



RAINS CEASE, BUT RIVERS STILL RISE

Heavy Flood Damage in Columbia Valley.

O. R. & N. BLOCKADE CONTINUES

Drift Threatens the Madison-Street Bridge in Portland.

MADE UNSAFE FOR TRAFFIC

Structure is Closed to Teams and Streetcars—Flood Causes Postponement of Opening of the North Bank Railroad.

DAMAGE BY STORM.
Opening of North-Bank road postponed by landslides and swollen streams.
O. R. & N. line to East blocked in many places.
Train service cannot be restored before tomorrow.
Northern Pacific out of commission in Lewiston country and boats carry mail.
City of Kelama in darkness.
Cowlitz and Lewis rivers overflow.
Woodland streets under water.
Touchee River cuts new channel through town of Dayton, Wash.
Floods pile up log jam against Madison bridge and tug Sampson crashes into it. Bridge closed to all but persons afoot.

Widespread damage throughout the Columbia River Valley followed the heavy downpour of Saturday and Sunday. Farms were stalled, bridges swept away, towns overflowed and towns cut off from communication with the outside world. All day yesterday the storm damage increased. The rain swelled the smallest streams to a torrent. Logs and driftwood were swept away, carrying destruction to everything in their path.
Several log rafts piled up on the Madison-street bridge yesterday and threatened to carry that structure away. Later the tug Sampson crashed into the bridge, damaging the draw pier. The bridge is out of alignment and yesterday afternoon it was closed to all traffic except persons afoot.
The worst effects of the storm are believed to have passed. The cold weather of last night stopped the melting of snows in the mountains and all streams are expected to subside quickly. In fact, many of the rivers tributary to the Willamette and Columbia commenced falling yesterday. However, it will require more time for these streams to reach their highest points. The crest of the flood in the Willamette is expected at Portland today.

Lower Columbia Towns Suffer.

Towns along the Lower Columbia River on the Washington shore have suffered from the floods. Woodland streets are under water in a part of the town, Kalama is in darkness on account of floods, and the Lewis and Cowlitz rivers are running banks full. Logs and shingle bolts have been swept away in large quantities.
The Upper Columbia country is also threatened by floods. Streams are high and logs are being swept toward the Columbia in large numbers. For the most part, however, the timber is being saved through the efforts of lumbermen, who are doing everything to hold the logs in booms. Water was pouring down over the cliffs all through the Columbia gorge yesterday, but less trouble is expected today.

The Eastern Oregon country is experiencing the most trouble of the winter from floods. Bridges are being carried away, and there is great damage to towns and farms.
Train service on the O. R. & N. to the East cannot be restored for 24 hours, although construction crews are working like mad to open the line. Bridges have been washed away in many places and embankments are gone. There are gaps in the track of several hundred feet that will have to be rebuilt with pile drivers.

The line was opened last night to Umatilla, 185 miles east of Portland. Between Umatilla and La Grande there are several washouts. The O. R. & N. line to Spokane is open, and trains will run as usual today on that division. There are a number of washouts on the Pendleton-Walla Walla line. Local train service only between Portland and Umatilla will be possible today.

North Bank Road Damaged.

The Spokane, Portland & Seattle Railway, which was to have opened for traffic yesterday, cannot operate a schedule before tomorrow at the earliest. A slide covered the track for a long distance at Carson. A steam shovel is at work clearing the track. Log jams in the Washougal River piled up against the railroad bridge and carried away several bents. Piling in the approaches was broken. There was 5,000,000 feet of logs banked against the bridge yesterday afternoon.

In other places bridges were weakened so that trains dare not cross. The mountain streams running into the Columbia became torrents and ran up level with the

track in some places. Embankments were washed badly along the new line.
There was a recurrence of the slide on the O. R. & N. at Wyeth at 11:30 yesterday when the first slide had been cleared away. Late in the afternoon the trouble was finally removed. The bridge across Eagle Creek, on the line of the O. R. & N., suffered from floods, several bents being washed away. A pile driver was set to work and the structure was made passable for trains yesterday afternoon.

