

LAND DEAL CLOSED

Willamette Valley Land Grant Sold to Christian Federation

Deal is practically closed whereby the Co-operative Christian Federation is to secure the old grants to the Willamette Valley and Cascade wagon road consisting of 800,000 acres of land, extending in a strip 12 miles wide from Albany, in the center of the Willamette valley, across the Cascade mountains, and thence by way of Prineville and Burns to Ontario, on the eastern border of the state. C. E. S. Wood, attorney for the federation, leaves for the East tonight to complete the details of the transfer. The enterprise of developing this land, which is the chief project of the federation is one of great magnitude. The land consists of the odd sections for a distance of six miles on each side of the road, and includes 130,000 acres of the best timber land in the state. This land is all located in the eastern part of Linn county, and is considered among the most valuable property in that part of the state. Almost all of the grant in Linn county is timber land, and the remainder of the grant, which lies in Crook, Harney and Malheur counties is good stock land, and to be made into farming land will involve extensive irrigation projects, which the officers of the federation are planning to undertake when the deal is consummated. Thirty thousand acres of the land is in the government irrigation project now under way in Malheur county.

The federation proposes to purchase all the even sections, which is deeded land, intermixed with the odd sections, which they will secure. The greater part of the even sections is government land, and, of course, cannot be secured.

The present owner of the W. V. & C. M. grants is Charles Altschul, of New York, and the title is perfect, a dispute over the ownership having been carried into the supreme court of the United States twice. C. E. S. Wood is attorney for Altschul's Oregon interests, and being also the legal adviser for the federation, there is no doubt but that the details of the transfer will be carried out as planned.

Agonizing Burns.

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Close Call By a Rattlesnake.

The English language is almost as deadly as this snake. Examine this and see:

While Harvey O. Barnes, who resides on the Coffield place, Monday afternoon was sitting on some bed springs which he had carelessly neglected to cover with his little daughter Velma sitting between his knees, whom he was feeding he suddenly became aware of a rattlesnake in the springs just beneath his thighs and about three inches from the infant's feet. Knowing their traits quite well, his movements were cautious to avoid angering the reptile. He first moved the babe from its reach and then "went straight up." He beheaded the reptile with a pair of pruning hoops; it had eight rattles and a button.—Golden-dale Sentinel.

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Ayer's Hair Vigor

What It Is, Was and Will Be in the Development of a Large Region of Fruitful Country.

As soon as the wheat crop in the Northwest is harvested the little town of Celilo will be a busy point. Steamboats from the Upper Columbia and from Snake river will be unloading wheat daily, and this will require quite a number of men to handle. It may be that the railroad, in order to control the rate, will come down to the cut rate; but there are points on the Columbia in Washington and the Snake in Idaho that are not reached by any railroad company, and these must depend upon water transportation. The portage road is simply a prelude to an open river to tidewater for a country comprising 300,000 square miles. When the government canal and locks are completed, without breaking cargoes, steamers will transport the wealth of this region to the ocean. Then the true and permanent development of the Northwest will begin, and the possibilities of the Empire will be thoroughly tested. But Celilo will remain as the eastern terminus of the canal, as it is of the state portage road, and around it will cluster memories of the past and dreams of the future.

The old town was about a mile above the present hamlet, and here in the early history of Eastern Oregon clustered a thrifty, active population, possessing all the evidence of a busy mart of trade. The wharf boat was 900 feet long, and in it was stored goods for the interior country as far east as Blackfoot in Montana. Boats navigated the Columbia as far as Priest rapids, and then far above there were steamers after the portage around these rapids was made, and Snake river was made a highway of commerce to Lewiston, Idaho. This caused considerable business to center at Celilo. Here were built the Annie Faxon, Spokane, Nez Perce, Chief, Harvest Queen and other boats that made regular trips with passengers and freight to interior points. The construction of the railroad in 1881 and 1882 changed the means of transportation, and Celilo became merely a tradition. It was moved down the Columbia, at the very beginning of the rapids, and was known for many years only for its fish wheels and cold storage plant. History is repeating itself, and Celilo is again coming to the front as the point from which the freight problem will be solved, and the point from which will start water transportation lines to points in Washington and Idaho.—The Dallas Chronicle.

OLD AND NEW CELILO.

THE FEDERAL JUDGESHIP.

Attorney Heney Will Take No Part in the Selection.

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That Mr. Heney's opinion on the judgeship question would go a long way with the powers at Washington there is no room for doubt. It is practically certain that it would have the effect of putting a quietus on the chances of any candidate, no matter what his endorsement locally. President Roosevelt and the department have great confidence in Mr. Heney's judgment, and it is certain that if he were asked with reference to any candidate his adverse report would place his candidacy on the files for indefinite postponement. Thus far, however, the federal district attorney for Oregon has taken no part in the contest.

Advices from Washington are that Attorney-General Moody has announced upon his return from Oyster Bay, that one of the first things he will take up is the appointment of a federal judge for Oregon. Mr. Moody is further quoted as saying that he has conferred with Senator Fulton in regard to the matter, and has his views. This is to the contrary of what Senator Fulton gave out in Portland Tuesday and reaffirmed yesterday that he had taken no action of any kind in the contest.

Senator Fulton conferred with W. W. Cotton Tuesday, but the result of their conversation, or whether it amounted to anything more than a mere discussion of Mr. Cotton's withdrawal, was not given out. Senator Fulton returned to Astoria early this morning. That his visit to Portland was in connection with the vacancy on the federal bench there can be little doubt.

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When she refused to put up a bond of \$5 in the police court to make sure of her appearance later on the charge of failing to pay her city license for conducting a small store on First near Columbia street, Mrs. Lizzie Dantoff was ordered imprisoned by Judge Cameron.

"Put me in prison if you want to," she cried, "you may keep me there until I rot if you desire, but I'll never put up any bond."

This was at 11 o'clock. Mrs. Dantoff was led away to a cell by Bailiff Goltz. Ten minutes later she sent the judge word that she would like to see him. Lamblike in her demeanor, she was again taken into court, deposited \$5 and was permitted to go.—Telegram.

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Tri'l 2:06 Rec. 2:10

SIRE OF JO SEAL 2:11 1/4.

Sired by Red Heart 2:19 1/4, the sire of Chain Shot 2:06 1/4. Red Seal 2:10, etc.

Dam ALICE M. (trial) 2:25... by Mark Field (son of Geo. Wilkes), Dam of Red Seal 2:10 Al- sire of Daisy Fields 2:08 1/4, Mambrino field, 2:11 1/4, etc.

Second dam DAY BELL... by Advance, sire of Malraska 2:25, etc. Dam of Veritas 2:16 1/4, Vindex 2:29 1/4.

Third dam daughter of Tippecanoe, a thoroughbred.

RED HEART is by Red Wilkes, out of Sweetheart, by Sultan; second dam Minnehaha, the dam of Beautiful Bells, etc. RED SEAL stands 15.1, compactly built, with great quality and a sure sire of great speed. He will make the season of 1905 at the

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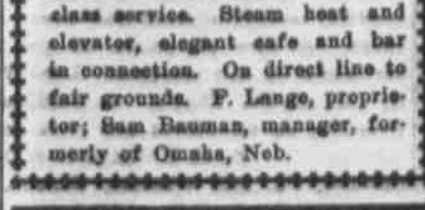
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