

La Grande Evening Observer

VOLUME VIII.

LA GRANDE, UNION COUNTY, ORE., SATURDAY, JUNE 5, 1909.

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HOODOO LINGERS WITH ENGINE

MAKES FOURTH UPSET

CREWS FELT SPILL COMING

HAS KILLED ONE MAN AND HURT SEVERAL.

Has Been Knocked to Pieces And Overhauled Often.

In the less than two years that passenger engine No. 199 has been in service she has been ditched four times, and is under the ban of the railroad men. They do not like to take her out, but under the pooling system most of them have had to occasionally. There is a fault in the construction of the engine but what it is, the mechanical force does not know or cannot remedy. The engineers say that she is the roughest riding engine on this division, and has extreme lateral motion when running. Two years ago the 10th of April No. 1999 was attached to the train which was in the wreck at Cayuse, in which four men were killed and an equal number seriously injured. Engineer Schilke was among the latter, having one leg broken, one foot crushed and being otherwise injured. His fireman, George McPartridge, was instantly killed, not having even time to leave his seat.

Time and again lesser incidents have happened and since it was completely overhauled at the Albina shops following the Cayuse wreck, she has been in Albina and local round houses repeatedly. Trainmen felt it coming and frequently, of late, the assertion has been made that it was time for 199 to spill. Engineers and firemen alike have a foreboding of evil every time she goes out.

PIONEER TICKET PUNCHER IS DEAD

W. H. KELSEY WELL KNOWN HERE DIED LAST NIGHT.

Next to Gulling, Was Oldest Conductor on O. R. & N. System.

T. E. Buehler this morning received a telegram from Pendleton to the effect that W. H. Kelsey the pioneer passenger conductor, died at 10 o'clock last evening, after a lingering illness. Mr. Kelsey will be remembered as one of the oldest conductors on the entire O. R. & N. system. In 1893 Mr. Kelsey came to La Grande and ran on the west end constantly, until his long service gave him a preferred run, and six years ago, he went to the extreme west end, running out of Portland. Next to J. C. Gulling of this city, he is the oldest conductor on the system.

The funeral will be held tomorrow.

SEVENTEEN HUNDRED VOICES.

Children's Day at Big Fair Marked by Big Attendance.

SEATTLE, June 5.—Officially designated as "Children's Day," today promises to be the biggest in point of attendance and interesting events since the fair opened. Exercises began at 10:30 a. m., in the Amphitheatre this morning with a chorus of 1700 school children.

HURRY MACADAM WORK.

Grading Now Going on And Crusher Will Start Next Monday.

Bridge Superintendent Campbell has commenced grading the road which turns from the east end of Adams avenue to the Gekeler Lane, and next Monday will start the rock crusher on the same stretch. This is the lane which will be macadamized this spring, and the superintendent says the work will be rushed. Invariably, this a bad stretch of road and the improvements will be vastly appreciated by all who use that approach to La Grande.

RARE TREASURE IN HISTORY LINE

SET OF BOOKS THAT G. A. R. AND STUDENTS LIKE.

Col. Currey's Letters Among Exhaustive History Reports.

By an act of Congress approved June 23, 1874, Congress made an appropriation enabling the then Secretary of War to begin the publication of the official records of the Civil war of both the Union and Confederate armies, and directing him to have copied all the letters, telegrams, orders and returns that had not been copied before, and to have them properly arranged in chronological order. The work was begun, and the appropriations were continued from time to time until in 1897, 10,000 volumes of the books some 127 in number, were published.

There are four series. The first embraces the formal report, both of Union and Confederate officers, of the first seizures of United States property in the Southern States, and of all the military operations in the field, and the correspondence, orders and returns relating specially thereto. The second series contains the correspondence, etc., of the officials of both sides relating to prisoners of war, and as far as the military authorities were concerned, to state and political prisoners. The third is made up of reports of Union officers and their correspondence with the confederates on all matters not included in the first two series. The last is a compilation of the letters, orders and returns of the Confederate officials not given in the third series.

