

PORTAGE ROAD IS COMPLETE

Last Spikes Driven by Governor With Impressive Exercises.

OPEN RIVER IS REALIZED

Distinguished Gathering of Citizens From Portland, Lewiston, Spokane, Walla Walla and All Towns of the Basin.

(Continued from First Page.)

Engineers, who are to build the Cello Canal, were present and furnished information on a wide range of subjects. Others of note were: L. A. Lewis, W. M. Ladd, Henry Hahn, A. H. Devers, T. B. Wilcox, Paul Westinghouse, S. M. Meany, W. H. Ayer, George Taylor, H. L. Pitcock and Benjamin I. Cohen, representing the most vigorous commercial and industrial interests of Portland. Never before had so many heavyweight citizens of Portland taken a jaunt together.

When the locomotive was gathering together its snorting energies, just before the start from Portland, rain pattered on the depot platform, as if to forebode an inclement day. Though the trail was scheduled to pull out at 8 o'clock, Manager O'Brien held it 15 minutes longer, for several of the party had rushed up to the depot out of breath, as if they had but recently rubbed the sleep out of their eyes; therefore Mr. O'Brien could not find it in his heart to let any tardy brother "get left."

When the train finally got started and the engine had "cleared" the Steel Bridge draw, twice or thrice, the party looked itself over. An inventory showed three Governors aboard—Chamberlain of Oregon, Mead of Washington and Gooding of Idaho; four Senators—Fulton of Oregon, Heyburn of Idaho, Overman of North Carolina and Clark of Wyoming; six members of the lower house of Congress—Hermann of Oregon, Henry of Texas, Small of North Carolina, Southwick and Littauer of New York, Patterson of New Jersey and Hedge of Iowa; high officials of the Harriman railroads and numerous others.

At Multnomah Falls the train stopped a minute or two, so that the passengers might feast their eyes on the dizzy plunge of those waters. Did they wish a longer stop? To be sure, and several started up the hill to gather in more of the sight, but the locomotive admonished them with a clang of its bell, set loose the hissing brakes, and at once was off and away for the strawberry town of Hood River. When the train rolled into the depot of that town, the platform thereof was adorned by five of Hood River's biggest citizens—A. S. Blowers, Mayor; E. L. Smith, A. D. Moe, publisher of the *Glacier*; E. G. Blanchard, banker; C. L. Gilbert, hotelman—and last, but not least, six crates of blushing strawberries, the most famous grade.

But it was not given the excursionists to rest the berries either with eye or tongue for two hours yet, or until the table was spread at Cello, for the fruit traveled ahead of the train in the unsentimental baggage car.

