

NEAR THE FINISH

Goldendale Railroad Is Almost Completed.

REGULAR TRAINS THIS WEEK

Line Runs Through an Exceedingly Rich Valley.

THE FARMERS WILL CELEBRATE

Columbia River & Northern Has Built Road to Centerville and Will Reach Terminal in Few Days—Opens Kiklickit Valley.

An important territory tributary to Portland is about to receive immediate rail connection with the Columbia River. The Columbia River & Northern Railroad will be completed this week from Lyle to Goldendale, 43 miles. At Lyle the railroad will connect with the Regulator line of steamers running between that town and Portland. A large amount of freight is already at hand awaiting shipment, and it is expected that the operation of the railroad will result in increased development for the entire Kiklickit Valley.

The Columbia River & Northern Railway Company completed its road to Centerville yesterday. Before the end of the present week the line will have reached Goldendale and the company will be looking out toward Kiklickit prairie, a rich territory that is to be made tributary to the system.

If no obstacle is met, the new line will be completed to Goldendale so trains may be run over it by Thursday morning. But a delay in the delivery of rails, unfavorable weather or a number of other circumstances, might defeat the plans of the management and make it impossible to finish the work as soon as contemplated. The road will not be ballasted and ready for traffic for 30 days, but prior to this time passenger trains will run over the line and general merchandise will be delivered to the county seat of Kiklickit County, Washington. Along the roadway wherever merchants order their goods delivered to them via the Columbia River & Northern, the officials of the system will make every effort, after next week, to insure prompt delivery, and this assures to the people of Kiklickit Valley a railroad that will be in almost immediate operation.

When the line is completed and freight trains are thundering over the culverts or booming up the canyon, whirling across the prairie or taking victoriously into the prairie settlements, less than 12 months will have elapsed from the time the first shovel of dirt was thrown from the right of way until trains actually began running over the line. In the meantime deep rock cuts have been completed, trestles have been built, turbulent mountain streams have been spanned, short culverts have been constructed and a line has been laid through a prairie country that is one of the richest producing agricultural districts in the Coast region.

All this is a triumph of engineering skill; a very flattering compliment to the executives of the road who have insisted upon forcing construction work as rapidly as it could be pushed, and a tribute to the faith of the Portland capitalists who opened up the vast agricultural region in the Kiklickit Valley. All this country will have been made immediately tributary to Portland practically "between seasons."

In other words a railroad will have been constructed into a country estimated to yield a million bushels of wheat annually, after one crop has headed out and before the next has reached that stage. Prior to the time one crop has been moved, the road will have entered not only to carry off what remains of the first, but to handle all of the second crop.

Thousands of Tons of Grain.

In warehouses at Daly, Centerville and Goldendale are stored over 100,000 bushels of wheat awaiting the completion of the railroad, when it will be sent to Portland. Back in the country is grain owned by farmers, warehousemen and exporters, that will swell the total grain held, tributary to the new railroad, to between 300 and 350,000 tons.

The new warehouse at Daly, the first to be constructed along the line of the Columbia River & Northern to handle a crop over that road, has between 800 and 700 sacks of wheat stored under its roof. This means a total of nearly 14,000 bushels. At Centerville an old warehouse contains another 40,000 bushels, and the Goldendale warehouse has 30,000 bushels, fully 80,000 bushels having been sold off recently.

But for the fear of rain this total of holdings would have been increased remarkably. There were stored about Daly thousands of sacks of wheat which the farmers feared to leave exposed to the elements and finally carted to the ferry opposite the Dalles or at Grant's, at an enormous expense. This wheat had been stored within an area bounded by a wire fence and covered by tarpaulins. The owners of the Daly warehouse could not get lumber in time to erect the building and handle the grain.

But the fact that so much wheat is stored in the district, shows the implicit confidence of the people in the new railroad and the way in which the populace has awaited the coming of the steam engines with their long trains of box cars.

TO SEE THE LAND

American Tour of German Agriculturists.

MEN OF HIGH RANK COMING

Landowners, Professors and Practical Farmers.

WILL SPEND DAY IN PORTLAND

Study of American Farms, Ranches, Orchards and Packing-Houses Will Include Day in Portland and One in Willamette Valley.

The party of German agriculturists will enter Oregon from California on June 1 and will stop off at Medford, Corvallis and Salem, arriving in Portland that night.

Visits will be paid to the Agricultural Experiment Station at Corvallis and to several dairies in the Valley. The party will remain in Portland from the night of June 1 to the morning of June 2, when it will start East, stopping off at Hood River to see the orchards.

The trip will then extend through Pendleton and the Palouse country, where the wheat fields will be seen to Spokane, and thence eastward.

OREGONIAN NEWS BUREAU.

