

THE WATER WAS HIGH!

The Flood of '61 Completely Oudone.

THE DAMAGE IS GREAT.

At Oregon City the River Rose to a Point Three Feet Above That of 1861, Corvallis O. K.

The winter of 1861-62 has always been referred to as the "great flood" time in Oregon. If you begun questioning any old-settler about high water, etc., he would always give you an answer, with "but not up to 61 and 2" tacked on to the ending—of his answer.

But what can he say now? The first week in February, 1896, has done him up, and the valley in general.

With the foothills well covered with snow, the mountains still more so, and the ravines chock full, then nearly a constant downpour of rain for ten days, and the temperature moderately warm, how could anything else but a deluged country be looked for.

Such has been the case this time. The Willamette river and all its tributaries began to tear loose on Saturday last and at midnight on Tuesday the highest notch at this city was reached—28 feet and some inches. Corvallis is "THE HEART OF THE VALLEY," she has escaped with but a scratch. For three and four miles across the river east of here it was and yet is nothing but a vast expanse of water, with a few bunches of timber sticking their tops above the dirty liquid, and the roofs of the houses and barns looking as though wondering what they were there for. A portion of the government works has gone and the principal current of the river is cutting across probably a mile from this city—very little driftwood has been seen to go by here on this account. Mary's river kept up with the "prosehl" and raised until she couldn't get any higher overflowing the banks in all directions. The bridge has stood the strain, only the south end moving down stream a foot or two and both approaches swept away. The principal current cut across the flat, and it was water, water everywhere, from Horning's wagon shop, at south end of Main street, across to the flour mill of H. F. Fisher, and around to and in the residence of Mrs. Arch Johnson, a few hundred yards south of Mary's river bridge. In the northern portion of the city the water backed into the sawmill covering the boiler and engine, flooding everything along the river road, and extending across the fields and pastures almost to the road leading out from 9th street, covering the S. P. track for several hundred yards to the depth of three feet.

Lucky enough for all was it that the steamer Wm. M. Hoag was above the Salem and Albany bridges for she arrived here Saturday afternoon and since that time has been kept busy relieving the warehouses above here, which were liable to be flooded, of their grain. Sunday she went up as far as Peoria and returned with 200 tons of grain from Tyra Smith's place. Tuesday she went to Finley's warehouse, over 14 miles from here, and returned with 3,000 sacks of grain and Mr. Finley's family; the water was just at the floor of the building when she arrived. It was also 18 inches deep in Mr. F.'s house and the family had been compelled to remain up stairs since Sunday.

Telegraph communication with Albany has been cut off since Monday morning, and the U. line to Portland worked only by spells during the week. No report from Salem and east side places could be had only by Independence, and that very meagre.

The three-span bridge across the Willamette at Salem gave way caused by the undermining of a pier and now the greater part of that structure is lodged a few miles below that city on an island. Great damage is reported in other parts of the city.

At Independence the city was flooded to their main street, several buildings were washed away.

Wheatland, a town 16 miles below Salem on the Polk county side, was covered and every one left the place. A lot of wheat was badly damaged. All the river points suffered great

damage, and, it is supposed, Oregon City has fared the worst.

At Albany a 31-foot rise was reported on Tuesday morning. The river front was completely submerged, but the Oregon Pacific bridge is safe.

Between here and Albany several yards of the Oregon Pacific track was badly damaged, and workmen and bridge carpenters are now rushing the reconstruction. The passenger train for Yaquina on Saturday did not get to the latter place until Wednesday morning owing to the condition of the track. A work train passed through here on Sunday and attended to the repairs, arriving back Wednesday afternoon, being at work now on road to Albany. The west side S. P. track is all unsafe—bridges and culverts gone, and no train from Portland since Saturday last. The first Oregon Pacific passenger from Yaquina for five days came over yesterday morning, but went no further east.

The greatest loss to Corvallis during the storm has been the non-appearance of mail from the "outside world." This writer would have given his best hat for an Oregonian or Salem Statesman on Tuesday forenoon—he has the hat yet but no paper; how much longer will this be?

NOTES.

The water climbed over the banks near the ferry landing and on Tuesday evening was about 10 inches deep in the boiler room of the electric light building, but it did not interfere with the furnace and ever thing moved along as though it was a usual thing.

Water was about six inches deep in the yard of A. Hodes' on First street. Reports of loss of stock are beginning to come in now.

At different times on Monday and Tuesday gun shots could be heard as though parties were calling for aid. Tuesday the blowing of a horn could be heard as though coming from up the river. It was thought to be some of the residents on the island above here.

While tied up at Finley's landing on Tuesday afternoon the captain and second engineer of the steamer Hoag took one of the small boats and rowed across the lowlands for three miles back. A twelve-foot oar was stuck down and the depth of the water was beyond it.