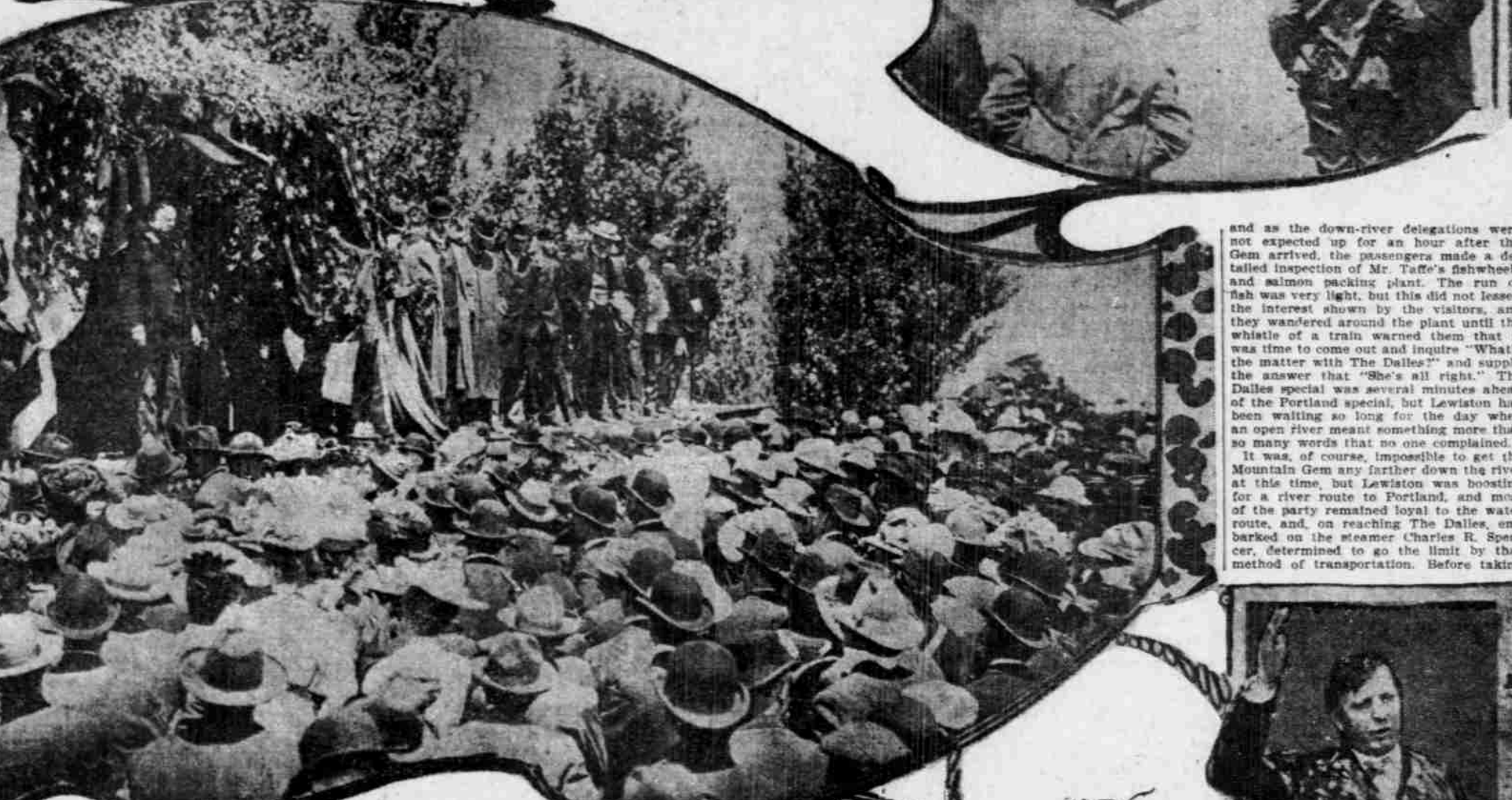
When The Dalles came in sight a big delegation of people were waiting for

James E. N. Littauer, of New York; Thomas Hedge, of Iowa, Lieutenant-Governor of Washington; F. J. Dunbar, Secretary of State of Oregon; Charles H. Mead, State Treasurer of Oregon; George W. McBride, ex-Senator for Oregon; J. J. McCreary, deputy sergeant-at-arms of the United States Senate; W. H. Estey, chairman of the House of Representatives; H. H. Gilroy, minute and journal clerk of the United States Senate; C. C. Clay, chief clerk of the Department of Justice; Colonel L. B. Burck, chief clerk of the Agricultural Department; C. A. Elmer, secretary to Governor Gooding; Officials of Harriman lines in Oregon—J. V. Brinn, general manager; A. L. Craig, general passenger agent; H. B. Miller, general freight agent; P. C. Stroh, assistant traffic director; Chicago; M. J. Burkle, general superintendent; J. B. Gower, assistant freight agent; J. F. Meyer, car-service director; L. R. Fields, superintendent Southern Pacific lines in Oregon; H. S. Houston, editor *World's Work*; William F. Evans, representing *Dalles Locomotive Works*, of Philadelphia; W. C. Anderson, carriage manufacturer, of Detroit; Reception committee, Portland Chamber of Commerce—W. D. Wheelwright, L. A. Lewis, R. R. Moore, Henry Hahn, Jay Smith, A. H. Devers, Paul Westinghouse, J. N. Teal, James McI. Wood, H. L. Corbett, T. B. Wilcox, W. J. Burns, W. M. Ladd, Samuel Connell, E. M. Meany, E. C. Gilmer, M. Mowman, George Taylor, W. H. Ayer, H. L. Mastory, F. M. Mulley; Jefferson Moore, president Oregon Commission Lewis and Clark Park; Mayor W. C. Langstaff, of Portland, United States Engineer; Captain Price, of Portland, United States Engineer; Tom Richardson, secretary Portland Commercial Club; D. W. Allen, president Portland Board of Trade; R. J. Holme, president Manufacturers Association; James Laidlaw, British Consul at Portland; Other Portlanders: L. Pittcock, E. M. Bramick, General Charles F. Beebe, Sig

