

Oregon Historical Society

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# Harney Valley Items.

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H. D. McPherson, Proprietor  
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BURNS, OREGON, SATURDAY, JUNE 7, 1902.

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**BURNS LODGE, NO. 97, A. F. & A. M.**  
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**BURNS LODGE, NO. 93, A. O. U. W.**  
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**TULE CIRCLE, NO. 165, WOMEN OF WOODEN DRAFT.** Meets 2nd and 4th Tuesday at Brown's hall. Mrs. Tillis Jordan, Mrs. Ione Whiting, Guardian, Clerk.

### Church Announcements.

Sunday School at Harney the first Sunday of each month at 10 o'clock, A. M. On the second, third and fourth Sundays of each month at 3 o'clock P. M. Preaching services every second Sunday at 8 P. M.

At the Presbyterian church Burns, Rev. A. J. Irwin pastor. Devine services the third and fourth Sundays of each month at 11 a. m. and 7:30 p. m. Sabbath school at 10 a. m. every Sabbath morning.

Preaching services at the Baptist church every 1st and 2nd Sundays, morning and evening. Sunday school every Sunday at 10 a. m. prayer meeting every Thursday evening.

Services at Christian Science Hall, corner east of the Bank, every Sunday at 11 a. m. and 8 p. m. Service Wednesday evenings at 8.

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## ENGINEERS IN THE FIELD

Men From Everywhere for Great Central Railroad.

W. L. Green, second assistant to Chief Engineer Kinney, of the Great Central Railroad Company, arrived from Detroit, Mich., with his family last night, and will make his residence in Portland, says the Oregonian of May 28. Mrs. Kinney also came through with the Greens, to join her husband here. J. H. Diers, who has been engaged in surveying in Alaska, arrived from Tacoma yesterday, and will be identified with the Coos Bay railroad. Ralph Green is another member of the engineer force of the new railroad enterprise to reach Portland yesterday. The company will open offices in the Worcester block about June 1, taking the rooms just vacated by United States engineers on the sixth floor.

George Lyman Moody is the engineer in charge of the survey force that left for Coos Bay on the steamer Alliance Monday night. He came out from Erie, Pa.

Another party will start for Coos Bay in a day or two, going by way of Roseburg, and establishing a base of operations there. In this party will be First Assistant Engineer Sears, Engineer Diers and C. A. Schibrade, the right-of-way attorney for the company, whose home is in Roseburg. The work of making a reconnaissance of the route will be pushed vigorously from now on to the middle of August, by which time a report must be made that will determine whether the road will be built to Salt Lake City or not.

"In these prosperous times I find considerable difficulty in getting engineers," said Chief Engineer Kinney yesterday. "Competent engineers cannot be picked from every bush. That is why I am getting men from Alaska, from various parts of the East and locally. But I am getting a good force together, and we will push the work right ahead."

There are all kinds of guessing as to the Eastern railroad power that is alleged to be supporting this scheme for a line between Coos Bay and Salt Lake City, including an extension to Portland. Though this is an enterprise practically the same as that B. J. Pengra was promoting when he was in Portland about three months ago, it is said that he has absolutely no connection with this project. And it is not believed that two railroads are to be built between Coos Bay and Salt Lake very soon. It is certain that people who have no connection with Mr. Pengra have been taking options for a lot of property in the Coos Bay country, and the term of those options seems to have been fixed with reference to the date when the decision is expected to be made as to whether this enterprise will go forward or not.

In the speculation regarding the paterinity of this project three railroads are mentioned. One is the Oregon Short Line, which has been credited with a desire to penetrate the remote region of Eastern Oregon and also to reach the timber and coal of the Coos Bay section. But the Oregon Short Line would hardly start from Salt Lake City to build such a line, half of which would be through a country that would yield no traffic. It could get in from Ontario to much better advantage. And since the Oregon Short Line and the Southern Pacific have come into the Harriman fold it would seem a bit incongruous to build so many hundreds of miles

of railroad to reach a country that might be tapped by the construction of a few miles of track, when all the traffic would be under the same railroad influence anyway. It is not regarded as at all likely that the Oregon Short Line will build from Salt Lake City to Coos Bay, unless it might be to keep out a foe having designs on that route.

