

GOES VIA ROSEBURG

Route for Great Central East From Coos Bay.

CONSTRUCTION IS UNDER WAY

Contemplates Acquisition of Present Spreckels Railroad—Booth-Kelly's Big Land Deal Closed—Progress Along the Line.

Major L. D. Kinsey, chief engineer of the Great Central Railroad, returned last night from a trip to Coos Bay. He had spent two weeks on Coos Bay and at Roseburg. He announced that he had settled the route of the railroad between Coos Bay and the Southern Pacific—that it would practically be the route of the Coos Bay, Roseburg & Eastern, forming the junction at Roseburg. His plan is to build up to the present line of the Coos Bay, Roseburg & Eastern at both ends, then buy the Spreckels road if it can be had on reasonable terms; if not, to parallel that road. This does away with all possibility that the road will get out by way of Astoria or Eugene. It is definitely settled that it will be through Roseburg.

Major Kinsey also brought the news that the Booth-Kelly Lumber Company had taken up its option for the land grant of the Oregon Central Military Wagon Road Company, a deal involving \$2,000,000. The Booth-Kelly Company did this on the assurance of Major Kinsey that the Great Central Railroad would go and that it would amply adequate transportation facilities for the timber on the grant.

Another important announcement was that Nelson Bennett, the well-known contractor, who built several hundred miles of the Northern Pacific, will undertake to construct the Great Central Railroad, and the contract for that part between Empire City and Roseburg will be formally awarded at the first meeting of the board of directors to be held in a day or two. That stretch of road is to be under way for operation within 15 months from the date of the contract. The work will be done through the instrumentality of the Empire Construction Company, in which Mr. Bennett will figure prominently.

Several subcontracts have already been let. Henry Sengstacken, of Marshfield, will get out the piling for four miles of trestle. D. W. Small, of Walla Walla, is already at work on a contract for grading the remaining three miles between Empire City and Marshfield. He has a dozen teams of his own at work, and the remainder of his force he will hire from among farmers of that locality. C. E. Cook has taken a subcontract for grading from Myrtle Point toward Roseburg, where some heavy cuts are to be made. He has to horse in Eugene that will be started for the new work today.

All who are interested in the Construction Company agree not to go too heavily into the risk of construction in an Oregon winter. The plan is to get the work well organized along the line and proceed carefully with certain portions during the winter, and to have everything ready for crowding construction in the spring.

"I told you some time ago that we would begin active construction work on the railroad by September 1, and I am glad to say that we are actually begun. That was not a bad bias, was it?"

Chief Engineer Kinsey says the wharf at Empire City is completed, and crews of workmen are busy on the townsite of Bangor, and on the Belt Line Railway. He reports a notable change in the sentiment of Coos Bay people toward the Great Central enterprise, who are now warmly supporting where they formerly were distrustful.

The chief engineer expresses great regret that all the myrtle of Coos County has been secured by San Francisco people, who will take it to their sawmills and manufacture. At Myrtle Point he found men grubbing out myrtle stumps for shipment to San Francisco, and a Mr. Hall, who represents the California people, told him \$18 a ton was being offered. Major Kinsey has offered \$30,000 as an inducement to have the wood manufactured into furniture on Coos Bay, which offer has been taken under consideration.

On his way to Major Kinsey spent two days in Roseburg. His announcement to the Roseburg people was made in the following interview that appeared in the Roseburg Review:

"Yes, sir! You may say to your readers that the Great Central Railroad is the rail and that Roseburg will positively be the point of its intersection with the Southern Pacific line," said Chief Engineer Kinsey, to a Review representative.

"In this conclusion we have been influenced by natural conditions only. There is no other route feasible for us. A contract for the first division has already been let, and the grading between Marshfield and Roseburg, via Myrtle Point, will be pushed as rapidly as men and money can accomplish the task, and while the rainy season may delay operations in this section, work will be pushed on other divisions where the conditions are more favorable. Construction work on the four-mile trestle between Empire City and Marshfield is well under way, and the grading force under Contractor Small will be increased as soon as the men and teams can be secured."

"Has the route through the Cascade range been determined upon?"

"It has, and while it is no part of our policy to show our hand at this time, I can state positively that a route through the range has been decided upon."

"We are making nothing of the people of Douglas County except their good will, and in return we promise them a rail route from tide-water at Coos Bay to Salt Lake City, as soon as it is possible to construct it."

