

# WENT THROUGH A BRIDGE

## Terrible Fight for Life in a Submerged Car.

### CAUSED BY A BROKEN AXLE

Were Killed and Eighteen Injured, Some Seriously—Firemen Help in the Work of Rescuing.

Portland, Or., April 29.—A frightful street-car accident occurred at 6:45 yesterday morning, in this city, on East Morrison street, between Eighth and Ninth, involving the death of three persons and the injury, more or less severely, of nearly a score of people. Car 52, of the City & Suburban line, running between Mount Tabor and the West Side, in charge of Conductor Stephen Guthrie, with John G. Kieffer as motorman, jumped the track while crossing a bridge at high speed, and dashing over the roadway through the frail wooden guards, built for the protection of pedestrians, and plunged into a slough of water twenty feet below.

Conductor Guthrie left Mount Tabor station with his car at 6:35. It was the hour when many living on that side of the river and employed on the West Side, leave their homes for the day's work, and the car was well filled after leaving Sunnyside. The usual early morning trip was without incident until a minute before the terrible catastrophe. There is an easy grade for several blocks until East Ninth street is reached, and it has been the custom to speed the cars along at more than a moderate rate. Suddenly, just as the car reached where there is a slight jog in the track, the ominous bumping of the wheels on the plank roadbed told that the car was off the track, and its speed through some means appeared to have accelerated. The drive axle of the front truck had broken. Before the passengers could realize the danger that confronted them, the car had swerved sharply to the left, and, with a startling crash, the forward trucks struck the wooden curb, and the car plunged through the frail sidewalk and guard rails, into the waters of the slough below, turning half over in the descent and landing on its side. Motorman Kieffer, who had remained at his station, vainly endeavoring to control the car by the brake, jumped from the front platform as the car struck the sidewalk and a man who stood beside escaped the same way. Some of the passengers on the rear platform were thrown off by the shock, and one or two succeeded in saving their lives or escaping serious injury by jumping. There were thirty-one passengers on the car, and as nearly as could be ascertained, twenty-one persons, including Conductor Guthrie, were aboard when the headlong plunge was made.

A scene of indescribable confusion followed. The crash of the breaking timbers was mingled with agonizing shrieks and pitiful cries of the wounded and struggling passengers in the half-submerged car. They were shut up like rats in a cage, and the marvel is that any were able to escape a horrible death. The car with its human freight lay on its side, but did not at once go to the bottom. There was breathing space for the frantic humanity within, and a terrible struggle at once began to reach the windows. There was a grabbing for a hold of some kind, and a rapid and instantaneous smashing of windows. Heads and arms at once began to emerge from the wreck, and the able-bodied climbed to comparative safety on the outside. One or two who had jumped while the car was flying in the air were slowly and painfully swimming to the shore; and hats, canes, dinner baskets, and other small movable articles began to appear on the surface of the water.

The car remained in its half-submerged condition, very close to the steep bank for a few seconds—long enough to prevent the certain death of many of the crazed prisoners—and then it gave a sudden lurch, and the water rushed in through the windows and other orifices. The upper side sank to the level of the water, and the underside rested on the uneven bottom. The water was from six to ten feet deep. The passengers who had been able to extricate themselves from their imprisonment began to help others out through the shattered windows. These were able to make their way to the bank over planks run out by rescuers who had already begun to assemble.

Passengers who had fortunately escaped from the car aided in giving the alarm, and, within a few minutes' time, many persons were rushing to the rescue. Some thoughtful person turned in the fire alarm, and the warning bell started the East Side battalion to the scene.

Firemen and others performed gallant service in the efforts to save life. Newton Hanson, a lad of 16, was taken out alive, but died in a short time. Frantic efforts were made by the firemen to extricate Miss Katherine Gillie, who could be seen in the wrecked car with a heavy timber across her body. She was still alive, but was strangled before the firemen could get her out.

The lifeless body of Blanchard was next taken out. He had been drowned.

# A CO-OPERATIVE SCHEME.

Chicago Unemployed Propose to March to Utah.

Chicago, May 3.—The Record says: Another movement similar to that which General Coxe organized a few years ago, and which is designed to take an army of unemployed men on a long trip across the country, is being quietly organized, and it is said that in June it will "move," having its starting point in this city.