THURSDAY.

With a very fair day on Wednesday the water began to recede slowly and from 11:30 a. m. to 3 p. m. the mark showed a decrease of 3 inches. Along about 4 o'clock (Wednesday) the clouds began to break away and by night it was "clear as a bell" all over and the moon shined brightly. The river still kept up a slow pace in falling but between midnight and 8 o'clock this (Thursday) morning it got right down to quick work and showed over a 3-foot fall. The buildings across from here began to look more like their former selves and everybody was rejoicing.

3 p. m.—The Mary's river bridge gave in to the flood at this hour and now lies on its right side lengthwise of the stream along the north bank. This is the greatest loss to Corvallis and Benton county yet heard of. G. O. Waggoner, Mr. Wilkins, and another gentleman, were in the bridge at the time, but as soon as the structure began to go they scrambled for terra firma. Mr. Wilkins fell, in so doing, and, with the exception of getting wet, got out all right. In a few hours afterwards men were at work tearing the bank-connector to pieces.

FRIDAY.

Reports are beginning to come in from over the county now. A gentleman from the Alesca country says no one can imagine the terrible amount of damage done along that stream. Before the rains began there was from 4 to 6 feet of snow on the low lands and 10 feet on the mountains. This furnished a terrible amount of water and raised every stream higher than was ever before known in the country's history. A land slide started on the A. Wood place and tons upon tons of dirt was carried down. Barns, mills, and other buildings are swept away. The road from Philomath to Alesca is no where to be found, plainly speaking. Correct reports of the amount of damage done cannot be secured this week.

Marion Ruble's fine mill, and all his other buildings are entirely gone. His loss is great.

On the John Ray farm, in King's Valley, a land slide ruined a portion of his wheat field and filled up the road to a great depth. Fencing was carried away. It also took Chas. Franz's logging camp into the creek. On the Luckiamute two bridges are reported out. John Wells, Jr., reports that the water came up within two feet of his house, but no particular damage was done. Roy Price and family were compelled to abandon their home as water was about a foot deep in the building. Three million feet of logs were held on the Luckiamute above the

"valley" which will be a great saving, and prevented further damage. Everybody was pretty badly scared. There are numerous other slides in the county, but it will take time to get full reports concerning the loss caused by them.

Up to 10 o'clock this (Friday) morning the water has gone down about 9 feet—falling about 3 inches an hour.

RELIEF COMMITTEE.

At their meeting last night the board of trade, among other business, passed the following resolution, and it will be acted upon right away:

Whereas, the overflowing of the Willamette and Mary's river has caused more or less damage to property owners along said rivers in our county, therefore, be it Resolved, that a committee of three be appointed by the chair to investigate who may have sustained damage by reason of said flood in our county and report if any person need assistance.

The chair appointed the following committee: S. N. Wilkins, E. Allen, and D. C. Rose. Any person requiring assistance should apply to this committee, who will do all possible in the matter.

VERY LATEST.

Special to the GAZETTE.]

CORVALLIS CITY, Feb. 7.—The river this place fell three feet yesterday. By actual measurement the river on Wednesday registered three feet higher than during the flood of '61. Terrible damage done. The breakwater known as the "basin" gave way and washed off down the stream. In order to save the steamer Three Sisters, which is here, she was pulled just as far in next to the bank as possible, and when the water began to fall it came so sudden that it left the boat on the roadway, between here and Canemah where she now is high and dry. The locks are completely locked.

[In '61 the water was flowing all over the south end of Main street in Oregon City, and, with three feet more than at that time, the whole city must have been flooded.

FROM EUGENE.

E. J. McClanahan, real estate broker, of Eugene, M. Herrington, and two other gentlemen, arrived in Corvallis in a small boat this (Friday) afternoon at 3 o'clock, having left there yesterday afternoon. The water at Eugene was 14 inches above the '81 rise only, no damage was done in the city limits. The Springfield bridge was swept away and all but the main span of the Eugene bridge. The coast fork structure is a total loss, and to save the McKenzie bridge the approaches were cut away. These gentlemen report the Harrisburg railroad bridge as all o. k. They were bound for Portland and expect to go as far as New Era, only, in the skill as it would be a dangerous undertaking to attempt to go through the Rock Island rapids.

ABOUT SALEM.

On Thursday afternoon the GAZETTE telegraphed to parties at Salem for a flood report from that city. No answer was received up to 2 o'clock to-day, when another "call" was sent. Again no answer. It is safe to say that the insane asylum, penitentiary, and state house did not float away, and that the state treasurer is saying as usual—"not paid for want of funds."

There were no trains running into Corvallis during the flood of '61 because there were no railroads in Oregon. This time no trains are running, not because there are no railroads but because they are all in a badly demoralized condition.