"Do you care to state what railway interests are associated in the enterprise?"

"Further than the fact that prominent Eastern men are interested, and that not one share of stock is for sale, I cannot speak of that matter."

"Do your plans contemplate the use of the Spreckels road?"

"If the road can be purchased reasonably, yes. If not, we shall set our stakes at Myrtle Point and proceed to the construction of the line. I infer from your statement that the logging engineers are on hand ready for business?"

"They are. A logging force is now at work on the west end, and the corps now with me will commence operations from this point. This force will be augmented by an additional corps from Portland. Seventy-five head of horses have been purchased at Eugene, and the preliminary work will be commenced at once upon their arrival at Roseburg."

WILLAMETTE VALLEY FIRST.

Forwards Descriptive Matter to the East—Reception of Homeseekers. Willamette Valley towns are the first to get descriptive matter forward to G. M. McKinney, general immigration agent of the Harriman lines. General Freight and Passenger Agent Coman has already forwarded a supply gotten out by the Greater Salem Club, describing Marion County's inducements for new settlers. It consists of 20,000 pamphlets of 32 pages about the size of a No. 6 envelope, bound in a cover carrying a three-colored ornamental design, in which is woven the legend: "Adams and Eve lost paradise; we have found it." A revised edition with more matter in it will soon be issued.

Ashton's pamphlet is compiled and is new on the press, and other towns in Western Oregon have their pamphlets well along toward completion. From no part of the Harriman lines has the response been so prompt as in the Willamette Valley, and this is taken to mean that this part of the state will get its full share of the immigration that is to be brought to the Northwest. But the other

WANT BRIDGE RENEWED

EAST SIDE CITIZENS WILL WORK FOR NEW STRUCTURE.

Bill Will Be Introduced in Legislature Authorizing City to Issue \$200,000 Worth of Bonds.

East Side citizens are working to have the Morrison-street bridge renewed. Many good people on that side of the river propose to be "leery" of the structure. Although the venerable bridge has not betrayed symptoms of being dangerous, a reporter buttoned into several people yesterday who said they were afraid to go across it in a crowded car, unless protected by life insurance.

There is no cause for alarm about the safety of the bridge, at least none has revealed itself; but the structure was not meant to bear the heavy burdens to which it is subjected, especially at its present advanced age.

The next Legislature will be asked to authorize construction of a new bridge.

TEACHERS END SESSIONS

ANNUAL MULTNOMAH COUNTY INSTITUTE COMES TO A CLOSE.

At Reception and Banquet Educators Decide to Bring National Convention Here in 1905.

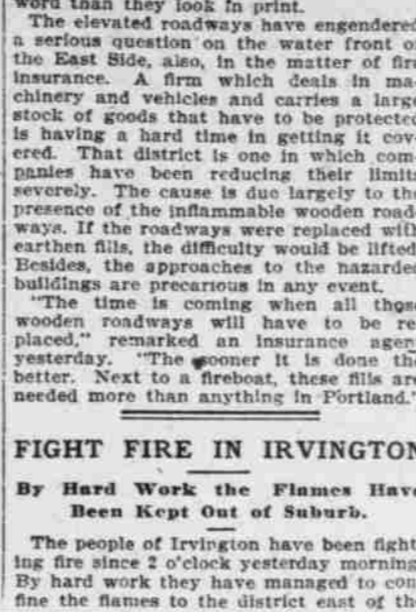
The closing day of the Multnomah County Teachers' Annual Institute was as generously filled with inspiration and interest to the assembled instructors as was the opening session. The section work was full of suggestions, and the addresses in the general meeting were unusually worthy of the careful attention they received. It has been felt through the three days that this institute has overshadowed the previous ones in all-round inspiring suggestions, and that many new lines of thought have been opened up to the teachers, and they feel, one and all, that they will resume their work filled with a new spirit, and resolved to test some of the hints of the trade which they have heard illustrated.

FIGHT FIRE IN IRVINGTON

By Hard Work the Flames Have Been Kept Out of Suburb.

The people of Irvington have been fighting fire since 2 o'clock yesterday morning. By hard work they have managed to confine the flames to the district east of the

PROMINENT EDUCATORS WHO SPOKE AT CLOSING SESSION OF TEACHERS' INSTITUTE



J.H. ACKERMAN OFFERED A FEW GENTLE REMARKS. FRANK RIGLER OFFERED A PLEA FOR THE BAD BOY. PROF. HEATON SPOKE OF ART AND CULTURE.