SCENES AT THE OPENING OF THE STATE PORTAGE RAILWAY



TRAIN ON THE PORTAGE RAILWAY



GOVERNOR CHAMBERLAIN SPEAKING

GOV. MEAD SPEAKING



PHOTOS BY STAFF ARTIST F. A. SHOOTER

GOV. F. R. GOODING TAKING HIS TURN AT THE SPIKE

GOV. MEAD SPEAKING

and as the down-river delegations were not expected up for an hour after the Gem arrived, the passengers made a detailed inspection of Mr. Tate's fishwheels and salmon packing plant. The run of fish was very light, but this did not lessen the interest shown by the visitors, and they wandered around the plant until the whistle of a train warned them that it was time to come out and inquire "What's the matter with The Dalles?" and supply the answer that "She's all right." The Dalles special was several minutes ahead of the Portland special, but Lewiston had been waiting so long for the day when an open river meant something more than so many words that no one complained.

It was, of course, impossible to get the Mountain Gem any farther down the river at this time, but Lewiston was boasting for a river route to Portland, and most of the party remained loyal to the water route, and, on reaching The Dalles, embarked on the steamer *Charles R. Spencer*, determined to go the limit by that method of transportation. Before taking

STEAMER MOUNTAIN GEM WHICH BRUGHT DOWN THE FIRST CARDS

places in the train, despite that a half hour before a long train had gone on ahead. F. A. Beckett was among those in waiting, and with him were N. Wheelton, State Senator, one of the pioneer promoters of the portage; A. R. Lake, County Judge of Wasco; George E. Blackley, Edward C. Pease, E. L. Crow, James L. Kelly, J. W. French, S. L. Brooks, Charles Stubbing and Z. F. Moody, ex-Governor of Oregon.

Here too were officers of the Open River Association—J. A. Smith, of Blalock, president; W. J. Mariner, of the same place, secretary; J. D. Peters, of The Dalles, and Henry Hahn, J. N. Teal, of Portland, the last two of whom had gone ahead the night before. W. F. Nelson, of Nelson & White, builders of the portage, was waiting for the train, also H. A. Webster, of Oregon City, Deputy Fish Warden. All boarded the train in many more beside, until not a seat in it was vacant.

The train puffed away again, now on the last relay of the journey, for Cello Falls was but 12 miles distant. The sky was sunny, with an occasional cloud to whiten the blue canopy. The river rushed by in many a swirl and churn. Then a shrill shriek, Cello at last. And whence the noise? The portage locomotive stood on a sidetrack. Out of its whistle shot a jet of steam. The train stopped and out piled its human freight. A platform was ready for the oratorical ceremonies. The hour was near noon. After the spikes had been driven a feast of sandwiches and strawberries and iced and beer was waiting for the throng. The people promptly fell to and in a few minutes all the edibles had been devoured.

LIST OF MANY GUESTS.