Reports from O. R. & N. officials at Spokane yesterday afternoon were that trains cannot reach Dayton for several days. A number of bridges on the O. R. & N. lines have been damaged. One bent was washed out of bridge R. 62 at Cayuse and one bent out of bridge R. 63 just west of Thorn Hollow. Bridge R. 14, near Nolin, is in trouble and a gang of workmen was sent out yesterday with 1000 grain sacks to weight the bridge down with sand and strengthen the supports. Both approaches had been washed and the bridge was about a foot out of line. The new steel bridge just west of Pendleton is in a dangerous condition. A work train was hauling rock yesterday for this structure and expected to save it.

Washouts Yet to Be Filled.

Reports from A. Buckley, chief dispatcher for the O. R. & N. at La Grande, yesterday afternoon said a slide at Duncan would be clear at 8 P. M. but there was a washout at mile post 255, about 120 feet long and about 10 feet deep and nothing had yet been done in digging it away. The track at mile post 257 was washing away badly and nothing could be done at that point either. A fill 225 feet long at mile post 255 was badly washed and a pile driver would be needed to repair it. Bad spots were also reported between Bingham Springs and Pendleton.

The Northern Pacific was out of commission in the Lewiston country yesterday and applied to the O. R. & N. to handle its mail business on the Snake River boats.
It was reported that the Touchee River, at Dayton, Wash., had cut a new channel through the west end of the town, washing away 300 feet of the track. Two bents of the railroad bridge west of Dayton had been washed away.
Superintendents of the Washington division and of the mountain division of the O. R. & N. were at the worst trouble was yesterday, reported last night that the streams were falling, but that it would be some time before the damage to the whole system could be repaired. It is believed the main line will be open not later than tomorrow morning.

River Still Rising Here.

A rise of three feet was noted in the Willamette River at Portland yesterday and the government gauge showed 123 feet above zero. The Weather Bureau predicts a rise of from two to three feet more and largely to the rise in the Columbia. The current will slide rapidly and practically still water will prevail at Portland by tomorrow. Better than a 15-foot stage is not looked for.
Rain has ceased to fall in the Willamette Valley for nearly 24 hours and all the streams feeding the river are falling. At Portland the fall would be felt this morning had it not been for the rise in the Columbia which backed up the Willamette. This rise, however, will not exceed two feet, according to the Weather Bureau.

The tug Sampson, having in tow the barge Wallace, bound for Tillamook, drifted down on the west pier of the Madison-street bridge, shortly after noon yesterday, and put the pier several inches out of alignment. For a time the Madison-street structure was in danger of being carried away. Streetcars and teams are not allowed to cross, passengers on the O. W. E. line being transferred to the Morrison bridge. For this purpose a special car is being run on East Water street. Four large log rafts lodged against the bridge at 10:30 yesterday morning. One of these, belonging to the Inman-Poulsen Lumber Company, was pulled off in a few hours by river steamers, and secured to the dock above the bridge on the East Side.

Car Tracks on Bridge Twisted.

The bridge was badly out of line yesterday, the streetcar tracks twisting across from shore to shore like four long snakes. It would have been impossible for the cars to cross, even if it were safe to do so, as the draw and the east approach were about eight inches out of line. This condition was made worse when at 12 o'clock yesterday afternoon, the tug Sampson came down with the current and crashed broadside into the west approach. This portion of the bridge now vibrates perceptibly, and the new piles recently driven have been loosened in the mud, and on the west approach furnish the bridge no support.

The log jam on the East Side extends from the river bank nearly to the draw. The logs are piled up for about 50 feet up the river, and each new log or piece of drift which comes down rolls under the huge pile, and helps to make a wall which, unless removed, will, and perhaps already does, extend to the river bottom. Had it not been for the new piles recently driven to support the weather-worn structure, the rafts would probably have gone down the river.

