

GO TO GOLDENDALE

Fine Opening for Settlers,
Factories and Business.

RAILROAD APPROACHING CITY

Rich Farming Region and Govern-
ment Land Near the Town—The
City is Just Opening its Gates
to the World.

As the crow flies, Goldendale, the county seat of Klickitat County, Washington, is little more than 100 miles distant, a trifle north of east, from Portland. To reach that place, by the present route of travel, it is necessary to ride on the O. R. & N. Railroad to Grants, 111 miles from this city, and journey thence 12 miles by stage or private vehicle. Within 90 days, however, trains will be running over the new railroad, built by Portland capital, from Lyle, a point on the Columbia River about 60 miles from Portland, and then one may board one of the company's fast steamers in the morning and eat his dinner at the Central Hotel, Goldendale, in the middle of the great agricultural garden of our sister state.

This country, though one of the richest in the country, has been heretofore practically shut out from active participation in the progress of the world, owing to lack of modern means of transportation.

The road from Grants is diagonally up a steep mountain, very tedious, to say the least, of ascent, hence immigration has been greatly retarded. However, the present colony of settlers, numbering on 800, besides supporting themselves, market annually about 800,000 bushels of wheat, about 500,000 pounds of wool, 5000 hogs, 4000 to 5000 sheep, and 2000 head of horses and cattle. Wheat from the Klickitat ranches resembles the No. 1 hard grain of the North Dakota and Manitoba wheatfields. This wheat sells in Portland at 2 cents a bushel above any other similar wheat brought to the market.

This is quite a differential in favor of the agriculturists of that section, and now that cheap and easy transportation is to be afforded, the value of farms in Klickitat County should rapidly appreciate.

The new railroad line is entirely graded, the locomotive and 30 cars are on the ground, and tracklaying on the fourth mile of line is progressing rapidly. The company operates three steamers on the Willamette and Columbia Rivers, and it has appropriated \$75,000 for the construction of a fourth steamer. This is to be a fast passenger boat, and will not handle way business on the river. Klickitat County is, therefore, soon to be released from its bondage, and its population should be doubled within the year to come.

A company is now engaged in drilling for gas and oil near its eastern boundary, with every prospect of success. As there are thousands of acres of Government land still open for settlement, the future of this portion of the great commonwealth to the north cannot well be otherwise than brilliant.

Goldendale.

Goldendale, the county seat of Klickitat County, is a prosperous city of about 1500 population. Most of the town is located on an almost perfectly level tract of land, yet with superb drainage by means of a considerable stream of water that flows through the center of the plat. Its streets are broad and in summer closely shaded by poplar and evergreen trees. The lawns of many of the beautiful residences are such as may be seen in the aristocratic interior cities of New York, Pennsylvania or Ohio. Some of its business interests are represented on this page of today's paper. Among these are the 100-barrel flouring mill of the Goldendale Milling Company, which ships much of its superior grades of flour to the Orient. A view of the new hotel now under construction is also given. Mr. Ahola, the landlord and half owner, has been County Treasurer for four years, the full time allowed by law. He is one of the most popular men in that section of the state, and could have anything he asked from the voters of the county. He was the proprietor of the hostelry shown herewith, from which the stage is pictured as it is about to depart for Grants, but the building was destroyed by fire a few months ago. The handsome new structure which replaces the burned one will be opened to the public, it is expected, about the time the railroad is ready for traffic, and Goldendale will then be well prepared to care for the hundreds of guests the city will be required to entertain during the months to come. Alvord's great livery barn, where scores

of horses and vehicles as metropolitan as may be had in Portland, are ever at the beck and call of the public, is likewise pictured. Mr. Alvord is one of the live men of the community, and if among the new blood that will come to the city there may be discovered a dozen men like him, no one need fear for the future of the town. Men like Alvord and Ahola and Joseph Nesbitt, president of the City Board of Trade; W. B. Presby, attorney-at-law and United States Commissioner for his state; and Brooks & Shover, attorneys, are city-builders. If men of like activity and spirit shall be added to their number, the handsome City of Goldendale will rapidly expand.

Immigration Invited.