WANT HIGHER WAGES.

Locomotive Engineers to Make Demand on Southern Pacific.

SAN FRANCISCO, Sept. 12.—The Call says that the Brotherhood of Locomotive Engineers will, on January 1 next, make a formal demand for an increase of wages. The Brotherhood of Locomotive Engineers, it is said, is not affiliated in its fight with the Western Association of General Committees, composed of railroad conductors and brakemen. The Pacific system of the Brotherhood of Locomotive Engineers is at present in session in this city. All their conferences are executive.

In 30 days time the locomotive engineers and the conductors and brakemen of the Southern Pacific will send a delegation to this city to meet Manager Alger, as their two years' contracts with the company will expire and will require renewal.

CONSTRUCTION TOOLS ON THE GROUND.

DALLAS, Or., Sept. 12.—(Special.)—Negotiations that have been pending between citizens of Dallas and Falls City and L. Gerlinger, of Portland, for the construction of a railroad from Dallas to the large timber belt west of Falls City, have been brought to successful conclusion and work will commence on the new road next week.

The committee appointed to select a site for the road has been successful in its great success, closing up their work today. A grading of plows, scrapers and other grading implements arrived here this week, and several engines will arrive in the next few days. Two large tents will be used by the grading crew for sleeping and eating quarters. The contract requires the road to be completed by June 6, 1903.

ENGLAND TO HAVE LARGE COAL TRUST.

LONDON, Sept. 12.—The Evening News, of this city, says a syndicate, with a capital of \$50,000,000, is being organized by the coal combine, which proposes to purchase the Fife and Clyde Companies' mines.

CARD OF THANKS.

I desire to express the heartfelt gratitude of myself and the family of my deceased wife to our many friends who so generously extended their sympathy in our recent bereavement. Their many tokens of interest and kindly services were most overwhelming. R. H. BOND.

EAST SIDE CITIZENS KICK.

They Want a New Roadway on Morrison Street, but How to Get It?

East Side citizens don't like the way they are treated a little bit, and are getting hot under the collar. "Wouldn't that jar you," said one yesterday, as he poked his thumb toward the East Morrison-street roadway. "What do you think of it about it? Well, I guess we'll just have to raise a roar and a racket and go on the warpath."

The roadway on East Morrison street is getting so thin that it breaks through every day, and the supporting timbers groan and quiver as if each load would be their last. When a new hole appears, down goes a slab of wood and a crowd of street now looks like the physiognomy of a football player dressed up with court-plaster.

"It's a disgrace to the town," exploded a citizen yesterday, "when a horse is shattered every day by driving a light buggy over the patches. 'The idea that such a street should be allowed to exist in the busiest part of a big city like this—say you're not going to print this, are you?'"

His apprehensions were allayed, and

VELOCITY OF THE FLAMES IN EASTERN CLATSOP COUNTY.

The velocity of the fire in Eastern Clatsop County varies with the timber conditions, but yesterday it made a progress of about 10 miles in five hours.

The timber, brush and grass are perfectly dry, and the atmospheric conditions favor quick ignition. Large burning splinters of wood are carried high in the air and drop down again a quarter, half, or even a mile away, still burning. They cause the fire to leap, and it should be caught quickly, and soon a new area is a sea of fire. Old snags 30 feet tall catch at the base, and in an instant they are ablaze the whole length. Each dead snag trunk and fallen log burns for hours and give out an intense heat. When the trunks are burned down the fire follows the roots underground, and though the fire shows but little, the heat and smoke continue.

The way the fire travels is sometimes most peculiar. In one field near Springwater the fences were burned, wooded pastures surrounding were a roaring furnace, but in the center of the field a grain stack stood uninjured.

Sometimes the fire leaps over a farm, leaving it unscorched, while again it will creep from one farm to another with nothing but the fence row to feed upon.

DIFFICULTY IN FIGHTING FIRE.

The great difficulty in fighting the fire is that no one knows where it may break out next. A farmer dare not leave his house, and a few words of greeting and a time flying spark may fall upon his own roof and start a blaze. Many families who were going about their work with a feeling of security, because the fire was away from them, suddenly found their own fields afire, and the flames slowly but steadily creeping upon their homes.