It differs from that which was productive of the famous "keep-off-the-grass" by-term, in that it does not have the national capital as its objective point, and it is not designed to ask the national government for aid for any one. If the present plans are carried out, when the "army" reaches the end of its destination it will at once go to work as a co-operative commonwealth, and the leaders will attempt to prove that the working people can provide for themselves out of the abundance of the earth without dividing the products of their labor.

It is said that with the adjournment of the convention of the American Railway Union, which will meet in this city in June, the time will have arrived for the order to march, and it is further said that President E. V. Debs and other men prominent in railroad organizations are among the prime movers in the scheme. Utah is to be the haven of rest, and once there every man will be on an equal footing with his neighbor. There will be no city councils to do business with when public improvements are needed and the people decide to make them. The people will do this themselves.

It is said that figures have been gathered which show that there are now 100,000 men and women out of employment in Chicago. It is not expected that anywhere near this number will make the trip to Utah, but it is believed by men prominent in the movement that the army will move with several thousand men, and that it will pick up more on the way.

It is proposed to organize the co-operative commonwealth along the same lines as those laid down by the socialists, the means of production and distribution are to be the common property of the community, and may be used by any member thereof.

Whether the proposition will be submitted to the convention of the railroad organization has not been decided, but it is said that it is more than likely it will be.

## SPEED WAS TOO GREAT.

Reason Assigned by Jury for Portland Street-Car Accident.

Portland, Or., May 3.—The coroner's jury impaneled Wednesday to hold an inquest over the bodies of Catherine Baillie, Newton Hansen, W.W. Blanchard and M. C. Benninger, who died from the effects of injuries received in the street-car accident on East Morrison street last Tuesday, rendered a verdict yesterday afternoon in which they found that the accident was mainly due to the high rate of speed traveled by car No. 52 at the time of the accident. An opinion was also expressed in the verdict that the forward axle of the front truck was broken at the reverse curve, where the car showed indications of having first left the rails. Much evidence was taken during the day from both persons on the car at the time, and from others familiar with mechanics and the track on East Morrison street.

The majority of those on the car stated that it was traveling faster than is permitted by the city ordinances. One witness, Mr. Philip Flood, who stood on the front platform with the motorman, stated that the car was not going faster than was customary at that point, and that it was thoroughly under the motorman's control until the curve was reached.

## CONFEDERATE MONUMENT.

Unveiled at Dallas With a Eulogy on Jefferson Davis.

Dallas, Tex., May 3.—The Confederate monument erected through the efforts of the Daughters of the Confederacy, at Dallas, was unveiled this morning. It is of Texas granite, the shaft being fifty feet high. At the top of the column stands a private. At the base on four pedestals are life-sized statues of Jefferson Davis, R. E. Lee, Stonewall Jackson and Sidney Johnston.

Jefferson Davis, jr., pulled the cord that unveiled the statue of his grandfather. Lucy Hays did the same for Robert Lee, and a little granddaughter of Stonewall Jackson completed the unveiling by pulling the cords which removed the veils from the statues of Jackson and Johnston.

After the young ladies representing Southern states decorated the monument with flowers, John H. Reagan, the only surviving member of the Confederate cabinet, delivered a eulogy upon President Davis.

## Went Through a Bridge.

Warrenton, O., May 3.—An engine and fourteen cars of a freight train, on the Wheeling & Lake Erie railway, went through a bridge near here today, and plunged into a creek. Engineer James Garlitter was scalded to death. Fireman Edward Munn and brakeman C. E. Keyser, both received broken legs and were otherwise injured severely.

# AN AWFUL CALAMITY.

Oklahoma Is Again Visited by a Devastating Storm.

Guthrie, O. T., April 30.—For miles tonight the Canadian valley is a dreary waste, and her people are overcast with gloom. At sunrise this morning a mighty wall of water from six to eight feet high and a mile wide broke upon West Guthrie without warning, crushing houses, sweeping away property and drowning people by the score. Every moveable thing was swept before the wave, which passed on into the valley with resistless force, wreaking terrible destruction to life and property wherever it reached. Dozens of human lives are known to have been sacrificed, how many, may not be known for weeks; hundreds of houses were wrecked in the twinkling of an eye; for miles farms were completely ruined, bridges and tracks were washed out and railway traffic in every direction is left at a standstill. The most complete chaos has prevailed all day. The efforts of rescuing parties have in many cases proved in vain. Many people floated down stream before they could be reached, and their fate is unknown; others will pass the night in trees in midstream, or perched on housetops. It is impossible to estimate the dead. The property loss is placed at something near a million dollars.

