and across the valley to Goldendale. The route is neither a very easy nor a very difficult one. There are several heavy the work has met with no serious obstruc-Cor. pared with the line of the Columbia & Southern on the south side of the river.

coming of freight trains. The ordinary practice of the country has been to freight its grain and wool product by wagon over the high Columbia River mountains to the O. R. & N. line at Grants, and this for a considerable share of the season's product has taken the usual course; but buyers with capital enabling them to wait upon the railroad were found for much of the season's crop, and something more than half a million bushels of wheat is stored along the line of the coming road. There is presented the unique spectacle of a series of bright new railroad warehouses full of freight at various places, with no railroad track in sight, and, in fact, none within a distance of 40 miles.

will be completed in March or sooner The amount of grading remaining to be done is trifling; the bridges are almost completed and all the material for con-field of which Portland in the natural cen-struction is in readiness. Tracklaying is ter, and to which, in a sense, she owes a rapid and easy business and the most the aid that a rich city may give to its serious part of the work to be done is tributary country.
that of ballasting or getting the road in The president of the Columbia Northern condition for the operation of loaded trains. If there were no difficulty in getting men in sufficient numbers the road could be open for traffic by February 1.

But the labor market is crowded with Milton Smith. that of ballasting or getting the road in But the labor market is crowded with Milton Smith. seekers for help and it is found impossible to keep the working parties filled to the maximum, so it may be well into March

part the Valley population is made up of persons who have long lived here, and to whom the coming of a railroad has been protracted day dream-not wholly a dream, to be sure, for there has been almost constant agitation of the subject for 25 years. The present project comes as which the Klickitat people have given countenance and aid. Their story of plans Northern Pacific to pass through the Klickitat Valley on its way to the seaboard 30 years ago, and it has caught at veys: pledged themselves to secure right of way; pleaded with railroad magnates to purpose, and now, with manifold evidences of the coming road in sight, it is difficult for them to take it in that the day

of deliverance is really at hand. In the present project they have borne a liberal part, securing, at a cost of several thousands of dollars, the right-of-way for the whole length of the road, and in addition, giving ample terminal grounds in the City of Goldendale. Their interest and their sympathies are bound up with the project-so much so, that a very recent movement on the part of the Northern Pacific threatening rivalry with the local line-the Columbia Northern-is looked upon as an unwarranted interference with the effort of the Valley com-

munity to help itself.

has been appealed to in vain in behalf of the Klickitat Valley. But just as there enters the Valley an independent road, it STRIKES HIDDEN has put into the field a company of sur-

> Forepeak of the Cargo Ship Is Filled With Water - Lloyd's Surveyor Leaves for Scene With Divers.

ASTORIA, Or., Dec. 3.-While on her way up the river last evening the British ship Bidston Hill struck a sunken rock hind it a genuine business purpose. It or log near Pillar Rock, and either stove may be that the Northern Pacific, in its desire to reach the Lower Columbia River, Her forward compartment is filled with in planning to come by way of the Klickitat Valley, though this is hardly belier. able in view of the aititude of the Simcoe Pres, which is about 3000 feet and
easily avoided by a line directly down
casily avoided b

The launch Elk returned this evening 5 P. M., very rough; strong southwest gale.

North Pacific mills loading lumber for San Francisco. The Clan Galbraith left down yester day in tow of the Thompson.

The Christel, at Irving dock, and the Lodore, at Columbia No. 2, finished load-ing wheat yesterday. BIDSTON HILL DAMAGED IN THE LOWER COLUMBIA.

