

# WATERY WASTE

## Oregon Streams on a Rampage.

### HIGHEST STAGE IN YEARS

#### All Roads Damaged and Property Lost.

#### WORST IS PROBABLY PASSED

#### Willamette Still Rising Below Junction City, and Albany and Salem Fear Trains Again Running Over the Siskiyou Mountains.

GRANT'S PASS, Or., Jan. 25.—(Special.) The recent warm and heavy rains have caused the greatest floods that Southern Oregon has known for many years. The Rogue River reached the highest point in this city last night that it has reached since 1890, when the bridge spanning it here was washed away. No trains have been able to reach here from the North or South since yesterday morning, and none are expected before tomorrow morning. Much damage has been done to the Southern Pacific all through this section of the state.

At Leland, near tunnel 9, a heavy slide has occurred, as a result of the downpour. Slides have also covered the track in various places through Cow Creek Canyon. Between Gold Hill and Tolo a mile or more of the track has been misplaced, and a large part of the bridge spanning Evans Creek at Woodville, seven miles south of here, is washed out. Wrecking crews have been dispatched to the several scenes and the road is being repaired as fast as possible.

The south approach of the Rogue River bridge in this city has been washed out, and the power-house of the new water, light and power company damaged considerably. It cannot be ascertained as yet whether the dams of this company and those of Tolo and the dry ditches have been damaged or not, as they are completely inundated. However, it is thought that they have thus far escaped damage.

From the western part of the county come many reports of disaster and destruction. Along the Applegate and Illinois Rivers bridges have been washed out, farmhouses, barns and other buildings swept away and much stock drowned. Along the Applegate especially has much havoc been wrought. This river is reported to have been higher last night than ever before in the history of Southern Oregon. The irrigating dams and mining sluices have suffered damage along these rivers, and in some sections of the county have been entirely destroyed.

It is feared that much damage has been done in the Lower Rogue River country, but it is impossible to get any word from there. The river is entirely too high for the ferries to cross, and the stages are tied up for an indefinite period.

Today it has been clear here, and the Rogue River and all other streams have gone down. Not until tomorrow will the full extent of the damage done be known.

#### IMPROVEMENT AT ASHLAND.

Rain Turned to Snow—Trains Are Again Moving.

ASHLAND, Or., Jan. 25.—The storm and flood situation has greatly improved in Southern Oregon the past 24 hours. The temperature fell late last night and the rains abated in the valleys, while in the mountains what precipitation there was came in the form of snow. Streams immediately began to fall, and they have been gradually receding from their flood stage during the day, so that little further damage is expected to result from high water in this section. In this county much damage has been suffered by country roads and bridges.

Rapid progress has been made today in repairing damages to Southern Pacific Railroad tracks in Rogue River Valley and across the Siskiyou south of here, and tonight passenger trains are moving again after an interruption of nearly 36 hours. The overland train from Portland, which reached Ashland Saturday noon and was held here, was started out of the yard at 5:30 this evening across the Siskiyou, and north-bound trains held at Hornbrook are now moving this way, as are also delayed passenger trains from the north. Six passenger trains delayed by the damage to tracks north of here, of which one is due to arrive in Ashland here, will be on the road at 10 o'clock tomorrow (Monday) morning.

#### FAMILIES LEFT THEIR HOMES.

Country Around Junction City Covered With Water.

JUNCTION CITY, Or., Jan. 25.—(Special.) The heavy rains during the last few days resulted in the overflow of the Willamette and Long Tom Rivers, almost reaching the high water mark of 1890. Throughout the surrounding country, almost a vast sheet of water, the east side of the town and part of the west side is inundated. Many families were compelled to vacate their houses. Rowboats were the only means of transportation on the east side of the river. The loss of property and livestock is heavy, but cannot yet be estimated.

One passenger train and five freight trains are held here on account of washouts and there has been no train from the north since last night's overland. A boy named Jesse Hays, while attempting to reach town on a raft, was upset and managed to get into a tree. After several hours he was rescued from his perilous position by some men in a rowboat.