Immigration to Goldendale is invited. Immigration to the tributary country will also be encouraged. But Goldendale is bound to be a bounding city, and slugs and snails or those seeking escape to grow rich on make-money-by-sharp-practices, are seriously counseled to remain away from that locality. Goldendale is today one of the best business points in the country, and it will be twice as good when the cars roll in. Government land may be had within 12 miles of the city and improved farms, now in large tracts, are to be subdivided and sold in parcels of from 40 acres up. It is one of the best grain and stock regions in the West, and the city will be the supply depot for an immense area of country. All kinds of fruits, as apples, pears, peaches, plums, prunes, apricots, cherries, etc., produce abundantly, so that the country opens wide its arms to all legitimate enterprise in trade, traffic or stock or agricultural pursuits, but the faces of the people are rigidly set against those who would profit at the expense of thrift. The town owns its own system of waterworks, the supply coming from a mountain stream that affords as pure a beverage as can be found beneath the stars. On a tract of beautiful table land overlooking the original townsite, a 40-acre addition has been platted by Elias Brong. The distance from the business center to the center of the city is not greater than five or six of Portland's blocks, and for residences there is not a prettier nook in the State of Washington. It is one of the gems of the city—a sparkling diamond upon the breast of the beautiful municipality. Persons desiring complete information concerning Goldendale and tributary country may obtain it by addressing a letter to the Goldendale Board of Trade.

First Direct Telegraph Message.

The first telegraph message direct from the East conveyed in 1861 the news of the battle of Bull Run. Senator Baker, of Oregon, lost his life in this battle.

The First Newspaper.

In February, 1845, appeared the first newspaper west of the Rocky Mountains.

MR. AND MRS. JOHN J. GOLDEN



Photo by Flannery and Van Burkleo, Goldendale.

John J. Golden and Jane G. Parrott were married in Oregon in 1838, and three days later started for Walla Walla, Wash. On their arrival at The Dalles, the young wife became ill and was unable to proceed on her journey. This incident changed the entire future of the lives of these then young people. While detained by Mrs. Golden's sickness, Mr. Golden's attention was attracted to the Klickitat country, and after investigation he decided to cross the river and locate on Government land in the valley beyond the hills. On the 9th day of July, 1839, the couple departed from The Dalles for their newly selected home, and were the first passengers on the first ferry-boat to ply on the Columbia River at that point. They were likewise the first white settlers in Klickitat County.



Photo by Flannery and Van Burkleo, Goldendale.

The young man had brought 100 head of fine Durham cows with him, and with this stock located a ranch near what is now the town of Centerville. Here he engaged quite extensively in stockraising, branching out into the wood business in 1852. During that year he sold to the Oregon Steam Navigation Company 1500 cords at the modest price of \$10 per cord. In 1872 Mr. Golden platted the original townsite of Goldendale. Settlers were so scarce at that time that he was compelled to send to The Dalles for a surveyor and men to handle the chain and drive the stakes. There were then but six families in that community. The town, under the liberal policy adopted by its owner, speedily attained a population of more than a thousand souls, but in 1898 the place was almost entirely wiped out by fire, the net loss approximating \$20,000. Most of the inhabitants were greatly disheartened at this, and with no immediate prospect of relief from their location, departed for other places. The work of reconstruction began almost immediately, however, and the Goldendale of today, with the whistle of the locomotive almost within hearing distance, is a most thriving municipality. It is a gem in the diadem of the state to which it belongs.

Mr. Golden, contrary to the custom of many Western townspeople, who go into the business "for all there is in it," gave away to persons who would build upon them all the valuable lots in the original plat. He never realized a penny for a single corner. He has given liberally of land and money to every worthy enterprise in Goldendale. When the promoters of the railroad came to him he acceded to every request they made, and in addition voluntarily gave to the company grounds for sidetrack purposes. He has been from the very beginning the backbone of the active city, always extending a friendly hand to anything and everything that would make for the welfare of the place.

Now, at the age of 77, Mr. Golden's eyesight is so far impaired that he fears he will not be able to see the first train that will so soon arrive, and this is the greatest sorrow of his life. It was the dream of his young manhood to build up a prosperous metropolis and to promote the construction of a railroad to the town. His life-work is almost ended, now, and he says that if he only could see the approach of the locomotive he would be content to "stack his arms" and retire to the seclusion of his home.

Mrs. Jane Parrott Golden was born in 1845 and is the mother of 11 children, nine girls and two boys, the latter the youngest of the family. Three of the girls have passed away.

Louis L. Parrott, father of Mrs. John J. Golden, died at Goldendale, Wash., October 26, 1902. He was stricken with paralysis while attending the M. E. Church, removed to the parsonage and soon expired. He was a native of Tennessee, 54 years of age, a devout Methodist, and a pioneer of 1847. He was a public-spirited man, and greatly beloved by all acquaintances.

