

FLOOD DANGER AT SEATTLE REDUCED

Half-Mile Snowslide on Great Northern Track Near Scenic Puts Bridge Out of Line.

FIVE BUILDINGS SLIDING

City's Streets Clean and Dry—Gate Blows French Bark La Fontaine From Moorings—Snow in the Mountains Melting Slowly.

SEATTLE, Wash., Feb. 10.—The south wind blew 14 miles an hour in Seattle this afternoon, evaporating the small amount of snow that had survived the rain, drying the streets and smashing some windows. The French bark La Fontaine broke from her moorings and was blown a mile down the bay. The temperature at 4 o'clock this afternoon was 45 degrees, and the wind had moderated. There may be showers tonight here and in the mountains, but no heavy rain, and the snow in the mountains will continue to melt slowly during the night. With each hour the danger of floods becomes less.

A snowslide half a mile long descended from the Great Northern track today near Scenic, on the west slope of the Cascade. It struck a 250-foot steel bridge. The railroad's information is that the bridge was pushed out of line, but not seriously damaged. Before this accident occurred had cleared the whole west side track, and the heavy slides that blocked the east slope. It is uncertain when traffic will be resumed. The Northern Pacific and Milwaukee tracks are open.

The heavy rain having ceased and the snow being nearly gone, the caving down of hillsides in Seattle is expected to stop.

Four cottages and the Firlock clubhouse of the Seattle Athletic Club began sliding into Lake Washington late today where a retaining wall gave way. No one was hurt and most of the furniture was removed from the buildings at the first sign of trouble.

HOOD RIVER WATER-SOAKED

Precipitation for Five Weeks Nearly Equal to 10 Months of 1915.

HOOD RIVER, Or., Feb. 10.—(Special.)—Although rain has prevailed here steadily since last night, it has been held by the slow-melting snow and is not reaching streams as quickly as if the earth were bare. The precipitation since January 1, 9.97 inches, lacks less than an inch of being as much as fell from January 1 to November 1 of last year. Local streams have not passed the ordinary winter flood stage. The Columbia has risen 12 inches in the past 24 hours. While the main current is rising, however, the heavy rain in the foothills near the bank has not been broken, and local river systems are still high.

For the first time since Tuesday of last week an engine was sent to Parkdale over the Mount Hood Railway line today. Snow has, however, delayed the work of the locomotive and officials think it will be the first of next week before regular traffic is resumed.

POWDER VALLEY IS INUNDED

First Train From Prairie City in 10 Days Reaches Baker.

BAKIER, Or., Feb. 10.—(Special.)—Powder Valley is covered with water from the hills on its way to the river. Tonight it was expected that thousands of acres would be covered before morning.

At some places the water was reported to be at least three feet deep and ranchers are driving their cattle to higher points. The Powder River rose six inches this afternoon and is still climbing. O-W-R. & N. trains are from one to three hours late, and cause of slow running orders to avert without delay of the time and at times it has been difficult to get water for the engines.

No mail has been received in the Wallowa Valley town for eight days. Telegraph lines to the north have been cut. It has been with difficulty that messages could be sent by telephone.

TRAIN SERVICE IS STOPPED

Power Line in Umatilla County Is Knocked Out, So Darkness Reigns.

UMATILLA, Or., Feb. 10.—(Special.)—The Umatilla River at the Main-street bridge is higher than at any previous day of the freshet. This morning at 3 o'clock the water was at the four-foot mark, and at 1 o'clock the river had risen three inches since 8 A. M.

High water in the east end of Umatilla County has temporarily stopped traffic over the Washington division of the O-W-R. & N. All electric power was cut off today when the flood waters undermined one of the poles, breaking the line of the Pacific Power & Light Company.

GRAND RONDE STILL RISING

Conditions Are Not Regarded as Serious, However.

LA GRANDE, Or., Feb. 10.—(Special.)—In spite of a continual rise in the Grand Ronde River and formation of small ice jams, conditions here have broken up with little effort, the flood conditions in this valley are not serious.

