

PORTLAND UNITES WITH GOLDENDALE IN FORMAL CELEBRATION OF RAILROAD OPENING

(Continued from First Page.)

When all of these accommodations. The hotel with 40 rooms, cared for 35 persons Saturday night.

The new hotel is equipped with an electric plant, but when the management was ready for light the plant was prepared for the occasion, and not a wisp of electricity came forth from the dynamo-room, then the resourcefulness of Goldendale came into play, and when the excursionists finally retired, their journey toward the rooms was marked by a procession of allow candles.

There were a number of humorous incidents connected with the stay at Goldendale, but one of the best of them concerns the new hotel. The house was opened a week or ten days ago, and the builders have not yet connected the bells in the room with the office. A luckless Portland business man learned the fact at 7 o'clock this morning. The proprietor had given up his room for the visitor, but he had neglected to provide water and towels. The loss did not worry the man from Portland at the time. He stepped joyously to the electric button and pushed. Then he shoved again. Finally he swore. Eventually he raised the window and called for help. An hour it is declared, after the first attempt to make the bell in the office ring, towel and water appeared, but that was the only inconvenience suffered by the entire trip by any one in the Portland delegation.

Fans See a Baseball Game.

There was consolation for those restlessness fans deprived of Saturday's game at Portland. Goldendale has a baseball team and the town is unanimously in favor of Goldendale's winning. The town shuts up its stores and pulls down the blinds in the houses, trooping off to the new baseball park on those festive occasions when invaders come in from the outside to show Goldendale new versions of the National game. Goldendale is more than 1500 feet above the sea level, and in a baseball way the town feels about that much better than the rest of the world. They tell with enthusiasm of a day early in the year when Dunbar, the man who serves them mixed up, had the first 11 men up swinging into the balmy Spring atmosphere in the hope of locating a ball that kept as white and new as the minute it came out of its box. It was just like "playing catch" out in the cow lot until No. 11 came up. Manager Baker, of the baseball team, was confident up to that fateful moment that he would be able to take the ball back and get a discount as the local sporting goods house for its return, but No. 11 did things. However, it is further related with pride, Dunbar recovered. Just what he recovered is not clear. Perhaps they sent him after the ball.

But on Saturday Dunbar did not give the eight men that help him much to do. When he was not busy teaching the soldiers from Vancouver the folly of invading Goldendale with sinful thoughts in their hearts about baseball matters, he was dumping line drives over the fence. All in all, Dunbar was rather entitled to push out his uniform in front and let the small boys fight over the honor of carrying his glove and bat down the street. Just to show that he is a versatile chap, he sang a song at the night reception.

Goldendale won the game all right, despite the fact that Portland furnished noise for the men from Vancouver. Perhaps they might not have been so successful but for the fact that Manager Baker and N. B. Brooks turned the "score book" over. Unquestionably it brings luck to a home team to have the score book turned over and Manager Baker, knowing the fact, took an unfair advantage of the unsophisticated visitors. Incidentally, it may be added, that was a necessary precaution, for small boys had furnished the sheet-iron score board, and chalk would not make any impression on its surface. The game was delayed while it was pried loose from the fence and turned over and Manager Baker, in honor, where it subsequently told the world Goldendale triumphed, 15 to 3. Whereupon the excursionists ceased to cheer for the soldiers.