Washington, April 18.—Forty-six German agriculturists, among their number members of the nobility, feudal land barons and scientists in the employ of the Kaiser's government, are to make a complete tour of the United States in the early summer, for the purpose of studying American methods of agriculture and stockraising. Explorations of this character are made each year by the Agricultural Society of Germany, but never before has a visit been paid to the United States. The great strides which this country has gone forward in late years to a position in the front rank of the agricultural nations of the world, and the enormous proportions assumed by the stock industry of our West, have aroused considerable interest in Europe, and it is with a view of learning more of American institutions and American methods that this party of celebrated agriculturists will visit the principal farming communities of the United States.

The party, including Dr. Victor Ritter von Bauer, of Bremen; F. B. Bretschneider, of Munich; Dr. Alfred Dietrich, of Coblenz; Dr. F. H. Flecken, of Cologne; Erich von Fluergge, of Speck; Victor von Laffert, of Brahlertorf, Mecklenburg; Lieutenant of the Reserve; Dr. Eugene Count Ledebur, of Leobots, Bohemia; Dr. Felix Lindermann, of Dresden; Count von Schunberg, of Rahn; Count Schenk von Stauffenberg, of Rississen, and other owners and managers of feudal estates, agriculturists and students, will arrive in New York on May 1, and be met by J. L. Schulte, of the United States Department of Agriculture. Two special cars have been placed at their disposal by the Baltimore & Ohio Railroad, which has also been instrumental in outlining the itinerary. They will travel by a Southern route to California, up the Pacific Coast, and return to the Atlantic through the

northern tier of states. The trip has been outlined to enable the visitors to inspect the great wheat regions of the West, the famous orchards of the North, the world-renowned stockfarms of the South and West, and the great packing houses of Kansas City and Chicago. The tour, occupying nearly two months, will be nearly as long and cover much the same territory as will be traversed by President Roosevelt, though at no point will the two parties meet.

After a day's visit in Baltimore, the party will sail for London, where it will be met by the London correspondent of the Tribune. This chart was made by an officer commissioned by the Russian Government previous to the transfer of Alaska to the United States, and deposited at the Russian Admiralty, where it has remained ever since. At the same time of the transfer a copy of this chart was given to the United States Government, and just lately the American Embassy at St. Petersburg has been asking for another one.

The Daily Chronicle's correspondent in the Russian capital says that a copy of the original chart, signed and certified as a true copy, has been handed to the United States Ambassador, and is now on the way to Washington.

THE DAY'S DEATH ROLL.

Henry L. Merrick, Newspaper Man. WASHINGTON, April 18.—Henry L. Merrick, editorial writer and paragrapher on the staff of the Washington Post, died here tonight.

Mr. Merrick was the son of Charles R. Merrick, and was born at Xenia, O., January 26, 1823, and educated there. He had been an editorial writer on the Washington Post since 1888, and had contributed to other newspapers and to the magazine.

MONEY HELD UP

Auditor Not Authorized to Pay.

FLAW IN WASHINGTON ACT

May Make Fair Appropriation Unavailable.

SEARCH MADE FOR SOLUTION

Bills Have Already Been Incurred to Considerable Amount and the Executive Commissioner Has Issued Regulations on Auditor.

Nowhere in the act passed by the late Washington Legislature appropriating \$75,000 for the state exhibit at the St. Louis Fair is the name of the State Auditor mentioned. The law says: "It shall be the duty of the State Treasurer to disburse public moneys only upon warrants drawn upon the Treasurer by the State Auditor."

The fair commission has run up bills amounting to \$230,135, but the State Auditor, under the law, cannot see his way clear to pay them.

Assistant Attorney-General Rom says that, as an off-hand opinion, there is nothing in the law that authorizes the State Auditor to draw a warrant upon the Treasurer upon requisitions from the executive commissioner. But he will look further into the matter.

OLYMPIA, Wash., April 18.—(Special.)

The St. Louis Fair Commission of this state has struck a snag in the matter of drawing on the \$75,000 appropriated by the last Legislature, which promises to delay the proceedings of the commission, with the chance that it may interfere with the paying out of any of the money at all. The bill appropriating the \$75,000 for the exhibit at St. Louis seems to have been carelessly drawn. As to the payment of the sum appropriated, the bill says: "The State Treasurer is hereby authorized and directed to honor and pay requisition made by said Executive Commissioner on the said St. Louis Exposition fund hereby appropriated; such requisitions shall be executed by said Executive Commissioner, approved by the president of the commission and attested by its secretary, and shall not in any single instance exceed an amount equal to 75 per cent of the Executive Commissioner's bond."