A complete set of these books are in the possession of Colonel F. S. Ivanhoe, who secured them in Walla Walla county recently. They are very valuable to the student of our national history, and are absolutely authentic, inasmuch as they are the actual reports of the officers engaged in the terrific struggle. They are also most exhaustive, for in addition to the correspondence relating to the Civil war proper, they contain full accounts of all the Indian troubles during that period. Colonel Maury, George B. Currey, Ben Alvord and every officer who was stationed at The Dalles, Walla Walla, Fort Vancouver or who made a report on Indian troubles at any place from '61 to '65 is mentioned and his reports and letters are printed. In 1862 Mr. Currey, then Captain at Walla Walla, was sent to the Grande Ronde prairie to look into the depredations being committed by the Indians. He found that a leader called by the whites "The Dreamer," was responsible, and determined to arrest him. After a long night ride the detachment of 25 men surrounded the lodge of the Indian and had him awakened. He proved obstinate, and next morning when Captain Currey gave orders to one of his men to tie the "Dreamer" and his companion, they both attempted to shoot. In his account of the incident to his superior at the fort, Currey says: "His companion raised a revolver to shoot, but a bullet from my revolver, striking him in the breast, shook his nerve so that he missed." Both the Indians were killed. This trouble occurred near Summerville. To all soldiers the books will be of surpassing interest.

NO. 6 RUNS INTO DITCH

PASSENGERS AND THE CREW ESCAPE HARM MIRACULOUSLY

One of the most fortunate mishaps in the annals of the O. R. & N. railroad history, transpired just west of North Powder today when engine, mail, baggage, express cars and three coaches of No. 6 the east bound passenger train went in the ditch while the train was gliding down the hill. Once more the airbrake appliance saved scores of lives, for aside from tearing up the tracks, little damage was done. None of the cars turned over, mere, leaving the rails.

Pandemonium broke loose in the heavily loaded train at the first indication of trouble. Passengers in the coaches were lurched from one side to the other, but aside from a few bruises and occasional scratches occasioned by collisions with walls of the cars, no injuries are reported. Conductor Conners, in charge of the train managed to instill quiet in the passengers soon after the derailed coaches bumped themselves to a standstill. The screams of fear and cries of alarm during the height of the derailment, was the climax of the excitement for hasty examination soon disclosed the fact that none were hurt.

Cause Unknown.
The exact cause is unknown, but an investigation is to be held. One theory is that the tender "went wrong" and jumped the rails, pulling the other coaches off after it. Another is the spread rail theory.

With that machine-like haste which marks the training of officials and employes alike, the wreck train was sent out from La Grande at 9 o'clock this morning. The train was in charge of Division Foreman J. H. Watson, Trainmaster J. D. Matheson and Chief Dispatcher A. Buckley. With the track cleared, the train carrying the crane and quickly marshaled forces of foreigners dashed toward the scene with furious speed.

Wreck on a Curve.
The wreck occurred at a point about three or three and one half miles this side of North Powder between the two bridges that cross the Powder river within a quarter of a mile within each other. There is a reverse curve at that point, and the engine left the track just as she left the short tangent between the two curves and careened against the high bank.

A west bound engine leaving the track at that point would have gone into the river.

That the loss of life was not frightful, must be credited to good fortune more than anything else.

The crew in charge of No. 6, was composed of Conductor Conners, En-

gineer Lou Given and Fireman John Cunniff.

NO. 7 BACKS UP.

Fast Pullman Train Returns to Baker City to Spend The Day.

NORTH POWDER, June 5.—(Special)—At 12:30 today, the overland Pullman limited No. 7, returned to Baker City where the passengers were given an opportunity to lunch and spend the day as they choose. The train arrived in North Powder on time, but was held between here and the wreck, until it became evident that the task before the debris-clearers was a long one and that traffic would not be resumed for many hours.

It is probable that a side track will be built but this is yet undecided.

Much Track Ruined.
Over two hundred feet of track was completely demoralized by the wreck. This will have to be rebuilt before the usual traffic is restored.

Some Were Transferred.
Those of the passengers who could be persuaded upon to return to Baker City went back on that train, but

others were transferred to the rear of No. 6, which was backed into La Grande, arriving there at 3 o'clock this afternoon. Seven or eight hours will be required after 3 o'clock this afternoon to clear the wreckage, as some of the cars were badly torn and splintered.

The diner was one of the equipments of No. 6 which stayed on the track and it with four pullmans constituted the train sent west this afternoon.

Alden Case Heard Today.
Testimony in the case of Alden vs. Aldin is being heard today. W. B. Sargent is attorney for the defendant, Mrs. Alden, and Turner Oliver for the plaintiff.