Another railroad mentioned as a possible power behind the Coos Bay enterprise is the Burlington, which has long had a desire to get to the Pacific Coast over its own tracks. But since the great harmonization schemes have been at work in the railroad world, it was supposed the Burlington had been rendered powerless to build into territory assigned to the various transcontinental interests. Still, there have been several announcements that the Burlington would build a line into Salt Lake City, and, if it shall go there, it will be qualified to move on further toward the coast, to such a seaport as Coos Bay. But the railroad affiliations of the present time, as understood by the public, make it extremely improbable that the Burlington is spending any money on this "Coos Bay scheme."

The Gould interests, which are distinctly out of harmony with both the Harriman and the Hill combinations of railroads, are deemed most likely to be supporting the operations for a railroad to Coos Bay from Salt Lake City. The Missouri Pacific now gets into Salt Lake City over the Rio Grandes, which were acquired by the Goulds several months ago. No secret is made of the fact that it wants an independent outlet to the Pacific Ocean. The Goulds can build the road to Coos Bay if they want to do so, they can make the best use of such a line, as well as the branch to Portland; therefore, it is strongly believed that the Goulds are supporting present operations looking toward a railroad over that route.

Another possibility is also discussed—that there is no substantial interest at all behind the enterprise. The hard fact that considerable money is actually being spent on the project, however, leaves little ground for the croakers to stand on.

It has been intimated that the Portland arm of this railroad would be likely to enter the city on the east side of the Willamette, and this has given rise to the suspicion that the recent purchases of real estate along the river above and below Inman, Poulsen & Co.'s saw-mill may have been in the interest of this mysterious new railroad.

## GREAT RUSH FOR LAND

Occasioned by Prospect of Columbia Southern Extension.

As an indication of the way people are discounting the extension of the Columbia Southern Railroad up the Deschutes Valley, President Lytle has just obtained a statement from The Dalles land office showing that 196,900 acres of public land have been taken by individuals since the first of last November, says the Oregonian. There were 1022 homestead entries, covering 163,520 acres, and 209 timber entries, covering 33,440 acres. This does not include land selected by irrigation companies nor timber land that has been scripped. Most of this land lies in Crook County, but a small part of it is in Wasco.

There has also been great activity in the Lakeview land district, occasioned by the prospect that the Columbia Southern would build to Bend. Though Bend is some 25 miles north of the northern boundary of the Lakeview district, the Columbia Southern would build to Bend. Continued on fourth page.

## THE PHENOMENON IS NEW

Professor Hill's Discoveries on Mount Pelee.

Fort De France, Martinique, May 28, 5 P. M.—A tremendous explosion of very black smoke from Mount Pelee at 8:45 this morning accentuated the fear entertained for the safety of George Kennan, the American author, who, with a land party, has been examining the northern part of the island. The Governor of Martinique was at once consulted with the object of arranging for a rescue party to proceed by land in connection with the voyage along the coast of the United States cruiser Cincinnati, should such steps appear necessary. At about 11 o'clock this morning, Ferdinand Clerc, a wealthy landed proprietor of Martinique, arrived here and announced that Mr. Kennan and his party were safe on a plantation at the north end of the island.