During the morning practically nothing was done toward relieving the pressure of the driftwood against the old bridge. County Commissioner Lightner said he endeavored for several hours to secure the services of several river craft, but that they were engaged. He at last obtained the services of the Hoop Hoop, which, with its crew, worked all the afternoon in breaking up the pile of logs and refuse, and floating it down the river. Mr. Lightner personally superintended the work.

The bridge tenders were kept busy all day in keeping the crowds of curious loafers moving. Hundreds of men lined up against the rail on the east stream side, to watch the men below snake the logs out with their pike poles, or secure the cable from the launch.

The high water augments the danger that the bridge will give way. In case the Madison bridge goes out, it will doubtless take other bridges with it.
Some fears were expressed that the new piling recently driven to support the Burnside bridge, would be loosened, or washed out entirely, but this is said

FRANCE AND HAYTI ARE ON THE VERGE

Protection of Refugees the Cause.

POWERS ACTING IN CONCERT

France, Germany and Great Britain Work Together.

ACCUSES FRENCH LEGATION

General Nord Alexis, President of Haytien Republic, Says That Plot Against Him Was Hatched There—Attack May Be Made.

PARIS, March 16.—The situation between the Haytien Government and France has become acute, and critical. The French Legation at Port Au Prince is menaced and a general massacre of the white residents of the islands is feared. This information was conveyed in an official dispatch to the Foreign Office from M. Carteron, the French Minister to Hayti.
The latter part of last week, M. Borno, the Haytien Minister of State, assured M. Carteron that Hayti would agree to allow the refugees who had taken asylum in the French Consulates at Gonaves and St. Marc to leave the island.
Execution of Citizens.
This morning there came the news of the execution at Port Au Prince on Sunday of between 10 and 12 prominent persons on the charge of conspiracy against the government, together with a cablegram from M. Carteron announcing that General Nord Alexis, the President of Hayti, had not only refused to confirm the assurances given M. Borno, but had flatly declined to permit the refugees in the Consulates to depart.
Eleven additional persons have taken asylum at the French Legation. The French cruiser Desreux is expected very soon at Gonaves, where she will act in co-operation with the British and German ships of war now on their way to Hayti.
It is understood here that France, Germany and Great Britain are acting in accord in this matter.

Safety Under French Flag.

General Anton Firmin, who led the last revolt in Hayti, is among the refugees under the French flag. The foreign office recognizes that the General and his followers are revolutionists but declines to hand them over to the Haytien government on the ground that there were no assurances that the men would have a legal trial. In this connection it was explained that, according to French tradition, any man who sought refuge under the French flag should have at least temporary protection.
The Temps has special reports from Au

Prince saying that the local situation is grave. General Nord Alexis claims that the plot against him was hatched at the French Legation and an attack upon the Legation is feared, the correspondent says, because M. Carteron, the French Minister, declines to deliver the refugees under the French agreement to the Haytien authorities.

NATIONS SENDING CRUISERS

Foreign Interests Said to Be In Danger at Hayti.

BERLIN, March 16.—The German Admiralty has ordered the cruiser Bremen, at present at Curacao, to go to Port Au Prince, Hayti, to be at the disposal of the German Minister for the protection of German subjects or other foreigners. The Foreign Office has been in correspondence with the French government with regard to the political arrests made recently in Hayti, and the general sit-



Justice W. R. Day, of the United States Supreme Court, Who Rendered Decision in Rebate Case.

uation of unrest in the island. A French cruiser, it was learned today, has been ordered to Port Au Prince.
A telegram received here by the German Cable Company from Port Au Prince, March 15, says that the safety of foreigners there was seriously threatened.
It is believed here that the Haytien government is meditating forcible measures against the right of asylum afforded by foreign consulates in Hayti for Haytien revolutionists.

England Protects Interests.