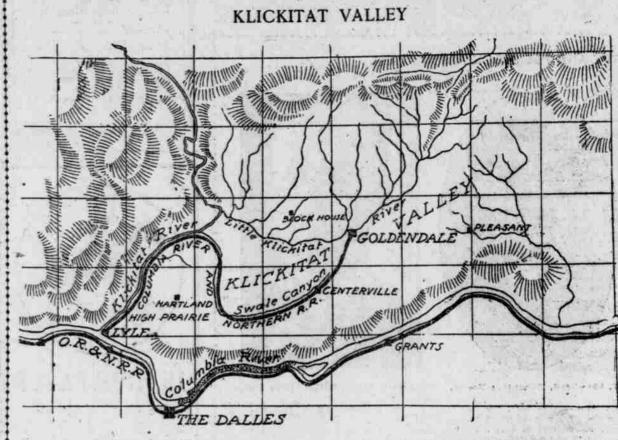
The French bark Jean Bart, from London for Portland, was spoken October 8 in \$3:32 south, \$7:58 west. The steamer Alliance left for San Francisco last night with 1900 fron bars and 374 tons of general merchandise.

The total receipts of the Portland Custom-House last month were \$56,941, as compared with \$79,035 in October. The China steamer Indravelli will not complete her cargo today as was expected,

but may finish tomorrow morning.

The schooner Fred J. Wood, with 1949. tons of sulphur from Hakodate, is dis-charging at Greenwich dock. Of her cargo, 525 tons is for Portland, the re-mainder for Victoria.

Domestic and Foreign Ports. ASTORIA, Dec. 3 .- Condition of the bar a



This map shows the geographical relations of the Klickitat Valley. State of Washington, into which a Portland company is building a line of railway, connecting at Lyle, nine miles west of The Dalles, with a steamboat line. It will be observed that the valley is hedged in on its northern, southern and western sides by high mountain chains. At the east lie wide and level but uninhabited sage pinins. The only practicable rail route is through the Klickitat Canyon, which terminates at Lyle, on the Columbia River, nine miles below the obstructions to navigation at the dalles. The line of railwad under construction is up the Klickitat Canyon, and it terminates at Goldendale. The significant fact in relation to the Klickitat Valley is that, while it lies wholly east of and above The Dalles-Cellio obstructions, its natural outlet on the river is west of and below the obstructed point. It thus becomes, in effect, part of the Lower Columbia River basin.

Pasco, where the Northern Pacific enters from a trip to the British bark Bidston No shipping moving. British ship Ridston Hill the State of Washington. But, rallroads Hill. When she left at 5 o'cclock the vessiruck a rock near Pillar Rock last evening. the State of Washington. But, rallroads sometimes do unaccountable things, and it would be a curious illustration of this it would be a curious illustration of this vagarious habit if, after long years of neglect, the Kilckitat Valley should find the head; drawing 23.02 feet forward and neglect, the Klickitat Valley should find itself with not mcrely one road, but two.

veyors and is running a line from a point on the Northern Pacific main line in the

Yakima country over the Simocoe Pass

and down through the Klickitat Valley to the Columbia River, not merely paral-

leling, but at many points planting its

stakes on the grade of the Columbia

Northern. This movement, like many another made by the Northern Pacific, is

no doubt a mere bluff designed to intimi-

date the Columbia Northern people. At

least, this is the most natural presump-

tion, though, of course, it may have be-

the Columbia River from a point opposite

One of the most interesting facts connected with the Columbia Northern is rock cuts in the canyon, but in the main that it is an independent and wholly a tions and the grade when completed will in addition to the gift of Goldendale above be uniform and very easy of accounts. uniform and very easy of operation. referred to, has been contributed by Portland men. No bonds have been sold, excepting to its own stockholders, and no this road to Goldendale is easy both in debt has been created. Just what sum the points of construction and operation. has been put into the project ie not given out, but it must run somewhere close upon The readless of the country for rail-road transportation is illustrated by the struction of 42 miles of road, the purchase struction of 42 miles of road, the purchase fact that a very large amount of freight of a complete equipment of rolling stock, have a flag of its own. In view of the is already in warehouse waiting upon the the creation of terminal facilities at Lyle, and Goldendale, and the establishment of a line of steamboats operating on the Columbia and Williamette Rivers. It is craft. He has appointed Commissioners far and away the largest direct enterprise outside of the immediate municipal field recently undertaken by Portland men; and, as usual, where Portland takes an active hand, the work has been done without noise or bluster, and has been handled on its financial side from the start until now, when its finish is in sight, without any passing of the hat or appeal to the any passing of the hat or appeal to the financial centers at the East. No single great capitalist has provided the funds for this enterprise, for while the names of Portland's most solid men stand on the Put there is hardly a doubt that the road stand positively pleaged to the enterprise will be completed in March or sooner —a very large part of the fund has come from active business men of relatively moderate means eager by the extension of transportation facilities to develop the