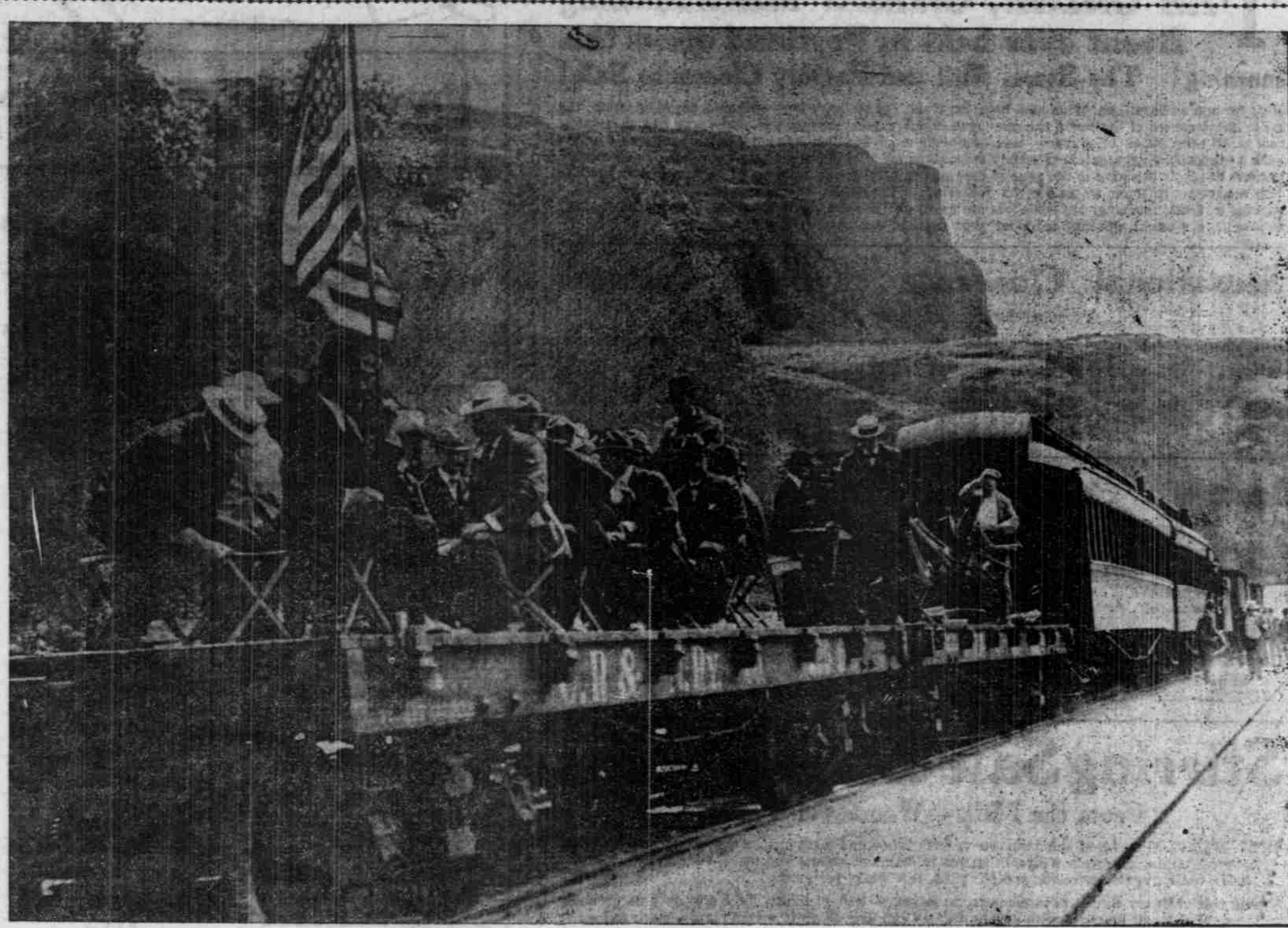
A reception at the Armory, followed by a banquet that was concluded at 1 A. M., sent the excursionists their candle-lighted way after a happy day of sight-seeing and enjoyment.

Cheers for One and All.

Cheers for Goldendale and cheers for Portland were given as the party left Goldendale yesterday morning. Cheers were exchanged with the people of Centerville, and when the party from The Dalles left, they divided their cheering between the railroad officials and the people from Portland. Enthusiastic responses were given.