LONDON, March 16.—The Admiralty this morning sent orders by cable to the British cruisers Indefatigable and Greyhound, which are both in West Indian waters, to proceed forthwith to Hayti for the protection of British interests there.

FRENCH BEAT OFF NATIVES

Moroccans Surrender in Terror to General d'Amade.

PARIS, March 16.—A dispatch received here from General d'Amade, commander of the French forces in Morocco, says that upon the arrival of his column before Setait, the gnaibles of the Maab tribe came out to surrender.
General d'Amade reports that 2000 tribesmen who recently attacked the French column were beaten off with heavy loss. The French infantry captured the enemy's camp at the point of the bayonet and burned a number of tents as a measure of repression. The French loss was insignificant.

READY TO FIGHT ON THE INSTANT

Fleet Arrives in Perfect Condition.

BETTER THAN AT THE START

Engineering Force Attains Great Efficiency.

EXCHANGE OF COURTESIES

Governor Sanguinez on Behalf of President Diaz Is at Magdalena Bay—Target Practice Probably Will End April 5.

MAGDALENA BAY, Lower California, March 12.—(By United States Cruiser Buffalo to San Diego, Cal., March 15.)—Ready for immediate action, if need be, according to the declarations of all the commanding officers, from Rear-Admiral Evans down, and with three or four feet of heavy armor belt showing red above the blue of the placid Southern waters, the American battleship fleet of 16 modern vessels sailed into Magdalena Bay, and after exchanging courtesies with the Mexican authorities represented by Governor Sanguinez, of the Southern Division of Lower California, prepared immediately for the annual record Spring target practice, which is expected to occupy about three weeks.
"Look at us!" exclaimed Admiral Evans, when the fleet had come to anchor off the little town of Magdalena, in four divisions of four ships abreast. "We are ready at a moment's notice to begin shooting at the targets, to go out to sea and fight a battle or to keep on with the cruise. If anyone thinks we are not ready for target practice, let him come down here tomorrow and see. And if they think we can't hit the targets, let them come along and take a look at them."

Admiral Evans Better.

Admiral Evans' health has greatly improved during the latter part of the voyage. He was in the pilot-house of the Connecticut when the fleet steamed through the gateway to the bay, and remained there, giving orders and witnessing their execution until the anchor-chains had whirred their way into the water and the great mud-booms had found a resting-place in the sandy bottom of the bay.
Admiral Evans was greatly disappointed at not being able to attend the social functions in honor of the fleet at various Southern American ports, but he declared today, while sitting on the after bridge of his flagship, that he expected to go ashore at all of the California ports to be visited, and take

part in the festivities of the home-coming of the fleet.

The entire town of Magdalena, which, despite the reports of a boom, is still a tiny village, turned out its total population of 140 souls—four of them Americans—to watch the coming of the fleet. Wireless messages last night told of the near approach of the battleships and the town has shaken off its tropical lethargy to arise and greet both the dawn and the American ships in joint celebration today.

First Sight of the Fleet.

Watchers on the high hills of the mainland and forming protection to the bay from the northwest, caught their first glance of the leading ships soon after the first faint streaks of the approaching day slanted from the eastern shore of the bay. A heavy mist had hung over the waters since early the evening before, and it was not until the rising sun had driven the fog away that the long, precise column of 16 ships burst into view. The Connecticut, with Rear-Admiral Evans' double-starred flag of blue fluttering from her peak, was in the lead. The line that followed was as straight as an arrow. Not a ship deviated in the slightest degree from the course of the leading vessel.

Vessels Come to Anchor.