The company was organized January 23, current year, and its practical operations began immediately thereafter. From the start the most active man in the enter-

The special advantage of the Columbia Northern over all other minor lines of rallroad which have been built or projected in the Pacific Northwest is that it is dependent upon nobody for terminal facilities. The Astoria road is the culmination of earnest and repeated dependent upon the Northern Pacific for efforts, being the eixth or seventh to the means of getting into Portland and upon arrangements with the Terminal Company for yard room and other facilities essential to its operation. The Corvallis and hopes defeated and deferred is a long road is dependent upon the Southern Pa-one. It began with an effort to induce the clific for pretty much everything that makes its operation possible. The old Hunt road in Southeastern Washington was forced to the wall because it was board 30 years ago, and it has caught at every chance straw of opportunity from that day until now. Again and again the people of Goldendale and of the Valley have assessed themselves to make survival and the management of the wall of Oregon, is wholly dependent upon a con-nection with the O. R. & N., which has a whip ready in hand for use whenever it

may serve its purpose.

But the Columbia Northern is under no such embarrassment. Its little line of road is its own and free from debt; it owns a line of steamboats operating between Portland and The Dalles—the well-known Reguator Line—and any part of the Portland city front is available to it. It has, too, the strength which comes from the backing of an entire community, for as a Portland project it commands the support of every business man loyal to the interests of the city. No situation can cent movement on the part of the Northern Pacific threatening rivalry with the local line—the Columbia Northern—is looked upon as an unwarranted interference with the effort of the Valley community to help itself.

For many years the Northern Pacific leads to the concelved in which it could be brought under the power of a more wealthy rival and forced to "knock under" as some other small roads have had to do. It is in every instance the power which rests upon ownership of terminals that plays the mischlef with minor railroads, and in this case there is no dependence upor anybody for terminal facilities. A. H. be conceived in which it could be brought

22 feet aft, and no trouble is anticipated confining the water to the one com-

(Captain Veysey, Lloyd's surveyor, left down the river at 5 o'clock yesterday af-ternoon on the steamer Hercules with twa divers and a large wrecking pump. He divers and a large wrecking pump. He expects to get the water out of the fore-peak of the Bidston Hill so that she can be towed to Portland in a day or two.)

FLAG FOR PORT OF PORTLAND. Committee Appointed to Select a Suitable Design.

The Port of Portland Commission is to McCraken and Tucker a committee to select a suitable design.

T. L. Ellot has given the board an op-

tion on 2400 feet of river frontage below Swan Island as a site for the new sectional drydock.

For a sailing vessel to take a cargo to Sitka, Alaska, in the expectation of being able to secure there a return load, is an unheard-of thing, but an English bark is en route to that point, and will be lucky if she secures enough ballast to enable her to sail south. The British bark Dunreach Sitka the latter part of the present month. She has on board a cargo of 2500 tons of Weish coal consigned to the United States naval coaling station at Sitka, Baranoff Island. The owners of the Dunearn, James Hayes & Co., of London, have communicated with a Vanuver ship broker, requesting him to get a cargo for the Dunearn at Sitka. is an impossibility unless the vessel loads totem poles or one of the old Russian blockhouses. It will even be difficult for the bark to get stone ballast.

New Steamer Damaged by Gales. SWANSEA. Wales, Dec. 3.—The new maximum, so it may be well into March before the first trainload of Klickitat wheat will find its way down to the point of shipment on the river.