Men Prominent in the Business and Political Life of State. Among the most conspicuous persons at Cello were: Governors George E. Chamberlain, of Oregon; A. E. Mead, of Washington; F. R. Gooding, of Idaho; Senators C. W. Fulton, of Oregon; W. P. Heyburn, of Idaho; L. S. Overman, of North Carolina; Charles D. Clark, of Wyoming; Representatives in Congress Singer Hermann, of Oregon; E. L. Henry, of Texas; John H. Small, of North Carolina; George M. Southwick, of New York; Charles Patterson, of New

SPECIAL PORTAGE TRAIN

MAKES TRIP OVER NEW ROAD UNDER ORDERS.

"C. H. Lewis" is the Engine Which Drives Cars Filled With Distinguished Passengers.

Frank F. McKeecher, H. H. Tate, Dr. Andrew C. Smith, Dr. H. W. Cox, Dr. R. C. Coffey, A. H. Hickey, J. H. Freeman, M. Matthee, E. A. Sessions, Jay Smith, John E. Davis, L. H. Halston, W. C. Francis, Captain O. S. Rowland, Captain J. W. Shaver, S. Chapman, Fred A. Ballin, E. H. McCracken, A. H. Boyan, P. B. Gilford, O. E. Overback, M. J. Keenan, C. H. Hodge, B. E. B. B. Cohen, George W. Hort, Walden Fawcett, Walter Mackay, R. H. Lacey, T. Pearson, Oswald West, of Salem, Oregon State Land Agent; T. C. Elliott, banker, of Walla Walla; N. O. Blalock, Miss Blalock and Miss Carmichael, of Walla Walla; W. K. Newell, of Dilley, Representative in the Oregon Legislature; C. C. Kemper, of Wasco, Representative in the Oregon Legislature; A. S. Bennett, of The Dalles; Malcolm A. Moody, of The Dalles; Arrived on Mountain Gem—E. H. Libby, W. F. Kottelbeck, Dr. and Mrs. J. B. Murray, Captain E. W. Winslow, W. S. Wilkinson, O. A. W. Kjos, F. W. Goddard, M. A. Means, E. J. Appley, W. H. Hill, G. A. Smith, C. W. Thompson, C. H. Osmars, W. H. Lowe, M. R. Johnson, George C. Tyler, A. L. Maxwell, I. N. Smith, G. Kellogg, B. Young, H. B. Rowley, J. H. Hensley, N. M. Lanby, S. P. Lanby, F. J. Randolph, Mr. and Mrs. D. J. McGilvery, J. A. Crom, Colonel James Spofford, L. McGill, Robert Jones, W. J. Ramey, A. C. Eiler, C. W. Meuni, Dr. and Mrs. W. A. Lenz, A. R. Whitall, and F. Vincent, Mrs. J. F. McKisack, Mr. and Mrs. H. W. Nelson, A. W. Conaway, J. J. Coffin, E. Henderson, George Buckingham, H. C. Montgomery, J. F. Pennington, L. E. Foster, C. A. Chapman, Mr. and Mrs. F. R. Kealey, J. B. McGrane, K. V. Van Arsdale, A. Gordon, R. H. Morris, Oliver Lorch.

Anxious to See Vice-President.

THE DALLES, Ore., June 3.—(Special.)—About 600 passengers left here this morning on the special train to Cello to view the ceremonies of opening the new Portage Road. Early this morning farmers and their families began arriving and congregating at the depot, the high wind which had blown since daybreak having apparently no effect upon their holiday spirits. All were anxious to catch a glimpse of the Vice-President and were much disappointed at his nonappearance. After the return of the train bearing the thief who attempted to rob Dr. Moore of Lewiston of his diamond sapphire, City Marshal Wood apprehended the fellow's partner picking pockets in the crowd at the steamer landing. Both were recognized here as notorious pickpockets.