With 15 fathoms of water beneath them, the navigating officers had nothing to fear, and as the gateway between Point Redondo on the south, and Point Entrada on the north, was reached the "speed cones" dangling from the signal masts on the foremast of the flagship gave no hint of break in the specific cruising speed of 10 knots an hour. On through the entrance to this magnificent Southern Pacific harbor the great column passed with dense clouds of smoke pouring from the funnels. Frightened small birds flew with a great fluttering of wings from their roosting places on the rocks, and tumbling old pelicans plucked themselves reluctantly from the smooth waters to make way for the big white ships.
The morning was perfect, once the sun had taken command. The air was balmy and the light breeze which blew from the south did not even ripple the mirror-like waters of the Northern bay. Once inside the harbor mouth, the Connecticut turned sharply to port and pointed her course toward the north. It was a run of eight miles from Point Entrada to Man-of-War Cove, where anchors were let go.

Governor Watches Entry.

The town of Magdalena, with its two score of whitewashed, low-lying huts, nestled in the hills off the Cove and it was here that the natives were gathered in greatest numbers to welcome the fleet. Governor Sanguinez, surrounded by gaily uniformed members of his staff, watched the approach of the vessels from the most pretentious dwelling of the village. It was not until the very anchorage grounds had been reached that the speed cones gradually descending showed a slackening of headway. Then signal flags were broken out from the Connecticut, and with the precision of a company of soldiers at drill, the vessels of each of the four divisions began a quick maneuver which brought them abreast. "Anchor in present formation," came the command from the flagship. The beat of propellers, which could be plainly heard across the still, smooth waters, ceased and the clank and whirr of the dropping anchor chains awoke the repose of the hills with raucous noises.

Buffalo Fires Salute.

Passing through the three miles of deep water at the gateway at 7 A. M., the fleet came to anchor at 7:35 o'clock. Five minutes later the saluting cannon of the converted cruiser Buffalo, which was waiting with supplies and mail, boomed with the first of 13 guns. Saluting is not allowed until 8 o'clock under Navy regulations, and that accounted for the seeming delay in speaking honor to Admiral Evans' flag.

Besides the Buffalo, the only other

(Concluded on Page 2.)

CONTENTS TODAY'S PAPER

The Weather.
YESTERDAY'S—Maximum temperature, 51 degrees; minimum, 44.
TODAY'S—Rain; southerly winds.
Foreign.
France, Germany and Great Britain threaten intervention in Hayti. Page 1.
National.
Evans says fleet is ready for target practice over. Page 3.
Southern Oregon opposes exceptions to land grant forfeiture. Page 2.
Tillman denounces Roosevelt for encroaching on power of Congress. Page 1.
House committee slashes fortification bill to avoid irritating Japan. Page 2.
Submarine lobbyists deny Lijer's charges. Page 3.
Domestic.
Machinists on Rio Grande Railroad strike against open shop. Page 3.
Hitchcock acquitted and girl who admits falsely accusing him says Gerry society agent intimidated her. Page 4.
Supreme Court sustains sentences on packers for receiving rebates. Page 2.
Sport.
Two more players join Beavers at Santa Barbara. Page 4.
Papke knocks out Kelly in 10 rounds. Page 4.
American auto leaves Ogden, Italian catching up. Page 2.
Pacific Coast.
Many candidates to be voted for at coming primary election. Page 1.
Federation men start labor riot at Fairbanks. Page 6.
Seattle's new Mayor will enforce blue laws. Page 6.
Commercial and Marine.
Light trading in local wheat market. Page 17.
Chicago wheat market weakened by good crop news. Page 17.
Advance in stock prices checked. Page 17.
Colonel S. W. Roosevelt will probably be ordered to an Eastern station within the month. Page 16.
Portland and Vicinity.
Rains cease, but rivers still rise, and flood damage is heavy. Page 1.
Senator Tillman's name has been brought into Federal grand jury's investigations. Page 12.
War is on between rival packing interests. Page 12.
Extensions of street railway system are announced. Page 10.
Methodist young people endorse ban on "worldly amusements." Page 16.
Indicted bank officials file new demurrers. Page 18.
In registration of voters East Side leads West side by nearly 3000. Page 18.
(Concluded on Page 2.)

PITCHFORK AGAIN JABS ROOSEVELT

Tillman, the Fiery, in Another Outburst.