The water began falling at 4 o'clock.

#### STILL RISING AT SALEM.

Damage to Bridges on Country Roads and in City.

SALEM, Or., Jan. 25.—(Special.)—The Willamette River tonight registered 25 feet above the low-water mark and is still rising. This is the highest stage the river has attained this year, and there is occasion for alarm. If the present moderate weather continues for a few days a further rise of probably four feet

is expected in the stage of the river. It will be at least 24 hours longer before the effect of the recent rains on the river's stage will be exhausted, and until then the stream will not recede.

Report reached Salem today that a part of the bridge across the Santiam at Stayton went out this morning, and the remainder of the structure is in danger. Extensive damage has resulted to bridges in this city. Twelfth-street bridge, over South Mill Creek, was closed to travel this morning. The foundation has been washed away, and the framework has about collapsed. North Liberty-street bridge is also in a dangerous condition, and may not survive the freshet. If this bridge goes the Commercial-street bridge over North Mill Creek will also go. Late tonight the steel bridge across the Willamette River here was sound and safe.

#### WARNED OF COMING WATER.

Five Feet More Expected at Albany—Much Damage Done.

ALBANY, Or., Jan. 25.—(Special.)—The Willamette at Albany has reached the highest point for the winter, registering 25 feet, and the murky water is flowing at a high rate of speed. It is predicted by the local observer that the river will rise five feet more before it begins falling. If such is the case, mills on the water front will be forced to shut down. Already all the docks and wharves are submerged by the rushing water, which is gradually creeping over Front street.

Messengers have been dispatched up and down the river warning people of the prospective rise within the next 24 hours.

Owing to a washout on the Southern Pacific in the southern part of Linn County, the north-bound trains did not reach Albany today and the train from Portland was forced to stop here. The high water has reached the railroad bridge across the Willamette near Hurlburg and the structure is considered unsafe. The Santiam and tributary mountain streams are subsiding and as far as can be ascertained no bridges were washed out, although considerable damage was done. Some wagon bridges on the Santiam were rendered unsafe.

#### HIGHEST WATER ON RECORD.

But Comparatively Little Damage Has Been Done at Eugene.

EUGENE, Or., Jan. 25.—The flood of the Willamette River has reached its highest and is now falling. It is the highest of which there is any official record, having reached 23 feet. Many of the old settlers tell of a time about 1862 when the river reached this stage and did very great damage. At that time skiffs were rowed through the streets of Eugene. Now, however, the flood does not come into the city much, being prevented by a levee made by the railroad grade. This flood is higher than that of 1890, which did much damage.

It is too early to get many reports regarding damage. There is no doubt that the hayrads and garden farms in the river bottom have suffered very heavily and damage to fences and stock will amount to thousands of dollars. The north apron to the bridge at Eugene is gone and will cost \$300 to \$500; also the breakwater on the same side of the river. The Booth-Kelly Company lost a large number of logs from a 3,000-foot drive, which was just starting from Fall Creek. Just how many are lost is not known. Many reports of damages are expected as soon as the water subsides so that people can get about.

#### Danger Past at Baker City.

BAKER CITY, Or., Jan. 25.—Powder River, through Baker City, has fallen considerably in the past few hours and all danger to city property has passed. The valley is still full of water, the ground being frozen and keeping the floods on the surface.

All mountain streams east and west of here are out of their banks and all trains badly delayed. Two or three railway bridges are washed out, but no serious damage to property is reported.

#### Locks Closed at Oregon City.

OREGON CITY, Or., Jan. 25.—Willamette locks were closed to navigation at 8 o'clock this morning and will probably remain closed for at least two days on account of high water. The river above Willamette Falls is at a higher stage than at any previous time this winter and is still rising. The Clackamas River fell four feet today, causing a fall in the lower river. No steamers are running on the upper river.

#### Mountains Covered With Snow.

FOREST GROVE, Or., Jan. 25.—(Special.)—The mountains west of this place are covered with snow this morning, which fell last night.