How eagerly the country is waiting to bear the whistle of the locomotive to bear the whistle of the locomotive grounds and interested in it those who first the most later save it is effective financial backing. from Antwerp for Tampico, which found-ered with 23 of her hands. Five firemen of the Neptune took to a

small boat and are supposed to have been

New Steamer Line to Orient. NEW YORK, Dec. 3.—Five English shipping firms are combining to form a new line of steamers to ply between New York and the Far East, says a London dispatch to the Tribune. The service will be known as the American & Oriental Transport Line. Aithough the combine will be English in regard to the tonnage employed, the business will be with American mercantile houses.

Missing Lake Vessels Safe MARQUETTE, Mich., Dec. 3.—The steamer Wilhelm and tow, over the safety of which some anxiety was felt, are in this port for shelter. They ar-rived late last night.

DETROIT, Dec. 3.-A report from Michipicoten announces the safety of the crew of the schooner Aloha, given up for Elder Sails With Passengers

The steamer Elder sailed for San Fran

cisco last night with 1662 sacks of flour

and a lot of the Oriental goods brought over on the Indravelli, She also carried a small number of passengers. The Columbia left north from San Francisco yes-British Ship Released. The British ship Isle of Arran was yes-terday released by the Federal Court on \$1500 bonds. The ship was libeled on complaint of sailors, who alleged poor treatment while sick at sea.

Marine Notes. The new schooner Virginia is at the

sel's forepeak was filled with water, and and is leaking; has considerable water in her a very little was seeping through into the fore peak. fore peak.
Hoquiam, Wash., Dec. 2.—Arrived—Schooner

Solano, from Honolulu for Aberdeen. Arrived Dec. 1—Steamer Santa Monica, from San Fran-cisco for Aberdeen. Queenstown, Dec. 3.—Arrived—Majestic, from San Francisco, Dec. 3.-Arrived-Steamer

City of Puebla, from Victoria; steamer Ti-tania, from Nanaimo. Tacoma, Dec. 3.—Arrived—Schooner Irene, from San Pedro; German steamer Amasia, from

Vancouver, B. C. Hamburg, Dec. 3.—Arrived—Neumantia, from Tacoma, San Francisco, etc., via Havre. New York, Dec. 3.—Arrived—Moltke, from Hamburg. Salled—Celtic, for Liverpool; St. Louis, for Southampton. Gibraltar, Dec. S.—Arrived—Peruvian, from

Liverpool, Dec. 3.—Salled—Lake Champlain, for Hallfax.
Southampton, Dec. 3.—Arrived—St. Paul, from New York. Naples for New York.

Liverpool, Dec. 3.-Sailed-Oceanic, from New York, via Queenstown. New York, Dec. 3.—Arrived—Zeeland, from

DAILY CITY STATISTICS.

Marriage Licenses. Pendleton Smith, 36; Mildred Strode, 24 Edward Martin, 76; Mary Boatman, 46. William Smith, 38; Bertha Kenten, 23.

Contagions Diseases. 2. Gladys Roberts, 462 Flint street, diphtheria.

Dec. 2. Royalty Bengsvik, 620 Belmont; scarlet fever. Deaths.

Dec. f. Minnte Hansen, 42 years, Salem Dec. 1, Eugene Miller, 1 year, 17 days, 555 Borthwick street; diphtheria. Real Estate Transfers.

Real Estate Transfers.

G. G. Gammans and wife to C. M. Waltman, lots II to 13, River Road Tract... \$ 500

E. J. Archambeau et al. to A. M. McMahos, lot 2, block 3, Richmond Add... 1

H. Smith to O. W. P. & Ry. Co., lots 27
and 47 Sub. 2, DeLashmutt & Oatman's Little Homes... 300

F. Breske and wife to Conrad Aver, lot 8, block 100, Couch Add.; also W. 25
feet lot 5, block 100, same... 5250

Point View Real Estate Co. to Sarah C. Andrus, lot 5 and S. M. 104 4, block II, Point View 60