It was the Oregon Spectator, published at Oregon City. Its editor was William J. T. Vault.

Butter and cheese can be produced cheaper in Oregon than in any other place in the world.—Professor McKay, of Iowa.

Goldendale Milling Co.

Established 1878 by Jos. Nesbitt.



Capacity, 100 barrels daily. Fine grades Roller Process, Export, Bakers' and Patent Family Flour.

JOSEPH NESBITT, Secretary, Treasurer and General Manager.

BANK OF GOLDENDALE

A. MELGARD, Proprietor.

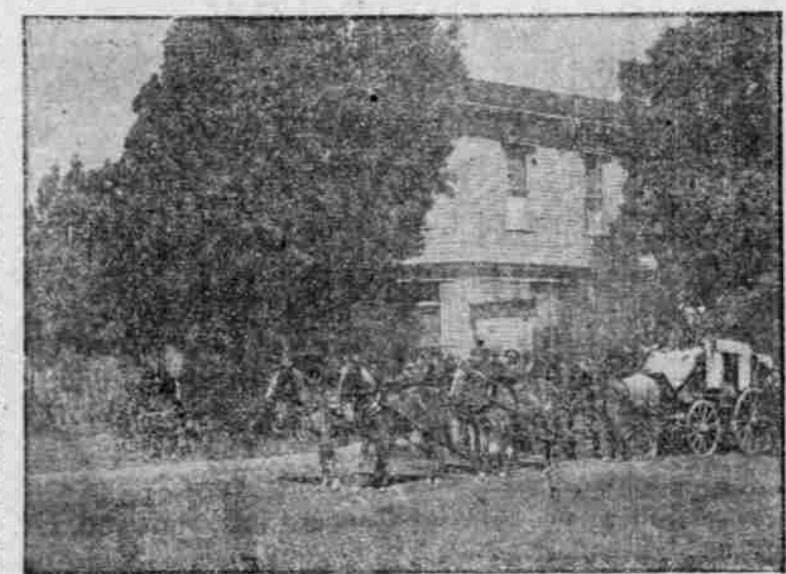
Loans Money on Approved Security.
Writes Fire Insurance in Leading Companies.
Pays Interest on Time Deposits.
Every accommodation extended consistent with sound banking.

GOLDENDALE, WASH.



THE CENTRAL HOTEL, Goldendale, Wash.

Now in process of construction. A. J. AHOLA & CO.



Stage Coach leaving the old Central Hotel, previous to its destruction by fire, for Grants Station, on the O. R. & N.

Klickitat White Pine Co.

GOLDENDALE, WASH.

Dealers in

LUMBER

SHINGLES, LATH, FINISHING
MOULDINGS, ETC.

Complete stock of

BUILDING MATERIALS

Always in our yards.

THE RED BARN LIVERY, FEED & SALE STABLE

C. C. ALVORD, Proprietor.



FIRST-CLASS SINGLE AND DOUBLE TURNOUTS

Special Inducements Offered to Commercial

Men. Connected with Grants by Telephone

West End of Main Street, Goldendale, Wash.

WINTHROP B. PRESBY

Attorney-at-Law

United States Commissioner for District of
Washington

GOLDENDALE, WASH.

W. A. MCKENZIE

GOLDENDALE, WASH.

Hardware, Stoves and Tinware.
Superior Stoves and Ranges,
Agent for Acme Windmills,
Pumps, Pipe and Fittings, Guns,
Ammunition and Sporting
Goods, Bicycles and Sundries,
Paints, Oils, Glass, Tents, Ham-
mocks and Fishing Tackle.

COMPANY B, OREGON CAVALRY, AND ITS INTERESTING HISTORY

ROLL CALL OF CO. B.

The result of the roll-call was as follows: Strength of company when mustered into service, 100; after the expiration of 40 years, present and accounted for as living, 24; killed in action while in service or died since mustered out, 60; total present or accounted for as living or dead, 77; not accounted for but supposed to be dead, 23; total, 100.

Paper Read at a Meeting of Veterans in Salem, in September.

There were only about 700 enlisted men and 19 commissioned officers in the whole of Oregon and Washington in 1861. The regular force of the country had been much reduced by the draft made upon it to increase the Army in the East. Few were entertained by the people and the military authorities were apprehensive that the Indians, learning that civil war existed, might return to hostilities.