#### HUMBOLDT COUNTY FLOODED.

Damage to Roads \$10,000—Sunday Session to Make Repairs.

EUREKA, Cal., Jan. 25.—Commencing last Sunday afternoon there has been a continuous downpour in Eureka and all over the county over nine inches of rain has fallen locally, while in some parts of the county the fall has been greater. Streams are overflowing banks, flooding ranches and dairy lands and in many instances doing an immense amount of damage. Many bridges have been washed away.

Today the supervisors met in special emergency session to take action towards rebuilding bridges and fixing roads which are covered with landslides. It is estimated \$10,000 damage has been done. There are no signs of cessation of the storm. Should the storm continue there will be an immense loss of stock and property for valuable dairy lands. Operations in the woods have ceased and road and train travel in the county is nearly impossible.

The mail-carrier from Sommers Bar to Hope Reservation was caught in the current of Sacketh Creek and narrowly escaped drowning.

#### ON A LEVEL WITH THE FLOOR.

Goods in Wharves on Local Water Front Endangered by Flood.

The river has been rising rapidly since the commencement of the recent rains, and is now nearly up to the danger point. Yesterday afternoon the gauges along the river front showed that the water was at a late hour last night no decrease had been noted. The lower floors of several of the wharves are on a level with the rushing water in midstream, and if further rains follow, all the goods on the lower floors must be removed to a place of safety. At the Almsworth dock the water was 20 inches below the lower floor at 2 o'clock this morning, showing a rise of 10 feet above the normal stage.

#### Progress of Mazatlan Plague.

CITY OF MEXICO, Jan. 25.—The charity committee at Mazatlan has received up to date \$25,000 for use in combating the plague. Money has been pouring in from all parts of the country. The official committee at Mazatlan reports four deaths and four new cases for Wednesday and for Thursday reports five deaths and two new cases. The total number of cases in the hospital was 44, five of which are serious. At the pavilions are housed 539 persons, none of whom is sick.

# NOSHOW FOR STATES

## But Omnibus Bill May Force Extra Session.

### SERIOUS SITUATION IN SENATE

Possibility That Other Important Matters Will Require Summer Meeting—President Not Afraid, but High Tariff Men Are.

OREGONIAN NEWS BUREAU, Washington, Jan. 25.—So serious has become the situation over the statehood bill that some members of Congress fear that there will be an extra session of Congress for necessary legislation. The more conservative Senators think that when it becomes apparent that the omnibus bill cannot pass, that the followers of Quay will

#### DR. WILLIAM V. CRUM



COLORED POLITICIAN WHOSE APPOINTMENT AS COLLECTOR OF THE PORT OF CHARLESTON, S. C., HAS AROUSED OPPOSITION.

abandon the measure and allow other necessary bills to be taken up.

It has been claimed all the time that the appropriation bills will go through, but lately some doubt has arisen as to trust legislation. The President has made it so plain that there will be trust legislation or an extra session that it is taken to mean that nothing would be allowed to stand in the way of a trust bill as soon as it is ready, and it has been the purpose of the men opposing the omnibus bill to bring forward the trust bill to set that aside. They rely upon Democratic votes for that purpose, believing that after the professions of the Democrats they cannot vote to keep the omnibus bill before the Senate to the exclusion of trust legislation. In fact, there are some signs of disintegration among the forces supporting the omnibus bill. Tillman has announced that he will not support it unless it is amended. To amend it means to kill it.

The Republican leaders of the Senate have been informed by men of their party supporting the omnibus bill that they do not expect to antagonize the appropriation bills, and that means that no action tending to force an extra session will be taken. At the same time there are measures, like the Philippine currency bill and the Philippine tariff bill, which, if not passed, may bring Congress into session. President Roosevelt is not afraid of an extra session, while some Republicans, fearing a demand for tariff revision, will do everything they can to avoid one. The canal treaty and the Cuban treaty may be considered by the Senate in a special executive session.

#### POSSIBLE TIDEWATER CANAL.

Government Not Bound to Build on Old Panama Route.

