

THE WEST SIDE.

INDEPENDENCE, POLK COUNTY, OREGON, FRIDAY, FEBRUARY 7, 1890.

Do - You - Live - to - Eat,

OR

EAT TO LIVE?" "WHICH?"

J. D. IRVINE,

THE GROCER,
WANTS TO KNOW.

If you eat to live, you want to get substantial food and at the very best prices, and Irvine is the one to sell you goods.

If you live to eat call and see what delicacies he has in his fancy grocery line. All the very nicest and freshest, just what an epicure desires.

Don't forget that fine stock of

Crockery, Glassware and Lamps.

LOOK IN THE SHOW WINDOW.

J. E. COOPER.

R. D. COOPER.

COOPER BROS.,

DEALERS IN

HARDWARE,

STOVES AND

TINWARE.

JUST RECEIVED!

A FINE LINE OF CUTLERY,

Direct From New York.

The New Brick,

Main Street.

W. G. SHARMAN,

Merchant Tailor.

SUITS MADE TO ORDER, FIT GUARANTEED.

Custom Goods for Merchants and others recut and pressed. Will open monthly accounts with Merchants at Independence and Monmouth for recutting.

C STREET,

Opposite P. O.

NEW TIN STORE,

OPPOSITE THE OPERA HOUSE.

Main Street,

Independence, Oregon

HARR & PETZEL, Props.

Manufacturers and Dealers in

Stoves, Tinware and House
Furnishing Goods.

THE FLOOD OF 1890.

The Highest Since 1861.

THE SALEM BRIDGE GONE.

STREETS OF INDEPENDENCE FULL OF ROW BOATS ON FEBRUARY 4.

Oregon Pacific and Union Pacific
Docks Gone--Prescott & Veness
Saw Mill gone also--The River
Front a Clean Sweep.

No Damage in the Business Part of
Town.

INDEPENDENCE, OR., Feb. 5, '90.

The writer of this paper has been at Eugene and Albany since Saturday and arrived here this morning. Friday night at Eugene no trains could get through from Roseburg, and the first train ran from Eugene to Albany Saturday evening. The water at Harrisburg was not very high. On the flat lands between Harrisburg and Albany the country was a lake for miles. On Saturday night the river was eight feet below the high water mark at Albany. On Monday morning it was within twenty-eight inches of the mark. The ferry boat was tied to the sidewalk above the O. P. wharf, and Sunday afternoon part of the wooden drift break on the big railroad bridge moved four feet. Trains crossed to Corvallis all day however. The writer was compelled to come from Albany to Independence in a skiff. The distance is thirty miles and the run was made in two and a half hours. At Blacklog, above Buena Vista, a warehouse has 8000 bushels of wheat in the water and Mr. Wills there has ten fine horses and nineteen head of cattle in his barn, which is surrounded. Half a mile below a family was living in the second story of their residence and water within three feet of the floor. The warehouse at Buena Vista was only two feet above the water. The warehouse of W. H. Murphy in which he has ten thousand bushels of wheat, being three crops, is full of water and liable to go into the water.

When the writer left Albany it lacked twenty-eight inches of being up to the high water mark of 1881, and at this place it was two feet above. The water now stands in the main street of this town and all over North Independence. The shipping house of the farmer's warehouse floated away at noon. The office of the saw mill later. Five thousand dollars worth of hard wood lumber at 3 o'clock. At four Prescott & Veness saw mill floated away, taking the ferry boat with it. The loss of property here is heavy, not less than \$20,000. The river has been rising three inches an hour since noon.

The Santiam and Luckiamute are falling.

The railroad bridge at Rickreall is gone.

Part of the wagon bridge at Dallas is gone.

Wm. Steel and Jullious Ach, of Portland, are blockaded at Albany.

The wharves of the O. R. & N. Co. O. P. Co. are gone. The county bridge is floating. Railroad trestle just under water.

The Jewell Dramatic company is blockaded here.

J. H. Murphy loses two thousand bushels of potatoes.

J. H. Murphy dwelling opposite town, also barn is gone.

The saw mill and ferry boat lodged a mile below town. The saw mill ran on a snag and split in two parts.

The steamer Topsy is anchored in a slough below Buena Vista.

INDEPENDENCE, OR., Feb. 4, '90.

To-day has been an exciting one and everybody has been on the streets hurrying to and fro trying to get any scrap of news and each item was eagerly passed through the crowd.

This morning the water was through the main street of the town and came up within a few inches of the stores and got in A. J. Whiteakers furniture store and the Mazepa saloon.

At 11 o'clock Wm. Steel, of Portland,

and P. B. Whitney, traveling passenger agent for the Southern Pacific railroad, came down from Albany in a small boat. They made the run in two hours and forty-five minutes; distance thirty miles. From Mr. Steel and the Albany Herald we learned that at Eugene yesterday the water was the highest since 1881 being twenty-one feet and four inches above low water. The bottoms are flooded and residents are compelled to move. Between Eugene and Iriong the railroad track is badly washed out and six small bridges are gone in that distance. The east approach and a small span of the Eugene wagon bridge across the Willamette, washed out Sunday night at 6 p. m. It was raining but the water was at a standstill. No particular damage was done in town.

At Harrisburg the river commenced falling slowly at 6 o'clock. Several hundred yards of track is washed out and some of the tents of the Harrisburg bridge are displaced. The town is submerged. The operator has been compelled all day to carry messages to and from the office in a boat, the main portion of the town being overflowed.