Although no violent outbreaks occurred here in 1861, murders had been committed on the Barlow route to The Dalles; two citizens of Linn County—Jarvis Briggs and son, aged 24 years—had been murdered by Indians. Many murders by Modocs and Pitt River and other savages had occurred in Southern Oregon. In anticipation of similar occurrences, Colonel Wright, commander of the District of Oregon and Washington, stationed at Vancouver Barracks, made a requisition on Governor Whitaker in June, 1861, for a cavalry company. It was proposed that the company be enlisted for three years, unless sooner discharged, and that they be mustered into the service of the United States, on the same footing as members of the regular Army, with the exception that the members furnish their own horses, for which they were to receive compensation for use or loss while in service. A. P. Dennison

was appointed enrolling officer. Many suspected the officer, as well as the Governor, as being in sympathy with the Rebellion. This hindered the success of the undertaking, which was finally ordered discontinued and the enlisted men disbanded. In the meantime Colonel Wright was transferred to California and was placed in command of the Department of the Pacific.

As the regular troops were withdrawn from the several posts in Oregon and Washington, he replaced them with volunteer companies from California. Fort Yamhill, Dallas, Colville, Walla Walla and Stellancom were all garrisoned by companies of the Fourth California Volunteers.

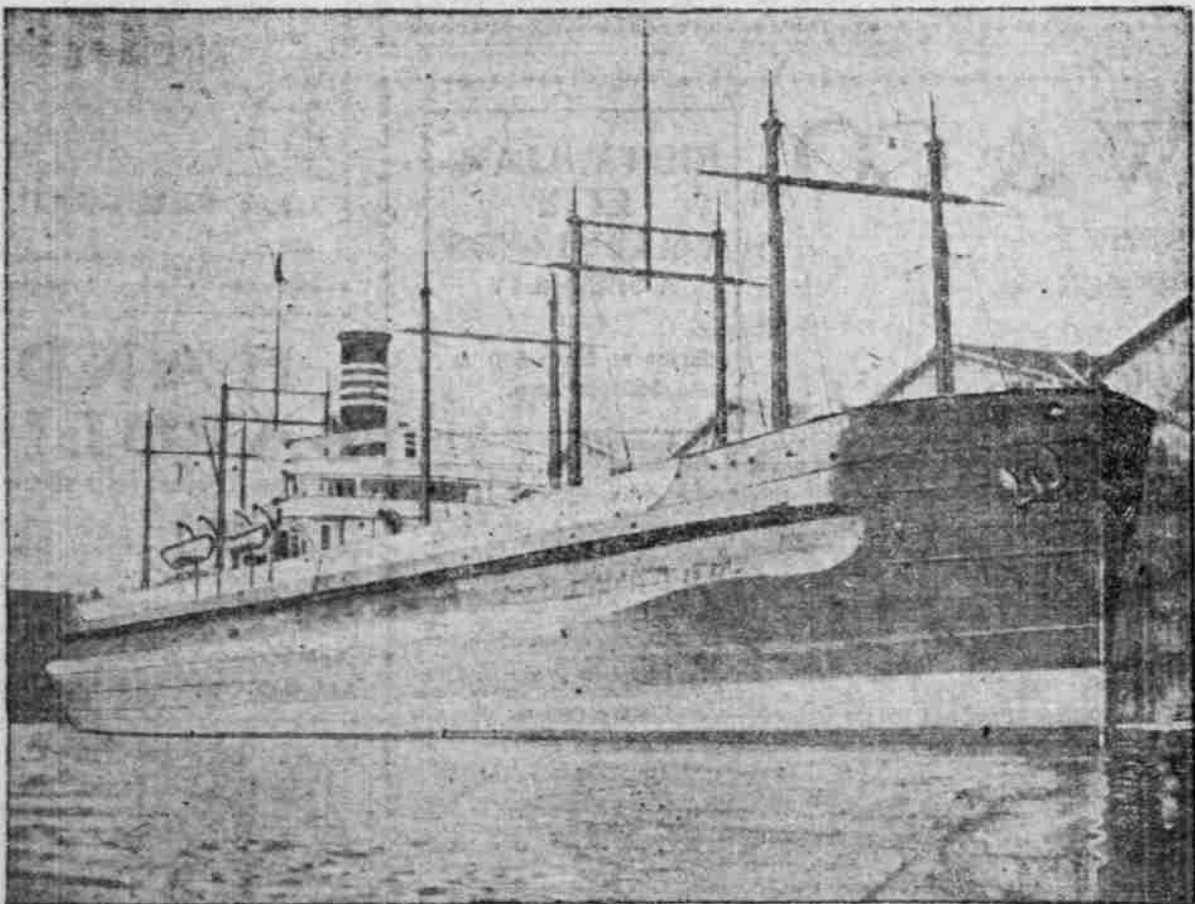
The attempt to enlist men by state authority having failed, the War Department, in November, 1861, at the request of Colonel E. D. Baker, made Thomas R. Cornelius Colonel, and directed him to raise 10 companies of cavalry for service in the United States for three years, unless sooner discharged; a portion of 500,000 whose enlistment was authorized by the last Congress.