OREGONIAN NEWS BUREAU, Washington, Jan. 25.—Because there is a provision for a tidewater canal in the new Colombian treaty, there are some people who think that the Darien or San Blas route is to be taken into consideration by the Administration. Under the treaty this Government is not bound to build on the old Panama route, but may do so any place upon the Isthmus, and it may be that before work is actually begun there will be an investigation of the tidewater project, which meets with some favor because of the greater utility in the future.

#### FIGHT ON STATEHOOD BILL.

Quay Will Press Opponents Will Kill Time—Two Treaties.

WASHINGTON, Jan. 25.—The feature of the week will be the continuation of the contest over the statehood bill. The lines are now more closely drawn than they have ever been on this bill. They are indeed so taut that all onlookers realize that they are about to break; but few unprejudiced persons would undertake to say positively on which side the disaster must fall. The advocates of statehood were much encouraged by the vote of last week and, contending that it has been demonstrated that there is a majority of the Senate favorable to the bill, they declare that it is preposterous to ask them to yield; while the opposition urges that the vote was not a test at all and no real indication of the attitude of the Senate. They say that the bill is standing in the way of other legislation and contend that it must get out of the road and remain out when the appropriation bills begin to press to the front, as they will soon do. It is probable, however, that at some exceptional times the bill will hold its place in the front ranks during the week.

It is the intention to use the appropriation bills only in case there should

be an effort to hold night sessions in order to secure action on the statehood bill. Senator Quay has more than once indicated his intention of asking the Senate to "sit continuously," which means that he is contemplating night sessions. The general understanding among the friends of the measure is that the prolonged session test will come early in the week, possibly about Tuesday night, but the Pennsylvania Senator has so far failed to make authoritative announcement on that point. Senator Quay now asserts his intention to press the bill more industriously than in the past, and they would rather take the responsibility for an extra session of Congress than have the statehood bill become a law.

When the question is again taken up Senator Burnham will proceed with his speech, and it is now the plan to have Senator Keen follow him. Senator Beveridge also will be heard on the bill and the opposition is prepared if necessary to introduce extraneous matter for the purpose of preventing a vote. For instance, one of the Senators has on his desk a copy of the encyclopedic speech delivered by Senator Quay during the consideration of the Wilson-Gorman tariff bill, which he threatens to read, and another has at hand a voluminous history of New Mexico. If the night sessions are attempted, the opponents of the bill will resort to the usual methods to kill time. On the other hand, it is admitted that the supporters

# MAY CHANGE AGAIN

## King County's Delegation on Senatorial Question.

### BUT ANKENY DOESN'T NEED IT

He Can Be Elected Without the Votes of Preston and Wilson Men—Iron-Bound Agreement as to Commission Bill.

OLYMPIA, Wash., Jan. 25.—(Staff correspondence.)—Sunday was a quiet day in Olympia and not until the arrival of the evening train from Seattle was there any sign of stir around the hotel lobby. The Senatorial candidates and as many of their lieutenants as remained on the ground took advantage of the occasion to gain some needed rest.

There is little new in the Senatorial situation, which has, to a certain extent, developed into a waiting game. The disintegration of the Wilson forces will probably take place on Wednesday, and developments are expected shortly afterwards. The Spokane candidate had a losing fight with tremendous odds against him right from the start, but he has been the most powerful individual factor in the fight so far as staving off the crisis was concerned, for without his aid to Preston in preventing a caucus, Ankeny would have been elected on the first ballot. The glory which may redound from locking matters up exceedingly tight for a week or longer is about all that Wilson will get out of the fight, but his friends are satisfied with the demonstration he has made, as it has certainly proved that he is still a factor in Washington politics.

The possibility of another change of heart on the part of the King County delegation is already being hinted at, although very little credence is placed in the rumor. There is much important legislation coming up and it is practically settled that when the present extension of time granted Preston expires, and perhaps before it expires, they will settle the Senatorial question without further parley. But even in the event of a further halt on the part of the King County men, the election of Ankeny without King County may not be such an impossibility as it has heretofore been considered. The defection of Wilson's forces from the Preston-McBride combination will materially impair the usefulness of the anti-caucus agreement.