Just before the excursionists left The Dalles the suggestion was made that a guessing contest on the time that the whistle would sound for the steel bridge was made. Paul de Haas made the suggestion, and it cost him money to propose the game. Nineteen members of the party registered guesses on the available statistics, and then went to lunch. Subsequently many of them went to sleep to make up for the time lost the night before.

There was a feeling among those who slept that those who stayed awake tampered with the captain. Whereupon those who were newly refreshed told the captain aside and explained the real situation with regard to the pool. Then the captain and pilot caucus and agreed the spot where it was usually blown. This was opposite a white pile that the captain



SPECIAL EXCURSION TRAIN BEFORE PULLING OUT FROM LYLE.

once noticed, and which the pilot averred was present on the river-front. With the question formally settled, the captain went forth and braved the tempter of the wood, but the fact that this delay was not scheduled would not prevail with the captain and the engineer. The furnace needed wood, and wood they received at the expense of half an hour's delay. This eventually gave A. H. Devera the pool money, for he timed the whistle at 1:30, correct to the second. However, N. Fleischner had an interest in Devera's guess.

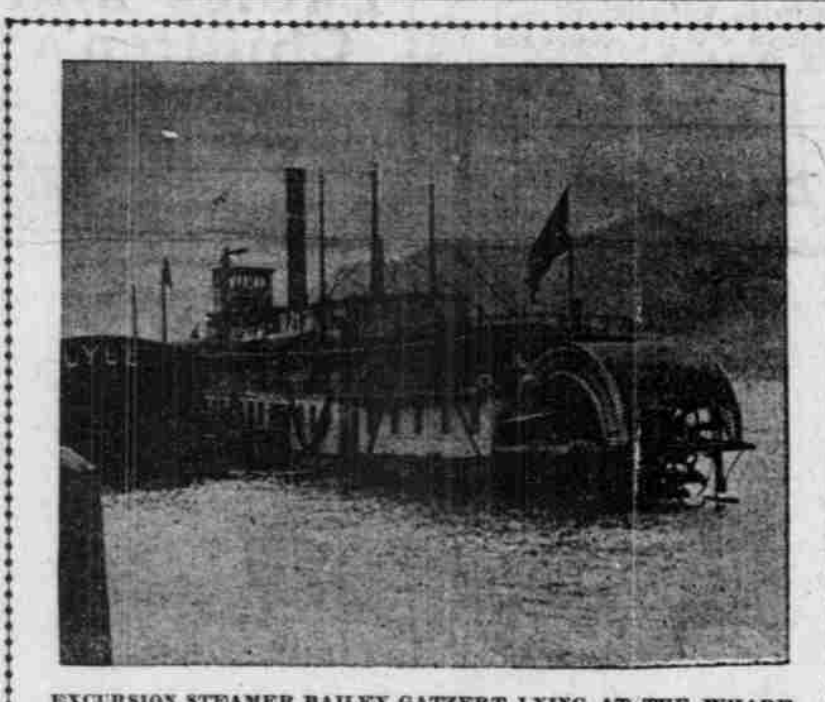
The delay at the woodpile upset calculations, and after Vancouver had been passed the short-time men started another guessing match, with the tie-up at the dock as the determining feature. Again the captain was alternately importuned to crowd on more speed, or to order the engineer to save his steam. He drifted up the river at his usual speed, and landed the party a minute later than Hugh McGuire thought he would. However, Paul de Haas was almost two minutes off, and Mr. McGuire went home with the reputation of being a good guesser.

During the trip up the Willamette, W. B. Glafke made a short speech, thanking the officers of the Columbia River & Northern for the hospitality shown the excursionists, and expressing the appreciation felt by the entire party. President Mallory briefly thanked Mr. Glafke, and then the excursionists showed the directors how they could cheer when they meant it.

Those Who Made the Trip.