"Grandma" Returns.
Grandma Wilson, who has been making her home with Mrs. Grace Barrie for several weeks, returned to her home in Elgin today.

Druggist Comes Home.
After spending a week at Joseph, D. W. Elrod the druggist has returned to this city this afternoon.

GRUESOME CRIMES ENACTED IN THE VICINITY OF OREGON CITY

OREGON CITY, Ore., June 5.—According to a brief message received here, Bert Garrett, aged 35, blew up his home near Marquam, 14 miles south of here, this morning, killing himself and his eldest daughter, Beulah, fatally injuring another daughter, Gladys, and seriously wounding his wife, aged 35. Additional facts are not expected here unless the Coroner reaches the scene.

Garrett was under treatment for nervous trouble. Messages say the home was almost completely wrecked, and that the legs of his wife were blown off. It is supposed Garrett was insane.

Family at Breakfast.
Later reports say that Mrs. Garrett died within an hour, the body was terribly mangled. Fragments of Beulah's body was found scattered in the back yard. She was five years old.

Lavilla, aged 10 was blown into an

adjoining woodshed and death is momentarily expected. Gladys, aged 15, was lying in bed in the front part of the house and refused to go to breakfast at the suggestion of her father, because she was not feeling well. She escaped injury.

The powder exploded while the family was eating breakfast. Because of her serious condition, Lavilla can't give the details. Gladys is too shocked to talk.

Evidently Deliberately Planned.
The blast was placed under the kitchen. It is supposed now that Garrett was under the kitchen floor as his body was found under the wreckage.

Garrett was a prominent real estate man of Marquam. He has brothers and other relatives there. It is supposed he deliberately planned the carnival of crime.

FLOODS AT PORTLAND

WILL MAKE TILING SOON

PORTLAND, June 5.—A weather report issued today by Edward Beals, district forecaster, says the river at Portland will reach a stage of 18.5 feet, on Sunday, 20 Monday, 20.5 Tuesday and 21 Wednesday. The height, in feet, at The Dalles is 32. Flood stage there is 40 feet, a change in the last 24 hours consisted of 2.8 feet.

Caravan Has Moved.

KIJABE, June 5.—Roosevelt's caravan started at 1 o'clock this afternoon to the Lumbwa district, where it will remain seven weeks.

ABERDEEN LOCKOUT GROWS WORSE

ABERDEEN, Wn., June 5.—There is no change in the lockout strike situation here among the mill employes. Business interests are nearly paralyzed because mill owners still refuse to fill orders for lumber. There is a boom in Hoquiam resulting from Aberdeen trouble. Hoquiam mills had been idle; are running night and day. Yardmen at Aberdeen who ask for increase in wages of 25 cents a day, seem disposed to compromise.

SOLONS AMONG ACCUSED

GOLDFIELD, Nev., June 5.—Reports were circulated today are to the effect that indictments returned by the Esmerald grand jury includes all officers and directors of the Pittsburg Silver Peak and Florence-Goldfield mining companies, and managers of the defunct Rawhide bank. Among the officers and directors are United States Senator George Oliver of Pennsylvania; William Flynn, T. J. Crump, John S. Weller, J. G. Splain and other prominent men.

Just To Remind You

WHEN MONEY is scarce general stagnation sets in with its resultant disasters to every line of business, to every profession, and every wage-earner. It is therefore to your interest to help make money plentiful in Oregon by simply keeping it here. The sworn statements of life insurance companies on file with State Insurance Commissioner S. A. Koser, Salem, Oregon, show that was sent of OREGON for life insurance premiums in the past five years:

\$10,923,354.00
3,152,915.00
86,870,419.00

is the total returned here to pay death losses and dividends in the same five years.

is the net amount drained out of Oregon in 5 years for life insurance premiums sent to enrich Wisconsin, New York and other states by making THEIR home companies the custodians of these trusts funds from Oregon. Does anyone doubt that the commercial supremacy of New York is due to the centralization of the insurance assets in that market, more than to any other one factor? More money is handled by the insurance companies than all the transportation companies in the country, and it is the centralization of these immense accumulations in one locality that makes that locality the seat of the financial empire.

It is the personal interest of every citizen of Oregon to use his influence that Life Insurance be bought of **Oregon Life** and the money kept in Oregon for Oregon's development.

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