Professor Robert T. Hill, United States geologist and head of the expedition sent to Martinique by the National Geographical Society, who left Fort de France Monday on horseback for the volcano, returned here this morning. He was completely worn out by his trip. Speaking of his expedition to Mount Pelee, Professor Hill said:

"My attempt to examine the crater of Mount Pelee has been futile. I succeeded, however, in getting very close to Morne Rouge. At 7 o'clock Monday night I witnessed, from a point near the ruins of St. Pierre, a frightful explosion from Mount Pelee, and noted the accompanying phenomena. While these eruptions continue no sane man should attempt to ascend to the crater of the volcano. Following the salvo of detonations from the mountain gigantic mushroom-shaped columns of smoke and cinders ascended into the clear, star-lit sky, and then spread, in a vast black sheet, to the south and directly over my head. Through this sheet, which extended a distance of 10 miles from the crater, vivid and awful lightning-like bolts flashed with alarming frequency. They followed a distinct path of ignition, but were different from lightning in that the bolts were horizontal and not perpendicular. This is indisputable evidence of the explosive oxidation of the gases after they have left the crater." This is a most important observation, and explains in part the awful catastrophe. This phenomenon is entirely new in volcanic history.

"I took many photographs, but do not hesitate to acknowledge that I was terrified. But I was not the only person so frightened. Two newspaper correspondents, who were close to Morne Rouge some hours before me, became scared, ran three miles down the mountain, and hastened into Fort de France. The people on the north end of the island are terrified and are fleeing with their cattle and effects. I spent Tuesday night in a house at Deux Choux, with a crowd of 200 frightened refugees.

"Nearly all the phenomena of these volcanic outbreaks are new to science, and many of them have not yet been explained. The volcano is still intensely active, and I cannot make any predictions as to what it will do."

The story related by Ferdinand Clerc is also interesting. Mr. Clerc says: "Mr. Kennan and his party have been with me. We got around the mountain and reached the new cra-

ter not far from Ajoupa Bouillon. We discovered that it had broken out at the very bed of the River Falaiza and about 200 yards from the high road. Our party rode directly to the entrance of the crater, as it was then quiescent. We saw that a great slice of the mountain had fallen, leaving exposed a perpendicular cliff. In this cliff were five huge tunnels, which were not smoking. The crater is a great, sloping oval depression, from which smoke issues as it does from the great crater, with the exception that here there was few ashes in the smoke. The river Falaiza is boiling hot, and so muddy that a quart weighed four pounds. Volcanic stones of the nature of pumice float in this water.

"Mr. Kennan witnessed the explosion of Monday night and was much interested in the phenomena. The explosion was accompanied at intervals by a bright light, which lasted for half an hour at a time. This light was steady, and illuminated the entire mountain top. Professor Hill says he did not see this light. I left Mr. Kennan and his party in good health and safe. They seemed to be in no hurry to come back to Fort de France."

The explosion of this morning was accompanied by an enormous column of smoke, which rose fully three miles into the air, but which was largely hidden from the view of the people of Fort de France by a heavy cumulus. There was consequently no panic here.

The British cruiser Indefatigable arrived here this morning to make another attempt to recover the body of the British Consul at St. Pierre, Mr. Jepp, and the archives of the Consulate, but the explosion of this morning has probably made it impossible to effect a landing there. An Italian warship is now coming into the harbor.

So many people have left Fort de France that the town is now almost empty.

## INCREASES THE COINAGE

House Passes The Hill Financial Bill.

Washington, May 29.—The House today passed the bill to increase the subsidiary silver coinage. The Democrats directed their fight chiefly against the provision to recoin the standard silver dollars into subsidiary coin as public necessities might require. A half dozen roll calls were forced. Some of the New York Democrats voted for the previous question, but voted with their colleagues on a motion to recommit with instructions to strike out the provision relating to the recoinage of silver dollars. The text of the bill is as follows:

"That the Secretary of the Treasury is hereby authorized to coin the silver bullion in the Treasury, purchased under the act of July 14, 1890, into such denominations of subsidiary silver coinage as he may deem necessary to meet public requirements, and hereafter, as public necessities may demand, to recoin silver dollars into subsidiary coins, and so much of any act as fixes a limit to the aggregate of subsidiary silver coin outstanding, and so much of any act as directs the coinage of any portion of the bullion purchased under the act of July 14, 1890, into standard silver dollars is hereby repealed."

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