Fully two-thirds of the victims were colored people. Business has been suspended all day in Guthrie, the stores and banks being closed. As thorough organization for relief as is possible has been made, but all aid has been necessarily retarded by the confused condition of things. It will be impossible to explore the houses until the water shall subside, as many of them are submerged. As darkness gathered over the scene many overturned houses could be seen far out in the flood, but it could not be learned whether their occupants escaped. The river is thirty feet above its ordinary level.

A heavy rain began falling this afternoon. A threatening bank of clouds came up from the northwest and many persons fled to their tornado cellars, fearing that another wind disaster was upon them. Luckily, however, the damage was slight. The flood is supposed to have been caused by a cloudburst, supplemented by heavy rains.

The Cottonwood river, ordinarily a small stream, that winds between steep banks in West Guthrie, was bank full from a heavy rain yesterday and last night, but no alarm was felt, as the river had been rising gradually during the night. About 6 o'clock, however, waters from a cloudburst above had added to those already nearly to the level of the high banks, and the flood was sweeping through West Guthrie, a section populated mostly by colored people. Persons who saw the first wall of water said that it was about eighteen inches high, spreading entirely across the valley. There was no front of it, save that in the river's channel. The first wave was followed by others in quick succession, until the whole swelled into a bank of water from six to eight feet high. Many had already begun carrying their household goods to places of safety, but few had made more than one trip when they were forced to flee for their lives before a raging, resistless torrent that no power of man could hope to stay.

The main supply pipe of the water-works system burst where it crossed the Cottonwood, in the southern part of the city, and all the water in the reservoir poured into the river.

In the southwestern part of the city a long arm of land is formed by the winding of the river. On this land lived hundreds of negroes. During the night the bridge leading across the river to the main section had been swept away. The people were absorbed in watching the rising waters, when the flood from the reservoir came down in a solid wall, and cut across the arm of land near the mainland, cutting off the people from escape. They fled from their homes to the higher portion of the newly formed island. In half an hour the mountain of water had done its work, and practically spent itself. The air became hideous with the crashing of houses and the cries for help of the unfortunates. When the first shock of the disaster was over the more fortunate on the island immediately began to help those nearest them, while across in Guthrie prompt steps were taken to rescue.

The houses, barns and other effects began to drift down stream, each freighted with one or more human beings, boats or rafts shot here and there from the shore, and desperate efforts were made to rescue the people. Improvised rafts were quickly thrown together and started out into the mad stream. Before many of them had been propelled a couple of yards from the shore they were twisted and broken by the waters, and the would-be rescuers were drowned, even before those they had tried to save had been reached.

Gus Platt, business manager of the Guthrie Leader, and George Willis, a merchant tailor, swam the river at the risk of their lives and secured a boat, by which number of persons were saved.

Frankfort, Ky., April 30.—W. J. Deboe was elected United States senator today. The vote was as follows: Deboe 71, Blackburn 44, Martin 12, Stone 1. The election was followed by a great demonstration on the part of the spectators who crowded the chamber.

# WEEKLY MARKET LETTER.

Downing, Hopkins & Company's Review of Trade.

The past week has been a very active one in the wheat market, prices advancing materially and substantially. Liquidation by the long interest has ceased and the speculative short sellers have been liberal buyers to cover previous sales. The principal causes for this reversal have been the renewed export demand and the unprecedented large sales of flour, mostly for home consumption. In addition, crop prospects in American are much less favorable. The winter wheat crop now promises no important increase compared with that of last year. The excessive moisture has generally retarded the seeding of spring wheat, particularly in the Northwest, where severe floods in the Red river and Jim river valleys promise to seriously delay spring seeding, and is certain to prevent any large increase in acreage sown as compared with last year.

