

LYLE IS NOW ON VERGE OF BOOM

ROAD CHANGES BRING NEW LIFE

People There Glad to Believe Northern Pacific has Purchased the C. R. & N.

By a Staff Correspondent.

Lyle, Wash., June 27.—Saturday will be a letter day in Lyle. The C. R. & N. railroad then passes into new hands. Whose? That is the question that the wisecracks are trying to fathom. The syndicate that purchased the road is composed of easterners, living in Delaware, but all think that the fine grain land of the Northern Pacific is back of the move. One of the most mysterious gentlemen who has "hit the trail" for many days dropped in on the denizens and commenced to quietly get options along the Columbia toward Portland on an old proposed street.

It is pretty generally conceded that it is the work of the Northern Pacific. The new company that is to own the old road up to Goldendale will be the Northern Pacific. It is pretty sure. The citizens of the town are glad, indeed, of the change. The old company and the shippers and the citizens in general did not get along well. The management seemed to care little about accommodations, but now that a company like the Northern Pacific is taking hold, it is true, it is pretty sure that the road will be extended into the Yakima valley. Owing to this, gossip has it that the O. R. & N. is the purchaser. There is nothing in evidence to show that company purchase of the road, as the sale is a blind. No man or party has been able to insure enough to pay a million dollars for a road that would not pay interest on a bond issue of less than half that amount.

The new road that is a positive foregone conclusion along the river will own this branch line, and it will be a fine feeder for the new road. Of course it will knock out a great deal of business for the steam boats, but on the other hand, it will give an opening by rail to the great wheat fields of Klickitat and Yakima if the extension is made.

Lyle has been injured of late. The arrangement of the boats has taken a great deal of trade from the city. There has been a lack of travel and the merchants have been obliged to sell their goods at a loss. There is no flour here in the world that which surrounds Lyle—abundant in fruit and plentiful in small grain. Now that the mountain is being so thoroughly developed it will not be long, even though there is no road at all, until the merchants and all living in and around the city will experience a mild, steady boom.

In the construction of the new road Lyle will happily be situated to be one of the big points during the construction. The boats will land a great deal of the supplies and it is pretty generally understood that the construction work will start both ways from here, connecting east and west.

T. R. Coon, ex-mayor of Hood River, who owns 200 acres three miles from Lyle, is one who has been approached, and asked to sell and for a right of way. Mr. Coon is a man of affairs who has had rather heavy business dealings, and he said to me:

"I have watched pretty closely since I was a kid the workings of men with capital. I have seen companies go through mountains and over territory that looked at the very suggestion before operation commenced. When capital gets ready to move you may look out for something, and I am thoroughly convinced with the conditions and with what I am positive of, that there is to be a general movement in this section and that Washington along the Columbia leading to Portland is to be tapped. Who it is, that is a quandary. I can not see, and the organization in railway circles."

Mr. Coon is recognized as a fruit expert in the Hood River valley as well as on the Washington side. He will soon have one of the finest and largest commercial orchards in the state. With the new work and the old orchard of forty acres he will have eighty acres of Newtown Pippins.

I. B. Hewett, who lives four miles from Lyle, and who has resided in that community for over twenty years, is constructing a new residence. When it is completed it will be one of the modern farm houses along the Lyle road. It will be two floors, the house large and roomy and of modern architecture.

J. O. Lyle, the "grand old man" of Lyle, who has the honor of having the city named after him, had a narrow escape from serious accident Friday afternoon. He was digging a cistern when a sudden thunder storm came up. A bolt struck a huge fir near by and sent flour and limbs through the air, the shock being felt by him in the cistern. The mountains seemed to be on fire and the thunder followed the terrific electrical storm was deafening. Mr. Lyle has lived on the mountain since the unpleasantness in '64, and is not easily frightened, but lightning was a new foe to him, and he pretty generally used up the nestor of Lyle.

E. L. Boatman, of the Davenport Lumber company of Hood River, has one of the finest ranches on the mountain. He took possession this spring and has made many improvements. He is contemplating building a new residence soon.

A. B. Coryell, who lives about twelve miles up the mountain from Lyle, is carrying on an interesting experiment. Harry McGowan of Portland, who is in the nursery business and who has a homestead near by, made arrangement with Mr. Coryell to send him seed of all kinds, thus making a test of the soil. So far everything that was sent has done fine but the tobacco. The patch looks like the experimental portion at the great agricultural colleges of the country. Mr. Coryell says that he can raise "anything that grows."

