

## LOSS IN UMATILLA MAY REACH MILLION

### Swollen Rivers Sweeping Rich Lowlands.

### PART OF PENDLETON FLOODED

### Levee Breaks and Goods in Cellars are Ruined.

### LIGHT AND POWER CUT OFF

### Repairs Cannot Be Made to the Plant of the Northwest Gas & Electric Company Inside of Sixty Days.

about 14 miles below Pendleton, but between there and here the track is in bad shape. The bridge below town stood the test, but several hundred feet of the approach are gone, leaving the rails suspended some 20 feet in the air above the flood. Several other bridges are washed out and the track is undermined.

Three construction trains are now waiting at Nolin, ready to begin to reconstruct the line. The loss cannot be estimated, however, as the officials have not had time or opportunity to judge the full extent of the damage.

Five hundred people at Milton and Freewater were forced to take to the hills to escape the floods. Great damage has been done to the entire valley. Many houses have been swept away. The railroad track has been undermined and has sunk in places as much as three feet.

**Irrigation Dam May Go.**

The immense dam of the Little Walla Walla River Irrigation Company is badly strained, and should it break would wreck the great irrigation project which has made Milton Valley so productive. Here the alfalfa fields are swept away, the strawberry fields inundated and cut out and the orchards flooded and trees swept out. The damage here will be very heavy, but cannot be estimated.

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At Echo the wagon bridge has gone, but not much other damage has been done. The water has covered the entire valley, however. No new information has come from the McKay Creek or Bingham Springs districts.

**Alfalfa and Gardens Under Water.**

Great damage has been done to alfalfa and garden crops, but no reports can be compiled at this time of the amount destroyed, as much of the land is still under water. No additional loss has been sustained, however, it is believed, and the falling water will soon disclose the amount of damage done.

Pendleton is not only in the dark tonight, but it is also in the hands of the law. Owing to the darkness and to the many houses standing vacant and flooded, yet full of valuables, deadlines have been marked out and armed horsemen are patrolling these districts. People are not allowed beyond the lines unless well identified, and all wanderers are being sent off the streets. So far there has been no disorder of any kind, and the people, though anxious, have been cheerful.

Great work has been done for the safety of life and property.

### DAMAGE AT WALLA WALLA

### CELLARS OF BUSINESS-HOUSES FLOODED AND GOODS SOAKED.

### Great Garden Tracts are Destroyed and City is Without Light and Power.

WALLA WALLA, Wash., May 30.—(Special.)—The greatest storm and flood in the history of the city and county reached its zenith this morning. At 8:30 the rain stopped and soon the water in Mill Creek, which had been doing so much damage, began to recede. As yet the damage cannot be safely estimated, but it will, without doubt, exceed \$100,000.

Although the rain has ceased and the city is in darkness, without a single street light, normal conditions are once more being resumed. All the business houses are now opening their doors, and the streets are filled with people. The water in Mill Creek has fallen three feet since 4 o'clock and it is believed all danger is over.

Early estimates of the loss do not seem exaggerated, although it is next to impossible to judge exactly. Wherever one goes evidence of the water's ravages are apparent. Sidewalks lie in the middle of the street, crossings are out of position and lawns and shrubbery are torn up. Fences, sheds and buildings were washed away in great numbers. So far as can be ascertained there was no loss of life.

All memorial services were postponed and business was suspended. At an early hour this morning the banks have reopened. The basements of business houses and residences in the city were flooded in many sections, bridges were washed out and business in practically every street was paralyzed. All day long three engines of the city fire department have been lined up along Alder street, pumping the water out of the basements of several business institutions.

The hardest blow to the city is the damage done to the electric light system. Manager Allen, of the Northwest Gas & Electric Company, said this morning that, from what information he has received from the power plant, it would require fully 60 days again to place it in operation. He thinks that they can supply a limited amount of light and power within two weeks from their old reserve plant on Mill Creek.

The crippling of the power plant of the Northwest Gas & Electric Company has stopped operations in the following establishments which depended upon electric power:

Gilbert Hunt Company, Dement Bros. mill, the Jute mill at the penitentiary, Walla Walla Brick & Stone Company, city pumping station, Walla Walla Creamery and a dozen other smaller institutions in this city. The Athena Mills at Athena, Or., and numerous institutions in Umatilla County, will have to remain idle.

Two bridges in the residence part of the city went out this morning, and before daylight Alder street was a raging river. The residents along that street began leaving their homes soon after midnight.

Several buildings along the bank of the creek were undermined and toppled over. The back part of one building in the red-light district was the first to topple over. One woman is missing, and it is believed she was drowned in the street.

All establishments in the city depending upon electric power are at a standstill, except the newspaper offices, which today installed gasoline engines and will not miss an issue. The greatest handicap is in the matter of light, as a large por-

### Power Plant Badly Damaged.

Perhaps the heaviest loser, aside from the O. R. & N., is the Northwest Gas & Electric Company. By the wrecking of its power station on the Little Walla Walla, the towns of Milton, Athena, Freewater, Weston, Adams, Helix and others, will be deprived of light and power. The flumes and headgates, part of the station and much of the machinery have been ruined. The dynamo are soaked and submerged, the transformers are hurled into the bed of the river, and it will take \$50,000 to rebuild, and perhaps 60 days to resume operations.

