

The Madras Pioneer

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THURSDAY June 8, 1905

The rains prevailing in Central Oregon the past week will insure good crops in the Haystack and Agency Plains neighborhoods.

The first fatality at Lewis and Clark Fair has occurred. A young man drowns in Guild lake. The life-saving crew failed to demonstrate its ability for practical work.

Over 12,000 persons of the name of Lewis, claiming relationship with Meriwether Lewis of the Lewis and Clark fame, have received invitations to the Lewis and Clark fair now being held at Portland.

Rattlesnakes are reported quite numerous along the Deschutes by parties who have been fishing. No person has yet been bitten, as the warning rattle generally gives one time to get out of the way.

Max Luëddemann, who recently purchased The Madras Pioneer, has sold the Antelope Herald to H. G. Kibbee. Mr. Luëddemann will come to Madras to make his home about June 15, and will devote his time to the upbuilding of this vicinity. Mr. and Mrs. Luëddemann are well thought of at Antelope, and it is with pleasure we learn they are to become citizens of Madras. Max is a thorough, wide-awake young business man, and Mrs. Luëddemann is known as a very charming young woman. [Mr. and Mrs. Luëddemann do know they being complimented in their paper, and we may be called down for it, but it's so.]—Ed.

PORTAGE ROAD DEDICATED

Ceremonies Take Place Amid Picturesque Surroundings.

A large and enthusiastic crowd was at Celilo last Saturday and witnessed the dedicatory exercises of the Portage Railroad, and the dream of a quarter of a century was beginning to be realized when three blows of the sledge by Governor Chamberlain, of Oregon; five by Governor Mead, of Washington; three by Governor Gooding, of Idaho; three by J. N. Teal, attorney for the Open River Association; nine by W. D. Wheelwright, president of the Portland Chamber of Commerce; three by Senator Clark, of Wyoming, and four by W. J. Mariner, secretary of the Open River Association, and the two last spikes of the Portage Road were driven, the line was formally opened for traffic, the locomotive tooted its whistle and soon was moving off from Big Eddy to the lower terminus, with 250 passengers trailing behind and the opening of the river for navigation from Lewiston to the sea had come to pass.

Speechmaking preceded the driving of the spikes, nor could the strong wind that sub about the ears of the 1000 auditors, make them less eager. For did they not regard it as natural a phenomenon for the wind to drive the sand in the narrow channel of the Columbia as far the river cattracts to double their foamy churn in freshest time or the syriaga to blossom white upon the hillsides or the salmon-eating squaws of the Paluse nation to grunt displeasure when stared at amid their buzzing fishkies?

The throng hailed from Lewiston, Spokane, Walla Walla, The Dalles, Portland and other towns in the Columbia Basin. A very enthusiastic gathering it was, too, resolved not to stop with the Portage Road but to work onward for construction of the Government canal to take its place.

A steam-boat of open river workers, mostly from Lewiston, arrived from Celilo in the morning about 10 o'clock, a trainload from The Dalles an hour later, and another trainload from Port-

land shortly before noon. The gathering therefore represented the most vigorous energies that are laboring for an open river to the sea.

The day was as perfect as could be, with the sun shining clearly, yet not too warmly, and with the rainclouds penned up in Western Oregon, behind Mount Hood and the Cascade Range. The addresses were made from a platform embowered with willow branches and adorned with flags, and at the foot of the platform rested the hammers ready for driving and the spikes ready to be driven.

County Seat News.

Jake Stroud, of Lamonta, spent Tuesday in this city.

Joe Weigand, of Lamonta, spent last Thursday in our midst.

Perry Read, of Culver, was a visitor in our midst this week.

John Lewis, of Grizzly, was a visitor in our city last Tuesday.

C. E. Lamson, of Culver, spent several days in the city this week.

Oscar Morris and A. D. Russell of Culver, spent Monday in our city.

Pat Hastings, of Hay Creek, was a business visitor in town last Friday.

F. W. Saun was in town several days this week from his farm near Lamonta.

John Brown was a business visitor in our city from his farm near Lamonta last Friday.

Frank Stroud, of Bend formerly of Lamonta has purchased the Prineville-Bend stage line.

O. C. Hale, of Haystack, spent Friday and Saturday in this city attending business affairs.

Commissioner Powell and family of this city will leave this week for a few weeks at the Portland Fair.

Articles of incorporation for The First Baptist church of Madras was filed in the office of the county clerk last Thursday.

E. T. Slayton and family of this city left last Tuesday for the Portland Fair. They expect to be absent several weeks.

W. H. Peck was in town last Wednesday from his farm near Culver. He reports the recent rain has been fine for both fall and spring crops.

Jerry Cramer, of Madras, of the firm of Cramer & Stevens spent several days in our city this week. He says business there is rushing.

E. G. Bolter, of Cross Keys, spent several days in our city this week, leaving for his home Friday. While here he was the guest of his daughter, Mrs. M. R. Elliott.

J. H. Windom and family, of Culver, passed through this city Monday enroute for Portland. They expect attending the Fair several weeks before returning.

Last Monday evening, Peter Hooper, who was serving a sentence in the county jail on a charge of selling whiskey to Indians, made his escape. Although search was made, no trace of him can be found.

This week, County Clerk Smith paid over the county treasurer \$320.80 as fees collected in his office during the month of May. This is the largest turnover ever made in the history of the county from this source. From this alone assures one of the county's rapid growth and that the work of the clerk's office is advancing as rapidly as the county.

DOT.

MORE RAILROAD TALK.

The spring epidemic of railroad talk has again struck Central Oregon. The Columbia Southern, Great Southern, Corvallis & Eastern, California, Oregon & Nevada, and the road near Klamath Falls are each talked of as possible factors in solving the Central Oregon transportation problem. But while neither of these roads are at present making any move toward this country, except the Great Southern railroad, each locally presents a different reason

why a railroad building into Central Oregon will find it a profitable investment. Talk as much as you can, better than to say nothing. But let it be a strong, convincing talk, and eventually a railroad will crown the efforts of those working for the development of Central Oregon. Crook county at this time has more grain sown than ever before, and there is almost no doubt but there will be record crops, and such being the case the production will be largely more than can be used for home consumption.

Let the railroad promoters known this and they will find means to give us transportation for our surplus. Railroad want freight to haul and they generally wait till a country proves its capacity for production.

This country had an over-production last year, but the Bend irrigation proposition took most of the surplus. This year will see a yield of grain far greater than any interior consumption can use and team-hauling grain to Shaniko for a market will be a condition that this section will experience for the first time in marketing agricultural produce.

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