F. E. Ross and wife to Olaf M. Valo, N. 30 feet lot 3, block 5, R. R. Shops Add. 650

P. H. Blyth and wife to A. H. Betts, E. 5, lot 7, block 25, Williamette Heights Add.

Same to Frank Rigier, W. M. lot 7, block 5 lot 7, block 25, Willamette Heights Add.
Same to Frank Rigler, W. ½ lot 7, block 28, same
C. H. Manning and wife to J. and M. Abrahamson, 27,2x38 feet lots 9 to 11, and 8, 20 feet W. 27,2 feet lot 12, block 2, R. Shops Add.
J. H. Hawley Co. to M. A. Russ, lots 12, 13, block 11, Kensington.
D. and N. Evans to A. G. Shofner, lots 3, 4, block 40, Carter's Add.
A. G. and Jas. Mackensie to Central Lumber Co., lots 5 to 8, block 69, Carter's Add.
E. and R. Derby to W. B. Starr, lots 3, 4, block 230, Holladay's Add.

For Guaranteed Titles See Pacific Coast Abstract, Guaranty & Trust Co., 204-5-6-7 Failing building.

Grant's Pass Labof Party Wins. GRANT'S PASS, Dec. 3 .- (Special.)-The Grant's Pass city election has resulted in W. H. Bashor, the Labor Union candidate, being elected mayor over W. E. Dean, the Merchants' candidate, by a plurality of 31. The three Councilmen elected were: H. C. Perkins, H. H. Rehkopf and Lee Calvert. W. M. Hair and A. E. Galeener received a tie vote for Councilman in the First Ward. The election of ing lots. Only a light vote was cast, and the election was a very quiet one. The election of Mr. Bushor is a striking proof of the strength of the labor vote in this

M'MINNVILLE, Dec. 3.—(Special.)—The City Council met Monday evening for reorganization. Mr. Redmond, who is the only new member, was sworn in. A. Woodrum was elected Street Commis-sioner, W. G. Vinien City Attorney, E. C. Apperson City Treasurer, and G. N. Baker Engineer of Light and Waterworks. J. J. Rector was elected Superintendent of Electric Lights and Waterworks, and Mrs. L. L. Nicklen Collector. The matter of the new charter was referred to the City

Going to St. Louis? If so, better learn about the new service inaugurated by the O. R. & N. via Den-ver and Kansas City. Inquire city ticket office, Third and Washington.

If you decide to take Hood's Sarsaparilia do not be induced to buy any other. Hood's and only Hood's.



WE MUST SHOW INTEREST

OTHERWISE LIVESTOCK BREED. ERS WON'T CARE FOR US.

Want Them to Offer Liberal Prizes at Lewis and Clark Fair-Bring Meeting to Portland.

"We can get it if we go for it."

This is what men say who are working to have the annual convention of the National Livestock Association held in Portland. A big delegation from Oregon will attend the next meeting at Kansas City, January 13-15. Oregon is entitled to sev-eral hundred delegates. Last January Portland almost captured the 1963 conven-tion, and no effort was made at home to get it. This time Portland can succeed easily if it will exert itself by son-ling a heavy-weight delegation to Kansas City. Representation as Kansas City will be apportioned as follows:

apportioned as follows:

From each state or territory, to be 5ppointed by the Governor, three delegatesassociations we shall have to go before
associations we shall have to go before
them at their annual meetings. These

ociation of cattle, horse, sheep and swinebreeders, one delegate for each 10,000 hcs.1 of stock represented by such association. From each state or territory livestock sanitary board, three delegates. From each State Board of Agriculture

and each agricultural college, one dele-From each livestock commission ex-

change, one delegate-at-large and one for each 25 members thereof. From each stockyard company, one dele-

From each railway or transportation company one delegate. From each Chamber of Commerce, one delegate for every 100 members From each state dairymen's association,

one delegate,

ne delegate.

til next December. By that plans should be well organized." Representative to Congress Tongue has innounced that he will comply with the

sessions are now in progress. But we shall not be ready to go before them un-

By that time our

are requested to notify M. D. Wisdom, secretary of the Oregon Livestock Asso-

United States. It represents very important interests in America. The 1994 convention at Portland will be a great prize

The St. Louis Exposition will make its

livestock display one of its leading features. It has set apart & acres of ground

'We can do a whole lot for the 1906

ciation.

request to be present at the convent next month. Senator Mitchell writes that he stands ready to do all he can for Orcgon at the convention.