The worst hit of all is the O. R. & N., and it may be three weeks before trains can get through to the East without transferring. Beginning at Bingham Springs, bridge after bridge went out, while long reaches of track have been washed away. The bridge across the Umatilla just above Pendleton is damaged, and it will take weeks and hundreds of thousands of dollars to repair the damage.

## OREGON CHAMPION OF THE NORTHWEST

### Kelly Covers 220 Yards in Even Time, Making a New Record.

### EUGENE STRONG IN WEIGHT

### Out of a Possible 125 Points, Oregon Wins 67, Washington 39 and Idaho 19 in Track Meet at Seattle.

SEATTLE, Wash., May 30.—(Special.)—In the most sensational track meet ever held in Seattle, the athletes of the University of Oregon today defeated the teams of Washington and Idaho, and thereby established an undoubted title to the championship of the Pacific Northwest. Out of a possible 125 points, Oregon scored 67, while Washington stood second with 39, and Idaho third with 19.

Oregon was represented by the best aggregation of athletes ever seen in this city, and the great exhibition of speed and skill on the part of Hayward's men aroused unbounded admiration among the large crowd of spectators.

**Kelly Does Fast Sprints.**

Dan Kelly, the faxen-haired Oregon sprinter, was the bright particular star of the day. He won first place in both the short sprints, clipping a fifth of a second from Joe Pearson's Northwest record of 22-1/2 seconds for the 200-yard dash.

Kelly ran the 100-yard dash in 19-1/2 seconds, running uphill and against a fairly strong wind. The same conditions existed in the 200-yard dash, where Kelly and Gordon Moores both defeated Captain Smith, of Washington. In this event Moores was set back two yards, but he overtook Smith and beat him out on the home stretch.

Where the track on the Washington campus where today's meet was held is hard and uneven, and it is generally believed that under favorable circumstances Kelly could run with the fastest men in America. The sprints were Kelly out, and he was unable to duplicate his recent record in the broad jump, which was won by Friesell, who cleared 23 feet 4 1/2 inches.

**Easy for Big McKinney.**

Captain George Hug, of Oregon, defeated Tom McDonald, of Washington, in the hammer throw, and established a new Oregon record of 132 feet 4 1/2 inches. McKinney had no trouble winning the shot put for Oregon, and Moulton was an easy first in the pole vault.

Moores did splendid work in the sprints and hurdles, but was so fatigued when the final heat of the 200-yard hurdle came that he lost the race by a neck to King, of Washington. Shirley Parker, a Washington freshman, won both the mile

## MANY CHANGES NEAR IN SENATE

### Sixty of Thirty Who Retire Next March May Not Return.

### MUCKRAKE RESPONSIBLE?

### Several Have Been Already Defeated and Others Have Hard Fight Ahead—Cullom and Elkins Find Seats in Danger.

WASHINGTON, May 29.—(Special.)—Whether the "muck rake" or something else is to blame, the fact remains that there will be a bigger upset in the next Senate than has occurred for many years. The terms of 30 members expire on March 4 next. Sixteen of these men have already been turned down by their constituents or else conditions are such that their chances of being returned are regarded as dubious.

Here is the list of the men who are probably serving their last term in the Senate:

**Those Who Will or May Retire.**

Russell A. Alger, of Michigan, has already announced that he is not a candidate, and a score of aspirants are in the field.

J. Frank Allee, Republican, of Delaware, was elected as an Addicks man three years ago. With the elimination of Addicks and his money, the Democrats expect to carry the state. Allee has so many enemies that it is doubtful if he could win, even with a Republican Legislature.

James H. Berry, Democrat, of Arkansas, was defeated in the Democratic primaries by Governor Jefferson Davis. Senator Berry served 22 years in the upper house and is only ranked among the Democrats by Morgan of Alabama and Teller of Colorado.

J. C. S. Blackburn, of Kentucky, was beaten in the primaries by Judge T. H. Paynter. Blackburn has served ten years in the House and 13 in the Senate.

The successor of Joseph E. Burton, of Kansas, will not be announced until January, but of course Burton, who is under sentence of six months' imprisonment for receiving an illegal fee, is not a candidate.

Edward W. Carmack, Democrat, of Tennessee, ran second in the primaries to "Fiddling Bob" Taylor, the ex-Governor. Some Republicans hope to carry the Legislature. Whether they do or not, Carmack will not come back.

William A. Clark, Democrat, of Montana, is not a candidate. Anyway, the Republicans expect to name his successor.

**Cullom Has Fight Ahead.**

Shepley M. Cullom, who has held public office since 1885, and has been a Senator from Illinois since 1888, has the hardest battle of his life this year. Governor Deeney and ex-Governor Richard P. Yates lead the opposition to him. Yates expects to be the Senator, and the fight is regarded as a desperate one.