The following are the Portland business men who made the trip:

Charles A. Cogswell, attorney; C. J. Owen, Portland Telegram; H. W. Good, Portland General Electric Co.; Judge C. B. Bellinger, H. L. Pittock, H. W. Scott, E. B. Piper, M. M. Mattison, Portland Oregonian; I. N. Fleischner, of Fleischner, Mayer & Co.; F. J. Fuller, general manager, Portland railway; P. E. Malcom, insurance; Hugh McGuire, president Pacific Paper Company; W. B. Glafke, of the firm of W. B. Glafke Company; F. A. Nitchy, manager of the Crane Company; Thomas Honeyman, of Honeyman Hardware Company; H. W. Mitchell, of Mitchell, Lewis & Staver Company;



EXCURSION STEAMER BAILEY GATZERT LYING AT THE WHARF AT LYLE.

W. P. Hawley, manager Crown Paper Company at Oregon City; H. S. Woods, manager for Balfour, Guthrie & Co. in the Klickitat Valley; C. F. Swigert, manager City & Suburban; John M. Gearin, Rufus Mallory, of the law firm of Dolph, Simon, Mallory & Gearin; and president of C. R. & N., George Taylor, of Taylor, Young & Co.; A. H. Devera, of Closest & Devera; H. C. Campbell, manager C. R. & N.; Paul de Haas, Portland representative of C. Gotland & Co.; Edward Ehrman, of Mason & Ehrman; G. W. Evans, manager Buffalo Pitts Co.; E. H. Nitschke, A. W. Zimmerman, S. L. Brooks and M. T. Nolan.

E. Oliver, chief engineer C. R. & N.; George Simons, auditor C. R. & N.; John E. Lathrop.

Those from The Dalles who joined the Portland party at Lyle and made the trip are: E. O. McCoy, W. H. Wilson, S. Bolton, W. A. Johnson, H. C. Liebe, Judd Fish, J. P. McInerney, J. M. Patterson, Dr. E. E. Ferguson, W. E. Nixon, Leo Shegman, W. H. Moore, C. F. Mitchell, James Snipee, George Rush, Jacob Freeman, James Woods, Charles Twineham, M. Z. Donnell, R. H. Weber, Joseph Nitschke, A. W. Zimmerman, S. L. Brooks and M. T. Nolan.

a big cut in the cost of transportation, and it was promised the people of Klickitat County that further concessions will be made. But the road is newly established, and business has not adjusted itself as yet.

At all times the officials of the Columbia River & Northern have promised the people of Goldendale and the Klickitat Valley that the new road would guarantee them a rate that would insure them the privilege of shipping during the entire year as cheaply as they could before the system was built during the most favorable periods.

This promise meant that the maximum charge for freight should not exceed the cost of transporting by team to Grants, docked at the wharf, and the cost of freight, and shipment from that point by rail or steamer to Portland.

On the face of it this promise does not show what Goldendale gains. The best months for freighting are during the Summer. Comparatively little marketing of wheat and other produce is done at that time, the burden of transporting supplies into the country and produce out of it, being felt keenest in the Fall and Winter. At times the roads are practically impassable, and farmers have not known definitely that they could avail themselves of the best market conditions. The new road guarantees that the cost of winter hauling, heretofore almost prohibitive, will not be greater than the cost of handling Summer freight. This in itself will add thousands of dollars annually to the value of the Klickitat Valley wheat crop.

It is estimated the amount of wheat tributary to the O. R. & N. is approximately 1,000,000 bushels annually. Until the proposed extensions of the new road are built there is much of Klickitat County not reached by the system, and which may or may not ship over the line. The entire production of wheat in Klickitat County sometimes runs three times as large as the figures given. But a saving of several cents a bushel on 1,000,000 bushels of wheat annually means a big gain for Klickitat.

The rates quoted by the new road for general merchandise are lower than the merchants of the valley have ever been able to receive under the most favorable circumstances. In addition deliveries are

regular and the goods are received in better condition. This saving has resulted in a reduction of the cost of living expenses.