At Albany the water this morning was ten inches above the rise of 1881. People living on the low lands along the river have moved out and the offices of the transportation companies along the wharves moved to higher ground.

The Union Pacific wharf was washed out, and later the Oregon Pacific wharf which was at the Monthly mills went out, and breaking away with a loud crash floated towards the railroad bridge. Many anxious eyes were turned toward the bridge for fear that when the buildings struck it they would cause a collapse, but the structure stood the shock with scarcely a quiver and the floating roofs shot under the bridge without damage.

Bridge timbers, fencing and all kinds of debris were floating down the river.

Upon a barn separated from the rest of the building was a cow bawling and seemingly wild with fright. A pig pen full of squealing pigs was also seen by the men at the bridge.

Conductor Young and W. B. Barker took a trip to look at the Jefferson bridge and found that structure very shaky but still standing. Just as they were leaving word was passed to them that the big Salem bridge was gone and also the bridge across the Santiam.

Trains are running to Lebanon on regular time. On the Oregon Pacific all trains are stopped. No large bridges have gone, but several hundred feet of track between this city and Corvallis is washed away. The break water, mentioned yesterday as having moved was washed away but the bridge and piers are all right.

Chester Bland near Lebanon lost 300 head of sheep on the Santiam bottom by drowning.

The head gates of the Santiam and Albany canal are washed out and a great lake of water was formed at and below Lebanon. It submerged the track of the Southern Pacific, but it only remained so for a short time.

The basement of the woolen mill has water in it and the dye house is almost afloat. All the houses in the lower part of Albany are surrounded by water. The Union Pacific offices are full of water and the building is shaky. W. L. Vance loses several hundred cords of wood. A heavy warm rain poured down all night. The water in the North Santiam was as high as 1881 and a great portion followed the water ditch into Salem.

Saw mill men at Brownsville have over one million feet of logs safely boomed, the first successful run for years.

This afternoon the steamer N. S. Bentley of the O. P. line came up the river. She tied to a tree 200 yards from town and the writer went down and while keeping the boat headed against the current which runs very swiftly interviewed Capt. Short, and all the passengers and the deck hands. The boat has been doing active work saving property near Salem and came up the river in answer to the firing of guns. The parties who fired the guns were E. Huston and family who were taken from their farm house this morning by citizens here. As soon as it was learned that no one was in distress the boat returned to Salem. We glean from passengers and the Salem States-

man the following particulars of this memorable rise of the Willamette:

The volume of water in the Willamette at midnight last night was probably as large as it was at its highest point in 1881, although the height of the water was probably from three to five feet less.

The most disastrous result of the present flood so far as Salem is concerned is the washing out of the second pier from the Marion county side of the big bridge to Polk county and the consequent collapse of the two longest spans of the bridge resting upon it. As will be seen in the report below the wreck of what was the pride of the two counties now lies in Kaiser's bottom below Salem.

THE BIG BRIDGE FALLS.

At just twenty minutes to 2 o'clock yesterday afternoon the south one of the center piers on the Marion county side swung around apparently from the bottom, bent and cracked just above the water line and crashed to the bottom of the river, followed by the two main spans of the big bridge. The crash was awful. Water was thrown high in the air, and in a few seconds the better part of that costly structure was floating down the stream. The sounding of the falling bridge was probably heard all over town and soon hundreds were standing on the bank viewing the ruins.

When the pier gave way three were perhaps a hundred people standing under the trees watching the boiling, foaming water as it dashed great logs against the bridge. A moment before it fell a small log was hurled against the pier and splintered. After the bridge fell the excitement was high for a time. People were running here and there. Some said there were people on the bridge. Others said no. It is said that just a few moments before the bridge fell there were two men seen on it. They had heard the timbers cracking and just as they stepped from the last span going to the Salem side it fell behind them. Had they been one step later in leaving it they must have been carried down to immediate destruction. The ones who miraculously escaped were Billy Chambers, the cab man, and a young fellow named L. Goolsby. They said they heard the timbers cracking and walked rapidly over the long span, and just as they stepped from it it crashed behind them.

The north pier stood a half hour swaying from the immense pressure below, and then toppled over with a mighty noise.

The two spans that fell first were 500 feet in length, the east one being 270 and the center one 230. They fell up stream and were soon out of sight, being carried quickly down with the current.

All Monday afternoon the frame approach on the west side was cracking and giving way in places. Drift wood caught in it and the pressure was so great by 5 o'clock that it too gave way and fell with a roar. This left nothing but the west span standing. It was 200 feet long and was supported by two piers at either end. It stood the strain until 11:30 last night when the iron and concrete piers gave way beneath. The bridge and the first two piers fell up stream, indicating that the cause of the fall of the structure was that the piers had been undermined by the swiftly running stream. In front of the last span the drift breakers were still standing at 2 o'clock this morning, but they were not very firm and will perhaps not be standing this morning. All that is left to-day to tell the story of the big free bridge is the Center street approach and its two supporting piers.

Four steamers have been above the bridge since the high water. Of these the Hoag is far above, having gone to Corvallis. The Champion lies tied at Salem loaded with wheat and lumber, but cannot go to Portland until the water is lower. The Orient and Bentley have both been saving people and cattle in the flooded districts.

The Bentley rescued Breiser and family, and later Ed. Dove and family, the large hop grower, besides much stock.

The spans of the Salem bridge are both on Kaiser's farm below town.

The O. P. dock washed away at two o'clock yesterday and five o'clock the Union Pacific dock floated away.

The water came up around the saw

(Continued on fourth page.)