Jonathan P. Dolliver, Republican, of Iowa, finds his political fences in a bad

## PORTLAND GETS HONOLULU LINE

### Steamers Will Be Running July 1.

### SAILINGS EACH MONTH

### Matson Navigation Company Announces Plans.

### IN BUSINESS TO STAY

### San Francisco Concern Now Operates Six Vessels to Hawaii—Attracted to This City Solely by Superior Advantages.

Portland is to have a steamship line to Honolulu, and will be put into operation next month. This announcement was made yesterday by Captain William Matson, of San Francisco, president of the Matson Navigation Company. Within four weeks the steamer Hilone, which has a capacity of 4500 tons of freight, will leave Portland for Hawaii and will make monthly trips thereafter. If the volume of business justifies, and Captain Matson is inclined to believe it will, the steamer Enterprise, which now plies between San Francisco and Honolulu, will also be put on the line.

Yesterday morning at the office of W. A. Mears, secretary of the transportation committee of the Chamber of Commerce, Captain Matson met about 20 representative business men of Portland, to whom he stated that the company of which he is the head would establish a line between this city and Honolulu with the understanding that it is to be permanent. He also said that while the line would start with but one steamer another would probably be added within a short time. Later Captain Matson made the same statement to an Oregonian representative.

**Steamer Is New and Fast.**

The steamer Hilone was recently purchased by the Matson Navigation Company at an Atlantic coast port and started on its initial trip on the Pacific when it left Seattle for Honolulu Tuesday. It will not return to Seattle, but will come to Portland. The vessel is practically new and fast. It has accommodations for 35 first-class passengers. The steamer Enterprise is about the same size and has about the same capacity and accommodations as has the Hilone. The vessel will make the trip to Honolulu from Portland, then to San Francisco and return to this city.

Business men who attended the meeting with Captain Matson yesterday afternoon are enthusiastic over the establishment of the new line. Much enthusiasm was shown at the meeting, when it was stated that the line would be put in operation, and all those present assured Captain Matson that his company would receive their heartiest support. He was much gratified over the encouragement he received, and stated that he was greatly pleased with the outlook.

Captain Matson did not arrive in Portland until late Tuesday night, and Mr. Mears did not have much time in which to call a meeting of the business men of Portland. But he did exceedingly well considering the circumstances, and the assemblage was thoroughly representative of the business interests of the city. Yesterday being a holiday it was impossible to communicate with all of the meeting would have been much larger.

**Credit Due Mr. Mears.**

Mr. Mears was largely instrumental in securing for Portland the line. Last week he was in San Francisco and called upon Captain Matson for the express purpose of interesting him in such an enterprise. He explained in detail the advantage of a line running from Portland instead of the Sound, as Captain Matson had first contemplated. Captain Matson then stated that he had long been considering the advisability of establishing a line from this port and that he would visit Portland this week and make known his plans.

Business men have long contended that Portland should reach out and secure part of the trade of the Hawaiian Islands, which they regard as a legitimate but a neglected field for this city, the same as is Alaska. Captain Matson is of a similar opinion. It is believed that extensive and remunerative trade relations can be established with the Hawaiian Islands.

**Large Interests in Hawaii.**

Captain Matson is representative of and is heavily interested in the Honolulu Planting Company, which will do much of its trading in Portland as soon as the new line is established. It is understood that the steamship company and its affiliated concerns in the Hawaiian Islands will purchase large consignments of goods. Thus the burden of furnishing all the cargo for vessels of the line will not devolve upon the merchants of Portland.

"We come to Portland with the intention of making the line permanent, but of course it is not a certainty that we will do so," said Captain Matson at the Hotel Portland yesterday afternoon. "We be-

## WILL RUSH TO CROW LAND

### Thousands of Homeseekers Expected at Billings and Sheridan.

### OMAHA, May 30.—Arrangements are complete for the registration for the opening of the Crow agency at Sheridan and Billings, from June 14 to 28, and the largest crowd in the history of Government openings is expected.

### Study Ownership in Glasgow.

DUBLIN, May 30.—The committee of the National Civic Federation on the operation of public ownership, which arrived at Queenstown May 29 from New York, reached this city tonight and will leave for Glasgow tomorrow, after inspecting the tramway system.

## AUTO HITS STREET-CARS

### BURNING OIL SPRINKLED OVER MANY PASSENGERS.

### Bank Tanks Up in Collision at Cincinnati and Injures Seventeen Persons, One Fatally.

### CINCINNATI, May 30.—Seventeen persons were injured, one fatally, in a collision between an automobile owned by Dr. J. C. Atkins and two street-cars on Vine street hill here today. The chauffeur tried to pass between a Mill Creek Valley car, southbound, and a Vine and Norwood car, northbound. Immediately after the collision the storage tank of the automobile exploded, throwing the burning oil over both cars as well as the automobile.

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## THE PLUTOCRATIC IDEA OF WHAT WILL HAPPEN IF MR. BOURNE SHALL BE DEFEATED