Roads are passable, though flooded some. Only a fresh rain or heavy chinook will send the Grand Ronde out of its banks.

SHEEP, CHICKENS, HOUSES GO

Yakima Over Its Banks, Bridges Threatened, Railroads Stopped.

KEENESWICK, Wash., Feb. 10.—(Special.)—Melting snow and recent rains have swollen rivers and small streams throughout the entire valley, causing many washouts and endangering bridges. The Yakima River has overflowed its banks at Prosser and Ken-

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Economic Life, Says President, Must Not Stop in Fear of Trying Experiment.

MERCHANT MARINE NEEDED

Scientific Tariff Board Promised, but It Is Admitted Men Who Are Both Capable and Non-Partisan Are Scarce.

WASHINGTON, Feb. 10.—President Wilson told the Chamber of Commerce of the United States tonight that America needed a real scientific tariff board, and he thought it was going to get it; that it needed a real merchant marine and that it was absolutely necessary that the beginning should be made at once to get that, too; and that had it not been for the effectiveness of the Federal reserve law as a business preparedness measure there was no telling what commercial disaster would have overwhelmed the United States with the present war.

Of the prospect of keeping the country at peace, he said that while no immediate international crisis faced the nation, "we are merely holding trouble at arm's length."

Tardy Business Men Assailed.

"I am not afraid," he said, "of the slow vendor of history with regard to the neutrality of the United States and I believe we are justified in exercising every degree of patience in making clear what our position is and how sincerely we are determined not to allow this quarrel to become ours in any part."

"But we are merely holding this trouble at arm's length and trying to keep our judgment cool. All the rest of the world is hot, and it may be that the flames will extend to us."

The President assailed the tardiness of American business men in the past to broaden the commercial vision beyond the boundaries of this country.

"We ought to have a real scientific tariff board, and I think we are going to have it," he said. He reiterated his declaration that he had changed his mind about the need of this, because world affairs had wholly altered during the past 15 months. His greatest difficulty, he thought, would be in obtaining men for the board who were both capable and non-partisan. He knew of only one eligible.

"I am not interested in any doctrine of protection," he said, "and I am not interested in any doctrine of free trade. I have been a college professor and I know what it is, because there is nothing in either doctrine. The only thing interesting is the facts."

"Goods Must Be Delivered."

"Another instrumentality which I hope we shall make ready to get as soon as possible is a merchant marine. We have hopefully expected lately that ships would be built by Americans, but there has been no violent symptoms of that hope being realized. It is absolutely necessary that we should make a beginning in some way."

Government construction or operation of ships had been assumed as revolutionary, the President said. "I am not afraid of any kind of revolution that is useful," he added. "I do not care by which process the goods are delivered, but they have got to be delivered. We cannot hold our whole economic life stagnant because we are afraid to try an experiment. I am not afraid of trying an experiment if we place our affairs in the hands of competent men."

HIGHER WATER EXPECTED

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stream to the plant of the Multnomah Lumber & Box Company, a task that ordinarily would be performed easily with one low boat.

It was reported that the lower beach below the plant of the Portland Flouring Mills Company, had been carried out yesterday, and that the tide gauge to navigation had not suffered materially.

Dredge to Be Forced to Stop.

United States engineers were informed last night on the east fork of the Lewis River, where the Government dredge Monticello is engaged in channel work, there was a depth of 12 feet above zero yesterday and a continu-

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34 Nassau Street, New York, N. Y.
In the year ending December 31, 1915, the "Oldest Company in America"

Paid Policyholders a total of \$67,978,329.32

This sum exceeded the total amount received directly from policyholders by \$8,723,036.35. During the year there was an increase in the amount of new insurance paid for, in total insurance in force, in assets, in reserves, in total income, an increase of over One Million and a Half in total interest and rents, and an increase of nearly Two Million Dollars in the Company's contingency reserve, or free surplus. On the other hand, notwithstanding a full year of war, there was a material decrease in the mortality ratio (actual to expected) as compared with that of 1914.