Volunteers, for themselves and horses, were to receive \$3 per month, \$100 bounty at discharge, and a land warrant for 160 acres of land. Notwithstanding wages on the farm and in the mines were much higher, men enlisted in the hope of going East to fight.

James A. Waymire, now one of the Superior Judges of California, a former member of Company B, First Oregon Cavalry, says in his historical correspondence:

"It was thought that if the war should continue and there should be no war on this Coast, we could be taken East as soon as we should become disciplined. E. J. Harding was appointed enrolling officer at Salem, and on November 15 the first names were enrolled. The Jacksonville Company was mustered into the service first and became Company A; the Ma-

CARRIED LARGEST CARGO EVER TAKEN FROM THE COLUMBIA.



STEAMSHIP LINE BRANCH LOADING 200,000-BUSHEL CARGO OF WHEAT.

son County company second, and became Company B of the First Regiment of Oregon Cavalry, whose few survivors are now present in this magnificent Statehouse, through the courtesy of the distinguished Governor of Oregon, who has doubly honored Company B in not only granting us the Statehouse to meet in, but by giving us as patriotic, eloquent and cordial an address of welcome as I ever listened to on any occasion.

"From November, 1861, to the latter part of May, 1862, we were stationed at this City of Salem and a few miles below. We had neither arms nor equipments. The Vancouver authorities seemed to ignore our requisitions for supplies of all or any kind. Without arms, clothes or equipment of any kind, with rotten pork and wormy bread for our scanty ration, and our horses—the cavalryman's pride—eating the very walls of the stables for lack of forage, you can imagine the condition of Company B during that long, hard winter of 1861-62, the hardest ever known in Oregon. But Company B was loyal to the core. Ragged, sometimes hungry, but be it said to the credit of the good people of Salem, they stood by us to the extent that we were neither quite starving nor quite naked, and the patriotic farmers of the county shared with us their last ton of fodder and last bushel of grain for our horses.

"Six companies—A, B, D, E, F, G—were fully organized. The regiment was ordered to Fort Vancouver the last of May, 1862, when for the first time it was clothed with United States uniforms and armed with old-fashioned muzzle-loading rifles and revolvers and sabers. Soldiers' boys took any number of the different parts of the full uniform as passed out to them, and to look back now over the 40 years that have intervened and remember as we all do the militia that we found ourselves fit out with a No. 4 pair of pants on the smallest man and No. 1 on the largest, and so on with all

the different garments—it was surely a comical sight; but it was the Army blue and all were proud of it. But later in the day when mounted on our fine horses and the West Point regimenter officer for the first time saw the Rough Riders of Oregon in the saddle he expressed his wonder and admiration at their horsemanship and soldierly appearance.

"The regiment reached Fort Walla Walla in June and in the latter part of July, A, B and D companies, under command of Lieutenant-Colonel R. F. Maury, were ordered out on the immigrant route to escort and protect the large immigration of that year through the different tribes of hostile Indians through which their route led them, and to arrest and punish murderers and other lawbreakers.

"The history of Company B from that date until the date of its muster-out of service in 1865 was conspicuous even among the companies of that gallant regiment. It was almost constantly in active service, its duty being to fight hostile Indians, avenge murders, escort immigrant trains, pursue robber bands to their strongholds, and make explorations in Eastern Oregon, Washington and Idaho. How well they performed that duty let the fertile fields, the thousands of happy homes, and the cattle and sheep on a thousand hills bear witness; and now, in conclusion, let me say to your excellency that, not only in behalf of my late comrades of Company B (of whom only a few survive to meet with us today) but for every comrade of that gallant but, to the general public, almost forgotten regiment, we thank you for the many courtesies that you have extended to us, as well as for your hearty and patriotic address of welcome."

C. B. MONTAGUE.

Where Our Wool Goes.
Oregon wool is manufactured into cloth in Oregon mills, operated by water power, and the product finds a market in every part of the United States, Alaska, and trans-Pacific countries.