

evening and told the people who the others were. He took part in the banquet preliminaries and responded to a toast later on. Some time during the day Mr. Brooks claims he was compelled to look to the conduct of his farm, but Portland visitors are skeptical. The other things they saw him do, but to find time for more appears impossible to a man who is not acquainted, intimately with the Golden Gate.

GOOD-WILL AT BANQUET.

Judge Bellinger protests against tariff on Philippine imports. In a speech delivered at the Golden Gate banquet Saturday night Federal Judge C. E. Bellinger emphatically protested against the proposed tariff on Philippine imports from American territory. The speech of Judge Bellinger would apply equally as well to all the insular possessions of the United States, but since the question of Philippine tariff has been argued so recently before Congress, and the subject is of such interest on the Coast, it was applied by his auditors particularly to the Philippines, as the jurist intended.

The sentiments of Judge Bellinger were enthusiastically cheered by those in attendance at the banquet. He disclaimed any reference to partisan politics in his criticism of the Philippine tariff policy, and both Democrats and Republicans joined in their approval of his doctrines. The speech of Judge Bellinger was in response to a request by Toastmaster W. B. Presby that he speak on the question of "Railroad Commissions."

Mr. Presby calling attention to Oregon's experience and suggesting that a commission be introduced in Washington. Judge Bellinger insisted that a reference to the Railroad Commission would be impolitic, but he added that if Washington were to pass a commission bill similar to that passed in Oregon, the railroads would not suffer any. He added that at the time the bill was favorably considered he was a railroad attorney, and naively suggested that he had rarely seen it carefully before the measure "appeared on second reading."

But if I may be permitted I would like to say one thing more. I do not know you regard the question of a protective tariff, and that is not material. But I do want to say that there should be no tariff between the United States and the Pacific and other sections of the United States. If they belong to America, no barriers should be raised against them. Over no territory where the American flag flies should a barrier be raised for one purpose and not for another."

This declaration from Judge Bellinger was a feature of an evening full of interesting exchanges between the Golden Gate speakers. There was speeches at the banquet and responses to toasts at the banquet. Through all of them ran a vein of humor, and the tone was extremely friendly.

Toastmaster Presby had all topics of interest to the community represented at the banquet and in clever orders. He gave to John M. Gearin, who responded to the toast of "Portland," and Mr. Gearin made the most of his opportunity. This has been an educational trip to us," he said in part. "Though in a general way we had familiar with the Klkiklat country, few of us knew that you had such a magnificent valley here. And now that this country has been retroceded by this railroad and given communication with the rest of the world, your products will take on a new value and the number of your homes will be increased, your lands will be settled more generally and your wealth will accumulate more rapidly. At Golden Gate you have the metropolitan of the Klkiklat valley in the Northwest, and this railroad is extended and possibly brought into connection with some great transcontinental system your prestige will grow. You stand with your hands on the men can do by their own endeavors. You came into an unsettled country, without railroad, and without even wagon roads, and have built up a rich and prosperous community."

Mr. Gearin, in mentioning the completion of the Columbia River & Northern to Golden Gate, called attention to the fact that the system was built entirely by Portland capital, without calling for aid from any source. In continuing, he declared that the Columbia River Basin was naturally tributary to the Golden Gate, and would continue to look to that city as its commercial metropolis. He stated that Portland would in the future as in the past continue to be the upbuilding of the Columbia River Basin, and would insist upon extending all encroachments to the territory now removed from modern traffic conveniences.

In a humorous manner N. B. Brooks related his experiences in soliciting right-of-way deeds upon three occasions when it was believed a railroad could be extended into the Klkiklat valley. A. H. Devers, who had visited Golden Gate as a "dumpee" 22 years ago, insisted that his experience with a drugstore cocktail in Golden Gate had kept him away from that delicious though unwholesome drink for ensuing 20 years. J. P. Wilson, of The Dalles, bespoke a close friendship between Golden Gate and his home city, and County Attorney E. C. Peterson, who had visited the visitors to see more of Klkiklat valley, insisting that the entire country was as rich as the section traversed. H. C. Campbell, manager of the new road, related the story of his first trip over the route now covered by the road, a journey that occupied three days' time and involved endless hardships, especially as he and Engineer Oliver departed Swale Canyon and the Klkiklat River. F. Swigert compromised when a toast was demanded of him, and sang a song. When more was demanded of him he switched off a poem. E. B. Piper escaped a speech by a clever story.

The first exchange of greetings between the people of Golden Gate and the excursionists was given at the Army earlier in the evening. All those residents of Golden Gate and the surrounding country who could do so were gathered to extend a hearty welcome, and the speeches breathed a spirit of cordiality and friendship toward Portland that attested the strength of the bond that unites the two places.

In a semi-humorous vein, N. B. Brooks, who presided over the meeting, related Golden Gate and Portland, and the advantages of residing in the two cities. He remarked upon the dangers of Portland streets, the hold-ups, and the possibility of colliding with street-cars, and congratulated the visitors that they were entirely free from such inconveniences in Golden Gate.

Continuing in much the same strain, he predicted that "long before Portland secures a 30-foot channel to the sea, long before the pavements are repaired, long before the Port of Portland Commission ceases its fighting, long before the police catch the hold-up men, the Columbia River & Northern Railroad will have justified the expenditures which you stockholders have made to complete the system to Golden Gate and to open up the Klkiklat Valley."

Mr. Brooks told of the wealth in nature and the bond of friendship that united Golden Gate and Portland, painting a brilliant picture of the additions to Portland's commerce from the valley, and the growth it was certain to attain by the aid of railroad communication. Besides expressing gratification over Portland's aid to the railroad enterprise, he reminded the visitors of the time when Golden Gate suffered from fire and Portland came to her relief.

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