Insurance in Force,	\$1,636,538,117.00
Admitted Assets,	616,528,254.00
Net Policy Reserves,	503,227,820.00
Total Income,	88,251,707.66
Total Disbursements,	81,375,494.91

The amount of new insurance paid for during the year, including dividend additions, was \$148,176,711. If we include revivals and increase of policies in force, the total insurance paid for was \$160,882,145.

Balance Sheet, December 31st, 1915

ASSETS		LIABILITIES	
Real Estate.....	\$ 21,579,165.32	Policy Reserves.....	\$503,227,820.00
Mortgage Loans.....	110,940,930.90	Supplementary Contract Reserve	4,000,441.00
Loans on Policies.....	91,948,198.57	Other Policy Liabilities.....	7,600,289.45
Bonds and Stocks.....	367,445,360.74	Premiums, Interest and Rents paid in advance.....	1,290,765.93
Interest and Rents due and accrued.....	8,168,051.23	Miscellaneous Liabilities.....	579,037.88
Premiums in course of collection	4,527,957.86	Taxes, License Fees, etc., payable in 1916.....	600,609.17
Cash (\$11,148,143.26 at interest)	11,507,163.76	Dividends payable in 1916.....	17,839,992.58
Deposited to pay claims.....	411,425.62	Reserve for future Deferred Dividends.....	66,673,718.83
		Contingency Reserve.....	14,625,579.16
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WALLA WALLA, Wash., Feb. 10.—(Special.)—Last night's heavy chinook, which was reported today, caused the snow to disappear more rapidly. Washouts have completely tied up railroads into an out of Walla Walla, Dayton, which is liable to go any moment. Creeks are running bankfull and overflowing in places, and dry gullies are running full. Some damage is being done to wheat fields.

Washouts near Big Mountain, Walla Walla, on the Alko hill, and between Walla Walla and Wallis, have stopped all O-W-R. & N. trains. The Northern Pacific line was also stopped a few miles east of Walla Walla and no trains are running. Word from Pomeroy, on an O-W-R. & N. branch, today is that it is isolated. Near Milton a big bridge has gone out.

CHEHALIS HOMES SURROUNDED

All Western Portion of Town Under Water, but Farmers Are Prepared.

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Farmers are prepared for high water. All the western portion of Chehalis, which is in the river bottom, is flooded, hundreds of dwellings being surrounded.

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Break in Sunnyside Canal Reported and Floods at Buena.

NORTH YAKIMA, Wash., Feb. 10.—(Special.)—Surface floods caused by melting snow have inundated the region around Granger, a railway junction, and many valleys around it. Telephone messages tonight reported that portions of the town were under water and that 75 feet of the O-W-R. & N. bank broke in the Sunnyside Canal, also reported.

Some lowlands around Buena, a few miles south of North Yakima, are under several feet of water tonight.

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Rise for Day Six Inches, but Drop From Monday Eight Feet.

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Rains and melting snow in the mountains are believed to have been responsible for the increased flow of water today, although no fear of further flood at this point is expressed by local observers.

River at Ridgefield Is Rising.

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10 JITNEY DRIVERS HELD

Strict Enforcement of New Law Is Begun by Police.

Orders to begin strict enforcement of the jitney ordinance, especially the parts compelling jitneys to go to the end of their routes, to sign before crossing street intersections, and to furnish lights over the seats for passengers, were issued to the police last night by Chief of Police Clark today.

As a result of the order, 10 jitney drivers were arrested early in the night and charged with violating the ordinance. They were: Mickey Kennedy, Sam Nabers, Ben Stern, A. Pruz, W. Leviton, Sam Zidell, Joe Kasal, Joe Fessler, A. Wolfman and H. Dublin.

Lucknamute Phone Company Elects.

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