Nowhere in the act is the State Auditor mentioned or required to audit the accounts or draw warrants upon the State Treasurer, though in this state section 155 of Ballinger's code provides that "it shall be the duty of the State Treasurer to disburse public moneys only upon warrants drawn upon the Treasurer by the State Auditor."

On Friday requisitions from the St. Louis Commissioners amounting to \$230,135 were received by the State Treasurer. Five hundred dollars of the amount was to cover the expenses incurred and authorized at the first meeting of the commission, and the balance was to repay the sum used prior to the making of the appropriation and advanced by the Boards of Trade of the state.

Today Treasurer Maynard took the

WILL GO TO KIEL

European Squadron to Visit Germany.

WHEN WEATHER GROWS HOT

Germans Have Misunderstood Action of Navy.

MOODY ANXIOUS TO PLEASE

Plans for North Atlantic Maneuvers Would Be Deranged by Trip to Kiel and Evans' Ship is Out of Condition.

Kiel, where the German naval review is to be held during the summer, is the most important naval harbor of Germany, and the site of the principal German navy-yard, docks and arsenal. It is the chief town of the Province of Schleswig-Holstein, Prussia, 95 miles northwest of Hamburg, and has grown rapidly since the completion of the ship canal from the Baltic, on which it fronts, to the North Sea.

The fort and its approaches are strongly fortified, the land defenses consisting of 11 forts, which completely encircle it. The only drawback to the harbor is that it is frozen in winter. The city dates back to the 10th century, and was a member of the Hanseatic League of Free Ports.

WASHINGTON, April 18.—

From the highest official quarters it is learned that the criticisms in a few German newspapers directed against a supposed decision of the Navy Department here to send an American naval squadron to Kiel this summer are based upon a complete misunderstanding of the situation. The facts are explained as follows:

No set and formal invitation from the German government to send an American squadron to Kiel was ever offered. But through semi-official channels intimations did reach Washington that the German Emperor would be pleased to have the North American Squadron stop at Kiel during the naval demonstration. Failing that, it was in the same informal way suggested that when Admiral Evans retired from his command in Asia and started to return to the United States on his battleship Kentucky, the Emperor, who was well acquainted with him, would be glad to have him touch at some German seaport.

Secretary Moody is extremely desirous of going anything within reason to show the warmth of the friendship which he cherishes toward Germany, and the President and Secretary Hay have the same disposition. They have resolved to miss no opportunity to reciprocate the many kindly expressions of regard for America that have come directly from Emperor William. But circumstances conspired to make it impossible to meet either of the hints thrown out from Germany.

First, as to the North Atlantic Squadron, the General Board here had planned an extensive scheme of maneuvers and driftwork, which had advanced so far toward execution that the results of the failure to complete it would have been disastrous to discipline.

As to Admiral Evans' invitation, it was decided that the Kentucky, having been in semi-tropical waters for a long time, and having before her a voyage of nearly 15,000 miles, would not have been in condition when she arrived at Gibraltar, going westward to be diverted from her straight course to Northern Europe. She would certainly not have been an attractive ship to inspect at that stage.

But the United States Navy is not to be unrepresented at Kiel. Following the custom, when the warm weather begins in the Mediterranean, the European Squadron will begin slowly to work northward, and it is calculated that it will arrive at Kiel in time to take its proper place in the celebration. This can be done and will be done without undue interference with the routine movements of the European Squadron, and attention is directed to the fact that this is the same squadron which is under orders to be at Marcellus when President Loubet returns from Africa.

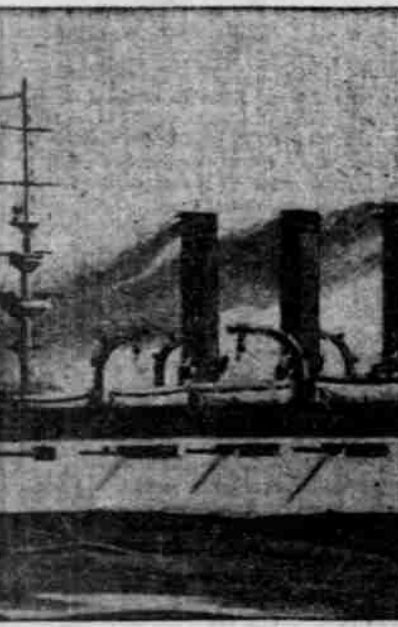
While the Navy Department is desirous of showing the greatest courtesy toward President Loubet and the power he represents, it is only fair, in view of the German conception on the subject, to point out that, being only a few hours' sail distant from Marcellus, a failure on the part of the American Squadron to greet the returning President would have been little less than a gross discourtesy.

GERMANS DRAW CONTRAST.

Between Readiness to Honor Loubet and Refusal of Kiel Invitation.