Hot winds in California have caused extensive damage and advanced prices in San Francisco markets equal to 12c per bushel.

The total crop yield now promises not to be sufficiently larger than that of last year to meet the increasing demand for American breadstuffs by importing countries. In this connection it should be remembered that since the war with China, Japan has subsidized her merchant marine with the war indemnity. The consequent reduction in ocean freight rates has led to large sales of wheat and flour to Japan and China, amounting to 28,000,000 bushels during the present crop year. The opening up of this new market for our wheat is certain to have a stimulating effect on values. Nothing but the lack of speculation prevents an advance in prices. The export demand, if continued, with our present small stocks, may lead to increased speculative activity and furnish the market with that support the lack of which caused the recent decline.

## Market Quotations.

Portland, Or., April 30, 1897.  
Flour—Portland, Salem, Cascadia and Dayton, \$4.00; Benton county and White Lily, \$4.00; graham, \$3.40; superfine, \$2.75 per barrel.  
Wheat—Walla Walla, 77@78c; Valley, 80c per bushel.  
Oats—Choice white, 38@40c per bushel; choice gray, 37@39c.  
Hay—Timothy, \$14.00@15.00 per ton; clover, \$11.50@12.50; wheat and oat, \$12.00@13.50 per ton.  
Barley—Feed barley, \$17.50 per ton; brewing, \$18@19.  
Millstuffs—Bran, \$14.50; shorts, \$16.50; middlings, \$26.  
Butter—Creamery, 35c; dairy, 25@27½c; store, 17½@30c per roll.  
Potatoes—Oregon Burbanks, 55@65c; Garnet Chilies, 60@70c; Early Rose, 80@85c per sack; sweets, \$2.75 per cwt. for Merced; new potatoes, 3c per pound.  
Onions—\$2.50@2.75 per cental.  
Poultry—Chickens, mixed, \$2.75@3.50; geese, \$5.00@7.00; turkeys, live, 12½c; ducks, \$6.00@7.00 per dozen.  
Eggs—Oregon, 11½c per dozen.  
Cheese—Oregon, 11½c; Young America, 12½c per pound.  
Wool—Valley, 12½c per pound; Eastern Oregon, 6@8c.  
Hops—4@7c per pound.  
Beef—Gross, top steers, \$3.50; cows, \$2.25@3.00; dressed beef, 4@6c per pound.  
Mutton—Gross, best sheep, wethers and ewes, \$3.50@3.75; dressed mutton, 6c per pound.  
Hogs—Gross, choice, heavy, \$4.00@4.25; light and feeders, \$2.50@3.00; dressed \$4.50@5.25 per cwt.  
Veal—Large, 3½@4c; small, 4½@5c per pound.

## Seattle, Wash., April 30, 1897.

Wheat—Chicken feed, \$27 per ton.  
Oats—Choice, \$23@24 per ton.  
Barley—Rolled or ground, \$20 per ton.  
Corn—Whole, \$20 per ton; cracked, \$20@21; feed meal, \$19@20.  
Poultry—Chickens, live, per pound, hens, 10c; ducks, \$6@6.50.  
Flour—(Jobbing)—Patent excellent, \$4.80; Novelty A, \$4.50; California brands, \$4.90; Dakota, \$5.65; patent, \$6.40.  
Millstuffs—Bran, \$14.00 per ton; shorts, \$18.  
Feed—Chopped feed, \$18.00 per ton; middlings, \$22; oilcake meal, \$30.  
Hay—Puget sound, per ton, \$11.00; Eastern Washington, \$15.  
Butter—Fancy native creamery, brick, 20c; ranch, 14@15; California, 14@17.  
Cheese—Native Washington, 12c.  
Vegetables—Potatoes, per ton, \$14.00@14; parsnips, per sack, 75c; beets, per sack, 60c; turnips, per sack, 60c; rutabagas, per sack, 50c; carrots, per sack, 40@50c; cabbage, per 100 lbs, \$1.50; onions, per 100 lbs, \$4.25.  
Sweet potatoes—Per 100 lbs, \$4.00.  
Eggs—Fresh ranch, 13@13½c.  
Fresh Meats—Choice dressed beef, steers, 7c; cows, 6½c; mutton, sheep, 8½c per pound; lamb, 5c; pork, 6½c per pound; veal, small, 8c.  
Fresh Fish—Halibut, 4½@5c; salmon, 6@8c; salmon trout, 7@10c; flounders and soles, 3@4c.  
Provisions—Hams, large, 11½c; hams, small, 11½c; breakfast bacon, 10c; dry salt sides, 6½c per pound.  
Fruits—Lemons, California, fancy, \$2.50@3; choice, \$; California fancy navals, \$3@3.50.