Mose L. Klue, who has been acting as book-keeper for the past three years for Goldsmith & Loewenberg, hardware and stove dealers, Portland, is now their traveling agent. Last reports he was stormbound at Roseburg.

There was a session of the county court this week, it being the time for the February term. Commissioner Logan and Judge Holgate constituted the quorum.

A case of scarlet fever is reported in Corvallis. The little son of James Taylor is so afflicted. Dr. Farra is attending him.

Some cases of la grippe are still noted in this city. The latest to be attacked is F. M. Johnson.

R. E. Taylor, the barber, now shaves for 15 cents.

WATER DITCH TALK!

Three Ways of Construction Presented.

FIGURES WILL TELL.

It will Require Plenty of "Digging" no Matter how Short the Distance may be.

The question of a water ditch has been discussed so much during the past year that it may not be amiss to present some figures in regard to it. The proposition is, we believe, to tap the Willamette river somewhere south of the city of Corvallis; bring the water out onto the prairie through a race; over Mary's river in a flume, and discharge it onto turbine water wheels along Corvallis' river front.

We will suppose the distance between the surface of water in the race on First street and tail water on the surface of the river is twenty feet; it would be more than that during the summer and less during the high water season, but, for our calculation, we will take twenty feet. In order that the enterprise may be of practical benefit, we ought to have water enough flowing through the best form of turbine wheels to develop between five and six hundred horse power, say 560. This will require, if the fall is twenty feet, 16,700 cubic feet of water per minute which would be enough for ten small factories. To get this amount of water, will require a ditch of certain size depending on what is called grade in railroads but slope in hydraulics. Suppose we try a slope of three feet per mile. A ditch on this slope, 19.7 feet wide on the bottom, 27.7 feet wide on top and four feet deep, will deliver 16,779 cubic feet per minute, if running full and no loss by seepage; this is the amount we require, and if all the conditions can be complied with, is a cheap ditch. It is believed, by many, that there is a point about twelve miles south of Corvallis where the water can be taken out of the river. Twelve miles at three feet per mile is 36 feet, and with the 20 feet to start with we have 20 plus 36 or 56 feet, which is the fall the river must have in coming from the 12 mile point to Corvallis; and if it has not this fall, it must be raised by a dam at the 12-mile point in order to fulfill the conditions.

As it is probable that the river has not this fall, and as the benefits to be derived would not be worth a dam of this magnitude, let us try a ditch on a lighter slope, say one and a half feet per mile. A ditch 28 feet wide on the bottom, 36 feet wide on top and 4 feet deep, if running full and no loss by seepage, would deliver 16,550 cubic feet per minute, about the amount we want, and the elevation of the river at the 12-mile point must be 18 plus 20 or 38 feet; if it is not so, a dam must be built as in the former case. Let us try a ditch on a slope of three-fourths of a foot per mile. A ditch 39.2 feet wide on the bottom, 47.2 feet wide on top and 4 feet deep, running full and no loss, would deliver 16,970 cubic feet of water per minute; this again is about the amount of water we want. The rise of the river must be 20 plus 9 or 29 feet from Corvallis to the 12-mile point. If the total rise of the river, in getting to any given point, does not carry it up to the elevation required by the canal at the same point, water cannot be taken out without the construction of a dam, which is the way the necessary head is usually obtained.

If we get water out of the Willamette, 13 miles south of Corvallis or any other distance, it will be by a very flat slope and a very wide ditch for the first three or four miles.

CORVALLIS, Feb. 4, 1896.

PUBLIC SCHOOL NOTES.

Robert Wilson was a welcome visitor on Wednesday. He made very pleasant and pertinent remarks to the pupils in Mr. Yates' and Mrs. Callahan's rooms.

The literature class in Hamlet are highly interested in the subject.

"The duke yet lives that Henry shall depose, and him outlive, and die a violent death." Query—subject of die?

The class in book-keeping are doing

excellent work, very thorough and systematic.

The attendance is somewhat decreased on account of bad colds.

Since the new boiler has been put in the rooms can be kept at an even temperature.

FRUIT GROWERS' ASSOCIATION.—Hon. Geo. A. Waggoner, of Corvallis, is trying to receive the cooperation of the citizens here and throughout Benton county in organizing a fruit growers' association. After examining several of the prune orchards in this state, he thinks the rolling uplands of Benton county especially adapted to the production of this kind of fruit as well as apples, pears, plums, and others for which the country has a famous reputation. Mr. W., in his enterprise, contemplates a joint stock company with a capital of \$30,000, which, should he succeed, and there are very favorable prospects of so doing, would give Benton county the name of having the largest prune orchard in the state. It has not been until recently that the culture of prunes has attracted the attention which the demand for them and the high price they bear would seem to justify, but their production on uplands and river-bottom lands in the Willamette valley has several years ago passed the experimental stage, and many farmers engaged in their culture have already gathered rich harvests as a reward for their foresight and industry. This enterprise has an honest claim for the support of every person interested in the prosperity of this state. Competition with the low wage earners of India and Russia in the production of wheat has so far reduced its price in the world's markets that the people of Oregon cannot expect to prosper while breadstuffs is their principal staple. Europe is no longer compelled to depend on this country for her bread, but will buy all the fruit and pay for it, largely, and it has been demonstrated that the very best varieties that Oregon raises can be grown right here in greater abundance and at less expenditure than anywhere else.