One of the hustlers of Lyle and one who has confidence in the future growth is G. H. Fendleton, the real estate man. He has some of the finest land that the sun ever shone on. To show to prospective purchasers, with the new road a market, there is no question but what he will be one of the fortunate ones when the situation changes and "Lyle is herself again."

J. R. Hensel, the liveryman, and by the way, one who is thoroughly con-

versant with the situation in and around Lyle, sees the clouds breaking and is preparing for the boom that will surely come when the new road gets busy.

C. W. Elkins, the congenial landlord of the Lyle Hotel, the home of all the commercial men, and the travelers who like to be well taken care of and thoroughly entertained, is a "stand pat" for the city of Lyle. He is one of the workers and he is one of the hustlers and he clearly sees a future for the town. With the agitation over the new road he takes it philosophically, saying that for many years he has been confident that the new road was coming, and that now the nags had concluded to go ahead.

Mr. MacInnes, the merchant prince, is rubbing his hands and smiling broadly. He is one that will be benefited when "all roads lead to Lyle." The present management of the C. R. & N. has been unpleasant to the citizens of Lyle and very little encouragement granted it, and the new change taking place the first is hailed with delight. Mr. MacInnes has one of the fine stores of Washington and stands ready with capital and confidence to expand when time comes. In fact, he will be there first.

Mrs. E. F. Hall, who has the store at Upper Lyle, is not in the least disturbed, for she appreciates that the only thing that will tend to injure her business is the cutting down of the hill. She is enjoying a good business, and with the increase that will come from the new road she is content to stay where she is.

"I homesteaded in this country," said she "and always said every time I went over the hill and up the hill that if I ever got around to it I would put in a store this side." And she did. Her trade has gradually increased during the past few years.

J. Unger, the new and efficient postmaster of Lyle, is looking for the rush in mail matters when work commences on the new road. He has been in the office but four months, and it can be said to his credit that it was a wise appointment on the part of the President. He looks after his duties carefully and is one of the enthusiasts over the city.

E. B. Hewett, who for twenty-four years has lived four miles from Lyle, is one that says "come on with your road." The right of way will skirt his land along the river, and he has consented to sell to the officials who are out securing options.

Columbia Grange No. 87, Friday evening, initiated five new members, and at the close of the work all enjoyed a social session when the younger folk took possession and held a dance. The grange movement is very strong in around Lyle. Living as we do now when there is so much organization, the grange can truthfully be called the farmers' combine. These weekly gatherings are happy events, the exchange of ideas is very valuable to all.

Columbia grange feels just a trifle bigger than any other in the state. At the recent state convention, Miss Edna Campbell, who had long been the secretary of No. 87, was chosen state secretary. Miss Campbell is the youngest officer ever elected in the state organization and the distinction is recognized by her host of friends. She takes the matter in a manner clearly showing her to be the perfect woman that she is. One of the delegates to the convention said: "When the organization had the pleasure of seeing Miss Campbell, it was a foregone conclusion that her selection would be nearly unanimous, and it was. It is big odds for a man to try and best a pretty girl."

Shortly after the Heppner flood two years ago a tiny infant about three weeks old was found. All efforts during the past two years to locate any history relative to the parentage of the child has failed. Mr. and Mrs. I. B. Hewett, living near Lyle, took the child, and today it is one of the quietest in the neighborhood. In a quiet way the work of tracing the child is going on, but the supposition is that the parents perished in the flood that swept the canon. Mrs. Hewett, while anxious to locate something about the child's parents, would like to lose it, for the little one has won a warm place in the hearts of all in the Hewett household.

About Lyle and her People.

I. B. Barlow has been in Portland doing the fair. He tells wonderful things about the great exposition.

Miss Neva Pendleton, who has been making her home in Hood River, has been the guest of her parents for several days.

Miss Georgia Fitch, who has been attending college in California, is home for the vacation and says while California is a beautiful country, still Washington has more attractions for her than the land of "sunshine and flowers."

Miss Nellie Clark of Portland is the guest of her brother, J. H. Clark. She will remain during the summer.

William Ramsey who lives up on the mountain, who has been ill with a felon on his right hand is greatly improved. Mr. Ramsey has been making great improvements on his ranch. He has recently completed a wire fence around his 100 acres.

J. Kelsey, who lives upon the mountain about five miles from Lyle, is one of the enthusiasts over the road for the growing of apple trees. He was for many years a florist in the east and has made a careful study of plant growth.

WHAT EDITOR BYARS SAW ON TRIP HERE

Editor Byars, of the Goldendale Sentinel, who follows of his recent trip to Hood River:

Attorney S. B. Brooks and the editor went to Hood River Saturday morning to attend the Good Roads convention held there on that day. The meeting was well attended, there being several excellent addresses by officers of the National organization who are at the Portland Exposition this week. The evening's program was especially interesting, stereoscopic views being presented of roads taken from all parts of the world, both ancient and modern. The program at Hood River is to be repeated at The Dalles Tuesday of next week and is well worth seeing.