An illustration of the way in which the cost of transportation has been reduced was given by a recent shipment of wool to The Dalles. Five tons were to be sent out by a farmer who had determined to ship by his own team, holding that the charge of \$15 was exorbitant. But he estimated the cost of teaming, and without adding anything as interest on the money invested in his teams and wagons or the wear and tear upon his wagons and horses, and taking no account of the value of his own time, he found that it would cost him \$24 to send his wool out in teams. He saved \$9 by consigning it over the new railroad.

This, of course, is not a fair example of the reduced cost of transportation, though there are times during the year when the ratio would be the same on all classes of freight. In the aggregate it is easily understood how thousands of dollars will be saved by the new road.

The Klickitat Valley is fairly well settled at present, but there is a big acreage which has not been properly worked. The isolation of the country has deterred farmers from going in, and this drawback has been removed. Attention has been called to Goldendale and the Klickitat Valley, and this in itself is a matter of great importance.

Comparatively few persons realize the fact that the lumber industry of Klickitat County is one of the most important factors of that section's development. The lumber that is used in constructing the homes in the valley has been sawed in the local mills, and there are woods in Klickitat County that command the highest prices paid in America. The new road does not reach the timber belt, but it brings rail communication 20 miles closer to the mills which ship lumber, and lessens the cost of production and shipment by that much.

Goldendale appreciates the value of the new road, and one of the best evidences of this fact is the circumstance that the citizens of that town have just constructed a new \$15,000 hotel, with modern furnishings and conveniences. An electric light plant, plenty of fresh water fur-

nished by the town's water system, an excellent sewerage system, good dining-room service, and bright interior decorations give Goldendale a modern hotel, and the town is proud of this new mark of its prosperity.

The coming of the railroad emphasizes the need of the town, and that is telegraphic communication. At present a single company is represented in that rich section, and messages have to be relayed to Grants by telephone. The coming of the railroad will probably mean that business men and farmers will be granted telegraphic communication, and this aid to business will be of material benefit.

LIFE STRENUOUS AT GOLDENDALE.

Portland Visitors Wonder at the Hustle of Its Citizens.

Life is too strenuous in Goldendale. If that busy metropolis of the Klickitat Valley is a fair sample of the country towns of the Northwest those Portland men who visited the new terminus of the Columbia River & Northern railroad Saturday will put away the thought of ease and comfort that have been conjured up when one mentioned the word "country." To the business men of the city the name Goldendale may have sounded like a synonym for "haven of rest." Pictures of a delightful spot where they sit in the shade on warm afternoons and rest may have been conjured up when one mentioned the Klickitat Valley, but there is a large delegation of Portland men who know now that the trials and tribulations of a busy Portland existence would be welcomed by a committesman for a Goldendale function as a restful vacation period.

Goldendale, be it known first of all, is a town of 1200 population and it handles the trade of a section of country rich in natural resources and fairly well developed. On a Saturday, especially, the streets are thronged by out-of-town buyers and the stores are veritable beehives.

It was out of this community that a committee was selected to welcome and entertain a delegation from Portland and another from The Dalles last Saturday. This is a tale of how the programme fitted into the only life of some of the Goldendale people.