Some able-bodied men were so terrified by the impending danger that they at once gave up in despair and fled while there was yet a chance of saving their homes. Others fought the flames while there was no possibility of success. Carl Howell, a man of 70 years, residing in the Springwater neighborhood, saved his house, barn and fruitrier by pumping water all night to pour upon the buildings. By this means he prevented the falling sparks from settling fire to the roof. Some ignored the fact that the fire was surrounding them and shut their eyes to the means of escape, but remained in their homes because the fire had not yet approached them. When at last driven out they were compelled to make a run for their lives through the gauntlet of fire.

FIRE IN SOUTH PORTLAND.

Blazing Branch-Piles Attack Bridge and Threaten Residences.

The residences of South Portland were threatened by a fire for a time yesterday when the old bridge on the Fulton Street Railway on Mabel avenue was gutted from the brush fires that had crept into the city. Engine No. 5 was called out and worked from 2 o'clock until 5 before it was considered safe to leave the scene. Slavin road bridge, which is very close to where the fire was hottest, was saved by the efforts of the firemen. When the engine returned to the barn the fire was working toward the west in the direction of the hill. Should it continue to burn in this direction there will be no further danger to the houses of South Portland, but if the wind should change the department expects to be called out at any time tonight to protect the property.

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LAST WEEK OF Elks' Carnival Programme by Days SATURDAY, SEPTEMBER 13 MARDI GRAS—8 P. M.—Grand Mask Carnival. Everybody invited to mask and participate in the closing revels. 10 P. M. Loop the Loop. MIDWAY PROGRAMME Gates open at 2:30 and 7:30 P. M. every day. Performances begin simultaneously in all the shows at 2:30 and 8:30 P. M., and will be given every half hour. The Big Show The German Village Admission to Midway 50c; Children, 25c. This price admits to all shows and all performances in the Midway. By the Author of "ST. ELMO" First Edition, 75,000. Second Edition, 25,000 Making 100,000 Copies before publication day A SPECKLED BIRD By AUGUSTA EVANS WILSON. "A great story, full of sonority and vigor. We are sure the reader will like it."—The New York Sun. Hundreds of testimonials pronounce it as standing in the highest rank of modern fiction. Beautifully bound, \$1.50. G. W. DILLINGHAM CO., Publishers, New York

Table with financial data for Oregon Short Line Railroad Company. Columns include Gross earnings, Operating expenses, Net earnings, Taxes, and various stock values.

W. D. Fenton, president of the East Side Improvement Association, will present a bill to the Multnomah delegation, to permit the city to issue sufficient bonds. The cost of the reconstruction would be about the issue of these bonds. The circular gives the following statement of the company's position on the basis of last year's earnings:

Slough road. Early yesterday morning chemical No. 3 was called out, and gave help as long as the chemicals held out. It was then returned to its station, and brought out again later in the morning. It did efficient work till about 3 in the afternoon, when the wind died down and the fire seemed under control. At present the fire is raging in the timber back of Gravel Hill and along the Slough road. It is feared that a rising wind may fan the flames into such fury that the brush this side of the road will take fire. In preparation for this contingency the district engineer armed all residents of Irvington yesterday to be ready to flee. Many of the people have started to move out, and unless the fire speedily dies down more will do the same. So far no houses have been burned.

Section work, as usual, occupied the morning session. J. L. Heaton spoke on "The Daily Programme" before the county section, while W. C. Hawley and Superintendent Frank Rigler made addresses upon "The Impachment Trial of President Johnson" and "Primary Numbers." The primary teachers concluded their number work and listened to T. L. Heaton on "Geography Through Nature Study" and Frank B. Cooper, City Superintendent of Schools, Seattle, on "Language Work." Superintendent Cooper also appeared before the intermediate section on the same subject, while Frank Rigler made some practical illustrations in arithmetic, and T. L. Heaton discoursed upon reading.

have issued a circular with respect to the new Oregon Short Line 4 per cent participating bonds, which contain a good deal of information with respect to the position of the Short Line Company after the issue of these bonds. The circular gives the following statement of the company's position on the basis of last year's earnings:

On the basis of earnings from operation for year ending June 30, 1901, the income of the Oregon Short Line Railroad Company is as follows: Gross earnings \$9,472,279 Operating expenses 4,582,529 Net earnings 4,889,750 Taxes 278,475 Net receipts from operation \$5,012,274

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