A DANDY POLICE FORCE.—If the ordinance regulating the police force is signed by the mayor, Baker City can boast of the dandy police force not only of the Pacific coast but of the whole world. The ordinance provides that no regular policeman of this city, while on duty, shall enter or remain in any saloon, house, room or building, whatsoever, excepting on business connected with his duties as such policeman, nor shall he while upon duty, drink or partake of any spirituous, malt, vinous or other intoxicating liquors whatever. Neither shall he be the owner or in any manner interested, either directly or indirectly, in any saloon, barroom, drinking shop, billiard-room or ball alley. No officer shall, while upon duty, be guilty of using any profane or abusive language to or concerning any person or persons, or of conducting himself in a violent or disorderly manner.—Blade.

PUBLIC PARK FOR OREGON.—The senate has passed a bill granting to the state of Oregon townships 27, 28, 29, 30 and 31 south, in ranges 5 and 6, east of the Willamette meridian, for a public park. This location of a proposed public park takes in part of both Douglas and Klamath counties, including the wonderful Crater lake. The center of the park will be fifty miles east of Roseburg and the same distance north of Linkville, and will be thirty miles north and south by twelve miles east and west.

ONE ONLY.—One solitary marriage license was issued in County Clerk Wilson's office during January, and that was on the 16th. Grove Albert Peterson and Clara E. Starr were granted the right to become one.

It is thought a train will reach here from Portland about Monday next.

STUCK BY A FALLING TREE.—While at Peoria on Sunday night the steamer Hoag met with an accident which came near being a costly one for her. She was tied to the wharf and a cottonwood tree, about fifty feet high and two feet in diameter came crashing down striking the hurricane deck just in the rear of the smoke stack, lodging on the hog chains which support the pipe. As fast as the men could work it was cut to pieces and removed. Had it not been for these chains the tree would have crashed clear through the boat to the top of the boiler, and she would then have been rendered perfectly useless.

G. A. R. ENCAMPMENT.—The ninth annual encampment of the Oregon department, G. A. R., will meet at Eugene on Wednesday, February 12th. The annual convention of the Woman's Relief Corps will be held at the same time. All railroads have made special rates to those attending the encampment of one and one-fifth fare the round trip.

GREATLY BENEFITED.—At Yaquina City on Wednesday night, Jan. 29th, a portion of the bluff between the hotel and the docks caved down; several thousand tons of earth and rock was moved to a level, and it is said that it did for the Oregon Pacific company what \$2,000 worth of powder could only have done. In this case it was a profitable slide.

To CONTRACTORS.—Bids will be open for the construction of the gallery of the city hall until Monday, February 10th, 1896. Plans and specifications can be seen at the office of A. C. Ewart, in this city. The owners reserve the right to reject any and all bids. JOB BROS.

A ZANG UP TIME.—Chas. Houck and Geo. Bigham participated in a fisticuff on Main street on Monday night. The trouble was caused by a little promiscuous talk on the former's part.

LETTERS.—Advertised for Feb. 7, 1896: Mr. and Mrs. F. C. Baker, Mrs. Catherine Hard, Mrs. Lanias A. Johnson, Loyd & Burton 2, William Pearson. F. A. HELM P. M.

At the Congregational church next Sunday morning the pastor will speak on "Proper Thinking," and in the evening will answer three more questions that have been handed him. Question answering will be a feature in the evening services for awhile, and any one is invited to send him a question on a moral subject, which, if honestly propounded, will be candidly treated.

The material and paper stock that was used in the new office of the land company, came from the supply house of S. N. Wilkins.

BORN.

In Corvallis, on Wednesday, February 5th, 1896, to the wife of Mr. (Eli) Perkins, a girl.

The father is the owner of the truck and dray business formerly conducted by L. J. Kemp.

In Corvallis, on Wednesday, February 5th, 1896, to the wife of Mr. Pernot, a boy.

This is doing well, considering the flood. Who said no Oregonians arrived this week?

Highest of all in Laveating Power.—U. S. Gov't Report, Aug. 17, 1889.

Royal Baking Powder

ABSOLUTELY PURE

Royal Baking Powder

ABSOLUTELY PURE