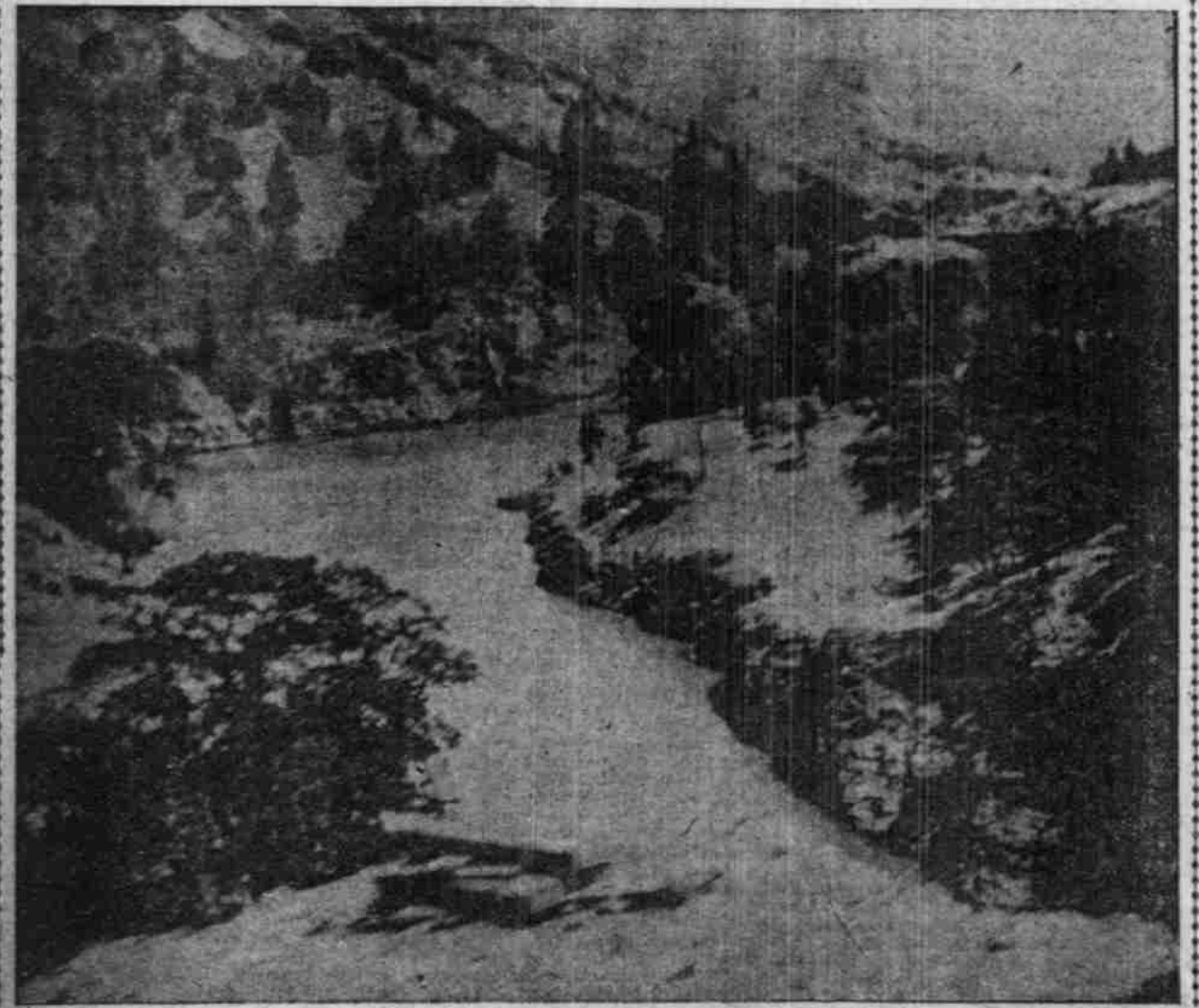
There was N. B. Brooks, for instance, the attorney who secured the rights-of-way for the new railroad. Naturally he was pushed to the front by the Goldendale people when there were more things to do. State Senator George H. Baker, a resident of the valley for 23 years, a prominent business man and politician and well acquainted in Portland, took up a portion of the burden. Beside them were Dr. H. S. Goddard, Charles Timblin, Leonard McKee, William McGuire and a host of others.