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Such was the order which started the first official train over the portage road from the upper end of the line to Big Eddy, eight and one-half miles below. "C. H. Lewis" is the name of the engine, christened in honor of a well-known pioneer of Portland. Behind the locomotive was a train of flatcars, pulled by a passenger coach. The flatcars had boards running lengthwise for seats, and on them sat some 250 enthusiastic persons. The hour was nearly 1 o'clock, and the men and women and boys and girls who had clambered up on the train were bent on sharing the first trip of the portage train. As many more were fearful of flying sand and cinders, and chose to ride to Big Eddy on the O. R. & N. train. When the cars were all loaded, the "C. H. Lewis" tugged ahead. The track was not wholly ballasted, yet it was not rough. On the river side ran a telephone wire above which the one end of the portage knows what the other is doing. Soon

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after leaving Cello, the train neared Cape Horn, the approach to which is a trestle more than a mile long. The cape is a huge jutting rock, and is supposed to have received its name because "it blows when you pass by." And sure enough it did blow. Hats had to be held on with the hands, nor could the passengers face the wind with comfort, for the whistle it made behind their ears, and the cinders and soot it blew into their eyes were a severe ordeal. The passengers seemed happy, none the less, but were glad the ride was no longer. In the cab of the engine rode J. N. Teal and H. L. Pitcock. At Big Eddy, the passengers waited for the O. R. & N. train running to The Dalles to pick them up. While they waited, Robert McClelland, superintendent of the portage, showed the method of lowering freight to the river and of raising it to the portage, by means of an inclined tramway and light cars operated by a cable and a donkey-engine. At the foot of the tramway is a transverse barge to be used as a boat landing. The barge is named "Moosbarlain," after State Treasurer Moore, Secretary of State Dunbar and Governor Chamberlain. The barge at the upper end of the portage is called "J. N. Teal."

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The Mountain Gem, which rested Friday night at Arlington, continued her voyage Saturday morning, and, despite the fact that the good people of Arlington were kept from retiring until an unseasonably late hour the night before, they nearly all came down to the bank of the river to give the boat and her passengers a parting cheer. About 30 Arlingtonians joined their up-river neighbors at this point, and when the Gem swung into the stream she had nearly 175 passengers aboard. About 100 of the passengers who were unable to secure sleeping accommodations

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on the Mountain Gem were taken care of by the Arlington people, and when they came aboard the boat yesterday morning nearly every one of them carried a fine bouquet of roses. As Captains Gray and Stump had skillfully guided the Gem through the worst places in Snake River and the Upper Columbia, they quite naturally experienced no difficulty on the river below Arlington. The same stiff head wind which had retarded the steamer's speed all of the previous day was still in evidence, when the steamer Gem swung into the stream yesterday morning, but, in spite of this handicap, she bowed along at a good gait. The enthusiasm which had been so pronounced all the way down from the mouth of Snake River was still abundant, and from both sides of the river the craft was greeted with cheers, flags and powder salutes. The last delegation to be picked up was a couple from Cloverdale, Wash., a few miles above Cello, this being the only landing made between Arlington and the terminus. The crowd on board the boat broke forth in the wildest enthusiasm as soon as the upper wharf and boat at Cello was sighted, and never let up until the steamer was made fast to the railroad incline. The run down the river from Arlington was made in three hours,

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No more successful or pleasing steambot excursion was ever engineered to a successful termination, and the Lewiston and Clarkston citizens who were so largely responsible for the success were complimented on every hand for their enterprise. Each of the passengers on this historic trip was permitted to retain his ticket as a souvenir of the excursion. These tickets were printed on sheepskin, and contained the names of the following stations along the river between Lewiston and Cello: Alpowal, Wawawai, Almot, Illa, Penewawa, Riparia, Palouse Ferry, Washuena, Page, Pasco, Two River, Wallula, Umatilla, Irigton, Alder Creek, Willow, Arlington, Blalock, Quinn, Columbus, Biggs, Cello. Opposite each of these names was a star indicating where the ticket was to be punched, the heading containing the usual announcement that the ticket was good for one first-class passage from points between punch marks. It also bore the following inscription: "First excursion on Snake River from Lewiston-Clarkston to Cello, Oregon, in commemoration of the opening of the Portage Railroad and the Lewis and Clark Exposition at Portland, Oregon, over the river route down which Lewis and Clark made the first canoe trip one century ago."

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