Ducks and Duck-Hunters.

Duckhunters met with success Sunday, but admit that they have seen finer days. Several got sonked who were never soaked before, but such trifles cut no figure in the life of an active sportsman. Several shot the limit in mallards straight. and no one has been heard to complain of a scarcity of ducks. A gang of some 40 hunters were coming home from shooting The annual dues of the associations, or-ganizations and companies represented in Landing she knocked her propeller off and

Several carloads of delegates will go up the Republic from St. Helens, but in from Oregon, possibly a trainload. Orthogonizations that intend to be represented after her while the remainder of the party waited on the bank two hours and did not get home till after midnight. The clubs that have boats of their own were in better luck. The man who had an oil paintfair by going to Kansas City in a body and whooping it up," said F. E. Beach, president of the Board of Trade, yester-day. "This livestock convention is one of the largest annual gatherings in the ing of Autuma foliage made for a shelter enjoyed sitting under it yesterday till he shot some ducks which fell on it and tore it down. The ducks did not decoy well Sunday on account of the strong wind and rain, but squads of them would come laboring up against the wind like the poor fellows pulling hard against the stream, and it was sport to bring them down. An Eastern man who was out with a club shooting on a good preserve said he had

for a livestock pavilion.

"We should look after this part of our exposition right away," said M. D. Wisdom. "We cannot get up a livestock show in a year. We should get in touch with wind and rain before. He was told that the weather was all right, and very much preferable to the snow storms and blizgards and the sunstrokes and lightnings

ber of having ever seen such a storm of

breeders' organizations, so as to obtain their assistance. The American Short-horn Breeders' Association and the Amer-British Ship for South America. ican Hereford Breeders' Association ought to give \$10,000 in premiums, and other VICTORIA, E. C., Dec. 3.—H. M. S. Amphion left for the South American Coast this evening, following the flagship Grafton, which left on Monday and is breeders' associations ought to give big due, tomorrow at Monterey.

New President of Engineers. NEW YORK, Dec. 3.—The American So-clety of Mechanical Engineers today eleted James M. Dodge, of Philadelphia, presi-

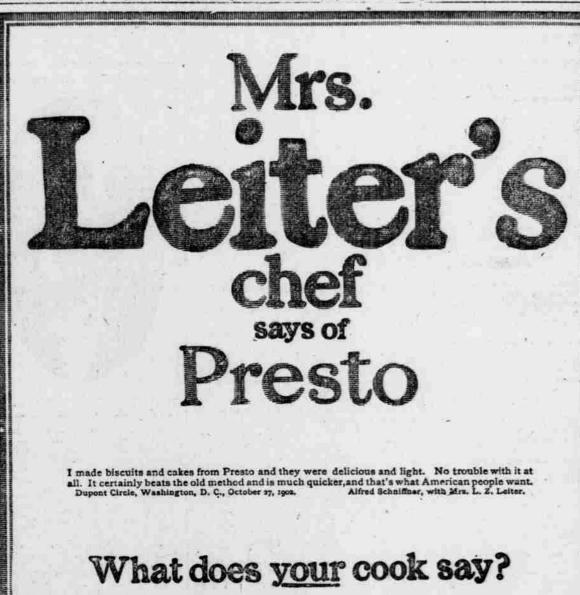
Hall Caine Returns Home. NEW YORK, Dec. 3.-Hall Caine, the novelist, and Mrs. Caine sailed for Liverpool today on the Celtic.

QUSINESS ITEMS.

If Baby Is Cutting Teeth, Be sure and use that old and well-tried remedy, Mrs. Winslow's Soothing Syrup, for children teething. It soothes the child poftens the gums, allays all pain, cures wind colic and diarrhosa.

Going to Memphis?

Before starting call up O. R. & N. ticket office and ask about the new tourist car service via Denver, Kansas City and St. Louis, City ticket office, Third and Wash-ington.



The H-O ("orters") Company