The reasons for believing that it is not impossible to elect Ankeny without King County are these. Mr. Ankeny already has at least 57 votes. The Preston-McBride combination does not concede more than 55, alleging that he reached his limit Friday. An exceedingly plausible reason for believing that he has at least 57 votes, however, is found in his willingness to go into caucus. He would require that many votes to secure the caucus nomination, and both he and his lieutenants have had too much experience to go into a caucus and not be able to win after he got there. That his opponents appreciate this strength is shown by their unwillingness to enter the caucus. With the refusal of the Wilson forces, at least six more votes will be added to the Ankeny column, making a total of 63, or only six less than is needed to elect. One or two Democrats having a lifelong acquaintance and a high regard for Mr. Ankeny would probably be willing to give him a vote if it were badly needed at a critical time, and there are a number of other Republicans in the same class as Representative Megler, of Wahkiakum, who would not be averse to settling the Senatorial contest whenever it is brought up to a point where it could be ended with three or four votes.

The Ankeny followers have been so mercilessly lampooned by the newspapers supporting Preston that timid members who might be inclined to change over to Ankeny have been frightened into holding on. When Megler went over to Ankeny, his reputation and force of character silenced this unfavorable and insinuating newspaper talk and not a murmur has been raised against him. This has given some of the other members, equally high-minded and honorable, a courage which may cause a further break. All this, however, is according to the situation as it now stands. It would be unnecessary when the hopelessness of Preston's chances become apparent to the men now supporting him, who are doing so more for effect than with any real belief that he can be elected.

#### FOR COMMISSION BILL.

The committees appointed at the commission caucus last Thursday to line up the supporters of the measure where they could be counted, have not yet completed their work in this House. The Senators in favor of the bill first, last and all the time have signed the agreement, as follows: "We, the undersigned members of the State Senate, hereby agree to support Senate bill No. 1, known as the Tolman bill, in opposition to any amendment thereto satisfactory to a majority of the signers hereof; to use all honorable means to secure its early consideration, and to vote for it upon its final passage."

Signatures of Senators Warburton, Sharp, Hamner, Moultray, McKenny, Engle, Crow, Wely, Wilson, Halley, Garber, Reser, Spilawa, Hallett, Tolman.

Senators Graves and Rasher, Democrats, did not sign the above, but wrote at the bottom of the list: "I will vote at all times for any measure which conform to the Democratic platform."

Senator Moore, of King County, signed his name to the following: "I agree to give the bill early consideration."

The Ehrlich contest case from Skagit County will come up in the House again tomorrow for reconsideration. The committee on privileges and elections will report it back with a majority and a minority report. Eight of the members of the committee favor a recount of the vote, while three are opposed. If Ehrlich, who is an Ankeny man, is successful in the recount, it will mean the unseating of either Molstad or Butler, who are pronounced Preston men.

The present incumbents of the contested seats object to a recount on the grounds that the ballots have been tampered with since they were received by the Auditor. When the contest was first presented to the House, it was thought it might have an important bearing on the Senatorial

# RAN INTO WASHOUT

## And Engineer and Fireman Lost Their Lives.

### ACCIDENT TO O. R. & N. TRAIN

One Passenger Was Seriously Hurt and a Few Others Slightly—Near Summit of Blue Mountains, East of Pendleton.

PENDLETON, Or., Jan. 25.—Passenger train No. 6, on the O. R. & N., which left Portland at 8:15 Saturday night, arrived through Pendleton at 4:45 Sunday morning, ran into a washout on a hill 2 miles east of Bingham Springs. The engine was thrown into Meacham Creek six or eight feet of water, and on top of it were piled the baggage and mail car and the chair car. The engineer and fireman were killed almost instantly. William Maxwell, of Portland, a passenger was seriously injured, but aside from the injuries were slight.