BERLIN, April 18.—The German press does not distinguish between the visit of the United States European Squadron to Marcellus and the programme planned for the United States North Atlantic Squadron, on behalf of which the American Government declined an invitation to visit Kiel during the coming regatta there. Therefore some wonder is expressed as to why "special honors are shown the French President by the American Navy, immediately following the refusal of the German Emperor's request." One or two papers express themselves bitterly on the subject, and say the Germans "do not care much in not having a sight of the American ships."

LATEST ADDITION TO UNITED STATES NAVY.



ARMORED CRUISER WEST VIRGINIA, LAUNCHED YESTERDAY.

NEWPORT NEWS, Va., April 18.—

The new United States armored cruiser West Virginia was successfully launched at the Newport News shipbuilding yard today in the presence of a throng of 25,000 people. A street gang, in which military and artillery detachments and marines and sailors of the German cruiser Gazelle participated, preceded the launching.

Miss Katherine Vaughn White, eldest daughter of Governor Albert White, of West Virginia, was the fair sponsor of the occasion, christening the warship with a bottle of champagne as the cruiser slipped down the ways into the placid waters of the James River. On the platform beside the new warship was a distinguished group of the United States naval officers and the officers and men of the German warship Gazelle.

Miss White was attended by three maids of honor, her sisters, Miss Grace White and Miss Ethel White, and Miss Ashton Wilson, daughter of ex-Governor Wilson. In the christening party were also the Governor and Mrs. White.

CONTENTS OF TODAY'S PAPER.

National Affairs.

American fleet will go to Kiel to please Germany's wish. Page 2.
Great bodily benefit in Porto Rico. Page 8.
Employers' report on rivers and harbors. Page 2.

Domestic.

German agriculturists' tour in United States. Page 1.
Sheet Line Road in Nevada bought by Clark. Page 2.
Knox will not yield a point to the merger. Page 8.
Seven indictments of Missouri hoodlums. Page 3.
Milwaukee promoter absconds to Central America. Page 3.

Foreign.

Russia and Austria will keep peace in Macedonia. Page 2.

Sports.

Honors of the Pacific Coast League: Portland 4, Oakland 0; San Francisco 2, Los Angeles 0; Seattle 2, Sacramento 1. Page 14.
Scores of Pacific National League: Portland 2, Spokane 0; Tacoma 12, Seattle 5; Helena 4, Los Angeles 2; Butte 10, San Francisco 5. Page 14.

Stanford wins field meet. Page 5. Reliance and Shamrock III compared. Page 13. Coming events in pugilistic circles. Page 23. Gossip of the diamond. Page 15. Portland bench show closes. Page 15. Shamrock III to go in drydock. Page 3. Reliance to have first trial in a week. Page 14.

Pacific Coast.

Flaw in Washington's St. Louis appropriation act holds up money. Page 1.
Mrs. Galloway finds Oregon women ready to help fair. Page 4.
Valley hops have sickly appearance. Page 4.
The Princes and the Man, by John Fleming Wilson. Page 21.
Conditions in San Francisco markets. Page 23.
Diamonds sold from \$100 to \$1000. Page 17.

Portland and Vicinity.

Connell and Executive Board consider city business in star-chamber session. Page 23.
Bank statement shows unexpected increase in loans. Page 23.
Diamonds sold from \$100 to \$1000. Page 17.

Commercial and Maritime.

Active week closes in local produce markets. Page 23.
Wheat at Chicago closes strong on bullish foreign news. Page 23.
Effect of Securities case decision on stock speculation. Page 23.
Work in Wall street. Page 23.
Bank statement shows unexpected increase in loans. Page 23.
Diamonds sold from \$100 to \$1000. Page 17.

Features and Departments.

Editorial. Page 6.
Church announcements. Page 21.
Classified advertisements. Page 17-21.
Dr. Loren's impressions of America. Page 22.
Dr. Lyman Abbott's sermon. Page 23.
Yellowstone Park in April. Page 23.
The Princes and the Man, by John Fleming Wilson. Page 21.
California's "Harry Tracy." Page 21.
Eugene White's letter from Manitoba. Page 22.
Prize plans for a \$2000 house. Page 23.
Physical culture in boxing. Page 25.
Frank O. Carpenter's letter. Page 24.
Sokolawski, Lewis and Clark's heroism. Page 24.
Ade's fable. Page 25.
Can you live on 25 cents a day? Page 26.
Household and fashion. Page 26 and 27.
Children's department. Page 20.
Social. Page 25-29.
Dramatic and musical. Page 29-27.
Songs of the prize winners of the dog show. Page 26.
Talk lines across the English Channel. Page 26.
Talk on sweet peas. Page 26.

Today Treasurer Maynard took the