# BRIEF PACIFIC COAST NEWS

## A Resume of Events in the Northwest.

### EVIDENCE OF STEADY GROWTH

News Gathered in All the Towns of Our Neighboring States—Improvement Noted in All Industries—Oregon.

Wild pigeons are flying along Coos river, and the gunners are out. Six carloads of wheat were shipped from Eugene to Portland last week.

There is much activity in Douglas county hopyards this year, and few, if any, yards will go uncultivated.

In digging a well on the Warm Springs reservation recently, George Krause found human bones and teeth at a depth of forty feet.

Six or eight Greeks in Astoria sold out their nets and other fishing gear last week, and, with the money, started back to aid the mother country in her struggle with Turkey.

The semiannual statement of the financial condition of Grant county March 31 last showed that the county's liabilities amounted to \$136,004, and the resources to \$87,944.

Two pairs of Mongolian pheasants from Oregon have been turned loose in Rockbridge county, Virginia, where they will be carefully protected in the effort being made to propagate them.

The firm to secure the government work of the upper Coquille is arranging for the commencement of the work. The improvement will be confined largely to points between Robert's landing and Rackleff's mill, or about one mile below Myrtle Point.

Hood River has doubled the acreage of its strawberries this spring. The new plants will not bear this year, but next year should have a full crop, and this next year should furnish 1,500,000 pounds of crimson lusciousness, or 750 tons, says The Dalles Chronicle.

Dairying in Curry county is in full blast. The number of cows has not been decreased by the hard winter, but, owing to the increased demand for cattle and the better prices paid, more calves will be raised and the output of butter will probably not equal that of last year.

The Tillamook Lumbering Company is operating its water pipe factory night as well as day, for the purpose of filling an order for about 2½ miles of pipe, which is required to extend the water system at Kalama, in Washington. It will require about 50,000 feet of lumber. The pipe will be shipped on the steamer Harrison.

Union county butchers are becoming somewhat uneasy over the prospect of securing beef cattle for this season's business. Heretofore it has been an easy task to secure all the beefs they needed at any time, but the unusual demand for cattle this season threatens to change former conditions. Not only are buyers purchasing all the salable steers they can find, but they appear just as eager to secure dry cows.

## Washington.

Potatoes are plentiful in the Kittitas valley, and are selling at \$9 a ton.

The business men of Snohomish are working to get a hospital for that city.

A farmers' institute will be held in Ellensburg during the first week in June.

A movement has been started in Oakesdale to raise a fund to help the Greeks.

Frank Terry is to be the new Indian agent for the Crows at Puyallup Indian reservation.

Klickitat county farmers shipped three tons of bacon from The Dalles to Roseland last week.

Mate Jenner, an old '49er, drowned in Pemahmoo bay, near Blaine, last week. His boat capsized during a heavy wind.

Stevens county millmen are beginning to ship their lumber to British Columbia. A great deal of brick and lime goes the same way.

The monthly report of the Spokane public schools for April shows that the enrollment is 556 larger than that at the end of April last year.

A \$10,000 damage suit against the town of Asotin was decided last week by a jury in favor of the town.

Tekoa is said to have a Young Ladies' Pedestrian Club, the members of which get up at 5 o'clock in the morning and take walks for their health.

The injunction restraining the construction of the Snohomish county courthouse has been dissolved, and once more Everett will try to get the county seat on a firm foundation.

The corporations throughout Washington are generally complying with the new law requiring the payment of an annual fee of \$10. Last week in one day \$40 was received from this source by the secretary of state.

Indian Commissioner Barge has returned to North Yakima from Montana, and will be joined this week by Commissioner Hoyt, when negotiations with the Yakima Indians will be resumed. Commissioner Goodwin has gone East on a leave of absence.