The wreck was caused by a washout about two miles east of the new steel bridge which has been built on Meacham Creek. The heavy snow on the mountains here has melted by a chinook, and the waters were rising. No. 2 freight train passed over this particular piece of road a few hours before No. 6, and reported everything all right. No. 6 was running slowly, as the road is on a heavy grade at this point, and it was due to this fact that there were no more serious results.

Engineer Thomas Patten and Fireman William Hilligan were killed instantly. The engineer's body was found lying on the water, and when the body was recovered the flesh fell off the limbs. The fireman's body was not discovered until 7 o'clock in the evening, about one mile down the stream. William Maxwell, a traveling man, who was on his way to Baker City to visit his mother, was badly crushed in the breast and thought to be dead, but was brought to the hospital at this city, and has a possible chance of recovery.

Two special trains besides the wrecking crew were dispatched to the scene of the accident here today, and all the assets possible rendered the passengers Maxwell was the only one entering the hospital.

#### MEMORIAL SERVICES.

New Custom Established by House of Representatives.

WASHINGTON, Jan. 25.—The House of Representatives began the holding of memorial services for deceased members after Sunday. It will be followed here after during this session, and will probably become a general practice in the House in the future. During the past few years on very rare occasions, the House has broken in on its executive work Friday and Saturday to listen to eulogies on deceased members, but the time has seldom been propitious and lately the practice has been meeting with growing disfavour. On account of the pressure of public affairs, it was decided to hold these memorial sessions Sunday, and during the course of their eulogies today, several members took occasion to voice their commendation of the innovation and to express their opinion that it should be followed in the future.

At the session today tribute was paid to the life and public services of the late Representative Russell, of Connecticut, and Sheppard and De Graffenreid, of Texas, each of whom died during the Congressional recess. The attendance in the galleries was quite large and there was a numerous assemblage of friends of the deceased members on the floor. The following members took tribute to the memory of Mr. Russell:

Messrs. Brandage of Connecticut, Capron of Rhode Island, Sperry of Connecticut, Leonard of Connecticut, Henry of Connecticut, Payne of New York, McClellan of New York, Dalzell of Pennsylvania, Grosvenor of Ohio and McCall of Massachusetts.

Those who eulogized Mr. Sheppard were: Messrs. Henry of Texas, Brantley of Georgia, Ball of Texas, Randall of Texas, Burleson of Texas and Peesley of Illinois.

The one who eulogized Mr. De Graffenreid were: Messrs. Russell of Texas, S. Stephens of Texas and Kleberg of Texas.

At 2:55, as a further mark of respect, the House adjourned.

#### ARMY MANEUVERS IN UTAH

Ten Days of Miliar War at Fort Douglas Next Fall.

SALT LAKE, Utah, Jan. 25.—According to advices received from Washington by officers stationed at Fort Douglas, this city, the War Department is preparing plans for the mobilization at Fort Douglas next Fall of a large number of troops representing both the Regular Army and the National Guard of nine Western states. The troops, according to plans now under consideration, will go into camp in September and for 10 days will be drilled in field exercises and the operation of war as though they were actually engaged in a hostile campaign. The encampment will, in many respects, be similar to the one at Fort Riley, Kan., last summer. The local reservation is one of the greatest in the country, containing thousands of acres admirably adapted for the proposed maneuvers, in which it is believed fully 25,000 troops will participate. In addition to five regiments of infantry, one regiment of cavalry and four light batteries, officers at Fort Douglas are figuring on contingents from the National Guards of Utah, Wyoming, Idaho, Montana, Colorado, Oregon, Washington, Nevada and California.

#### Gave Mackay His Start.

COLOMBIA, Mo., Jan. 25.—Lawrence Bash, whose death in Boone County, Miss. court, has just been announced, lent John W. Mackay \$10,000 with which he bought and developed the Comstock lode. Bash was then a prosperous lawyer of Virginia, Nev., and a warm friend of Mr. Mackay. Their friendship continued until Mackay's death. Bash returned to Missouri many years ago. He left a large estate.

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