The title of "state senator" sounds like a big private office and nothing to do but watch the returns from a good business roll in, and the reputation of the firm of Baker Brothers confirms this suspicion to the outside world. When the excursionists from Portland found Senator Baker out on the edge of the sidewalk, near the railroad track, waving his hand at the band as a signal for the commencement of hostilities, the crowd on the train was willing to believe it was all true. Mr. Baker helped out for a time in introducing the newcomers and the old residents and then added one more to the number in a procession that marched to the hotel. While the other members of the party were getting settled he hustled half a dozen friends away to a special dinner he had prepared for them and spent half an hour presiding as host. He excused himself suddenly and rushed off. A few minutes later an inquisitive visitor discovered him selling a plow to a farmer at his store.

Goldendale has a baseball team and Senator Baker is its manager. In common with the other stores he does for a baseball game, and Senator Baker led the way to the grounds. He helped N. B. Brooks tear down the sheet-iron score board and nail it up again with the reverse side exposed and then filled in by alternately giving orders to his team and telling the visitors about the value of Klickitat farming lands. After the game he hurried off to his store and sold laces and gingham while a clerk went to dinner. He went back after his own repair and presided over the millinery and hardware departments, in turn. Then he spent an hour sitting on the platform at the evening speech-making ceremonies and topped off the day by helping the waiters and the cooks at the hotel prepare the dining room for the banquet.

After all, Senator Baker had an easy time of it in comparison with Mr. Brooks. Beside his services in receiving the crowd Mr. Brooks had to look after the disposition of the town's guests, and he carried off half a dozen to his home, providing accommodations for their stay. Then a client summoned him and he rushed back to his office. But as Mr. Brooks is official scorer for the baseball team, he had to be at the grounds and help reverse the sheet-iron sign. Then he chalked up the score and led the routing for both factions.

There was no time for Mr. Brooks' dinner. He is the owner of the Armory building in which Goldendale entertained its visitors. His janitor was out on a farm, and Mr. Brooks had to look after the hall personally. When he had carried in the lamps and arranged the seats he hurriedly changed his dress and reappeared as presiding officer. He made one of the most brilliant speeches of the



BIG GAIN FOR KICKITAT.

Railroad Transportation Will Effect Great Saving in the Valley.

A stage coach rumbled by the depot at Goldendale yesterday as excursionists from Portland and The Dalles were ready to return to Lyle to take a boat for their homes. The contrast between the old and the new methods in the Klickitat Valley was sharply defined in this incident, which was appreciated by both the visitors and the people of the valley. The story of the enterprise that linked Goldendale with Portland was fully illustrated.

It is little more than a month since the rails were laid to Goldendale for the Columbia River & Northern, and passenger and freight traffic have been handled in a limited way, for not more than 30 days. Yet the people of the Klickitat Valley have seen already the effect of the change.

Before the railroad came to Goldendale freight was hauled in wagon teams over a mountain range for 30 miles and more to a ferry on the Columbia. Wagon teams and freight traffic have been handled across and then farmers or merchants deposited their products in railroad or steamship offices, then turned about for the laborious return trip. The journey for freighting teams meant a loss of from two to four days. Passengers made a similar trip by stage. Now produce is loaded onto the cars at the Columbia River & Northern station, and passengers ride to and from the boat landings at Lyle in comfortable passenger coaches.

That the railroad has already affected the interests of Goldendale was apparent to the visitors from Portland during their stay. Property values have enhanced rapidly since construction work was commenced and the railroad headed from the Columbia toward the Klickitat Valley, and now Goldendale is building more than a score of new homes, and a \$10,000 school building is going up. The present accommodations are insufficient for 530 pupils.

Upon the question of freight rates depends the value of Goldendale's profit by the construction of a railroad to that town, and this was the question that was uppermost in the minds of the Klickitat Valley people during the excursionists' stay.

The railroad officials have already made



GOLDENDALE CITIZENS READY TO RECEIVE PORTLAND VISITORS.

SCENE ON THE KICKITAT RIVER ALONG THE LINE OF THE COLUMBIA RIVER & NORTHERN.