From these experts we learn that Klickitat county needs, more than anything else for road construction, a steam roller with a scraper attachment, two for that matter,—one for east of Rock Creek. Furthermore, the rock crusher should be kept in operation. Culverts should be made of stone, arched masonry, or tiling properly

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protected, and the grading should have an even slope from center to the side ditches with a fall of one inch to the foot. Side hill grades should have a ditch one foot deep on the side next to the hill, and above another to catch the surface water; the grade should slope from the outside to the ditch. Steep grades should not be tolerated, and strong bridges and culverts should be constructed. A chain is no stronger than its weakest link; no greater load can be hauled over a road than the weakest bridge or heaviest grade will permit. The Grange is a good thing; the horticultural association excellent, but the best thing on earth for any county, especially one devoted to agriculture, is a live, progressive and aggressive Good Roads Association. Let this be our slogan, "agitation, education, organization and legislation."

About thirty passengers took the C. R. & N. Saturday morning from Goldendale. If this occurred every day, the railroad company would have no objections. A brother-in-law of Mr. Ryan, who resides at Vancouver, was on the train. He expects to buy a farm and make his home here. Another gentleman had been looking for a home and is contemplating buying the Smith farm near Blockhouse. Rev. F. W. Carstens, now of Medford, Or., who had come here for the purpose of delivering the address to the graduating class of the Academy, was also a passenger. He is looking like and hearty, being about 20 pounds stouter than when he resided here. Rev. Carstens intends making a visit to Crater Lake this summer, but the editor had to decline an invitation to be a member of the party, especially as he is now acting as editor, manager, publisher, foreman and devil, and there are several other matters that need his attention.

On the Regulator from The Dalles were the Wasco county officials, among whom were Treasurer, Donnell and Clerk Bolton, formerly Goldendale residents.

The sports of the day opened with a foot race across the wagon bridge and approach over Hood River between Wasco and Klickitat counties. The former represented by Treasurer M. Z. Donnell and the latter by Zelah Brooks. Brooks led until the finish, when Donnell overtook him, but until the end the race was even. The Wasco man was winded and had to be carried into the county seat of Cascade county on a stretcher.

Several former residents of Goldendale and Klickitat county were met with during the day. Dr. Carey Jenkins is the leading dentist and has a beautiful home.

There was considerable talk on the streets regarding municipal ownership of the water supply, Hood River voting on the question Monday. The present system is owned by a private company. Hood River can get along without its own water system for a time. The first thing needed is a sewer system and that town needs it badly.

A very exciting game of ball was witnessed in the afternoon between the Northwestern University and Hood River teams, the home nine winning out in the last half of the ninth inning by one tally. Osborne, the Hood River pitcher, was put out of the game in the second inning for striking the umpire.

The editor very much enjoyed a visit to the Glacier office. Editor Moe is publishing the best county weekly in Oregon, and perhaps in the U. S. He does a great deal of his space in Wasco Klickitat and is now preparing a special edition for that section. The Glacier is the only paper published in Hood River and every business man in the town has an ad in the paper. Hood River develops a new page the Glacier must be advertising in all the Klickitat newspapers receive from the Lyle merchants. No wonder the Glaciers "hammer" and the Hood River country grows.

Strawberries at Kennebec.

Lewiston Irrigine.

Frank L. Wacon, who has five acres at Clarkston in strawberries, sold over 700 crates at prices ranging from \$1.50 to \$3.50 per crate, the larger number being sold around \$2, which after paying for the crates and picking leaves a profit of \$1.40. Mr. Wacon figures his average net returns at \$1.00 per crate and 700 crates at that figure would give a total of \$1120, which is equal to a net return of \$224 per acre—certainly a handsome profit.

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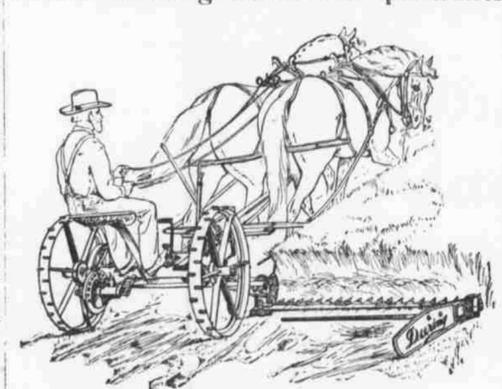
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