BEVERIDGE TO THE RESCUE

Calls the South Carolinian a "Corn-Fed Lawyer."

CHARGES OF FAVORITISM

One-eyed Senator Says Special Privileges Are President's Fault—Accuses Him of Pandering to Negroes' and Rich Men's Votes.

WASHINGTON, March 15.—With a caution unusual for him, Senator Tillman today read a part of his speech in the Senate in which he denounced executive encroachment on legislative power. With this apparent caution he proceeded to deliver one of the most direct and denunciatory addresses ever heard in that body. He was given a careful hearing. Most of the Senators on both sides of the chamber were in their places and the galleries were filled with visitors. His speech was based on his resolution instructing the committee on finance to inquire whether National banks of New York are in the habit of furnishing permanent capital for speculative enterprises, etc. The resolution was adopted.

The subject of Tillman's speech was executive encroachment upon the legislative branch of the Government and he traced what he termed a "swinging of the pendulum" from the regime of Andrew Johnson, when Congress assumed control almost to the exclusion of the President from legislative influence to the administrations that followed, which he declared witnessed a growth of Presidential power.

Degeneration of House.

"Now," he said, "the House has degenerated into little more than a recording machine to do the will of the Speaker and his lieutenants. Freedom of debate in the old, and true sense has disappeared from that end of the Capitol. In the Senate, servility and cowardice are the order of the day." He declared that "freedom of debate still exists, the shadow of the Executive hangs over all, and the President's wishes are almost the only law."

The cause of this condition, declared Tillman, is "Federal patronage." Tillman reviewed the events of the recent currency crisis and charged Wall Street with many misdemeanors. Referring to recent conferences in the White House to consider legislation, Tillman asked why it was that the leaders of the Republican party in the Senate had been ignored.

"Who is going to be the special messenger to bring these bills here?" demanded the Senator, looking about the Senate as if awaiting a reply.
"I am going to watch and see," he added, amid laughter from all parts of the chamber.

Beveridge Jumps Into Fray.

Beveridge asked the speaker if he would name the radical legislation he had said the President is sending to the Senate. He repeated that he disagreed with the doctrine that allowed railroads to pool.
Beveridge asked whether Tillman favored the labor legislation proposed by the President.

"I shall never yield that no man shall say to another man that he shall not work," declared Tillman.
Senator Beveridge made a spirited defense of President Roosevelt and the Republican party, declaring that what had been termed the subservience of Republican Senators was merely an evidence of harmony between the President and his party in Congress.

Beveridge characterized the South Carolina Senator as the "corn-fed lawyer."

Tillman objected to that title, but added that he was mighty fond of corn bread.
A long review was given by Beveridge of Democratic policies, and he declared that a conference had been held in this city for the purpose of coming to a plan for asking Bryan not again to be a candidate on the Democratic ticket; but when Bryan came, he said, not one of them had the courage to tell him what they had planned to do. This statement called forth denials from Tillman, McLaughlin and Rayner, all of whom declared that there never had been any idea of asking Bryan not to run on the Democratic ticket.

Tillman's "Cold Facts."

Citing what he called "cold-blooded facts" to show executive responsibility for many of the evils which exist, Tillman said:
"In the most pronounced language he has denounced the combination between labor organizations and the boycott, but on the eve of an election panders to this same vote by demanding changes in the law as interpreted by the Supreme Court. Organized labor is to be relieved from the prohibition of the Supreme Court's decisions, but along with it must go the relief of capital. Once relieved, the malefactors of great wealth will smile in triumph over their victory, while labor will find itself no freer than before."
Tillman charged many of the evils in connection with the recent financial flurry to the President and his administration, and said:
"These are only a few of the achievements of this 'uncrowned king.' With



NEWS NOTE—MR. TAFT AND MR. HUGHES ARE TO MEET IN NEW YORK TODAY WITH THE FRIENDLY SONS OF ST. PATRICK.