

HALE OF CASTLE ROCK SWEEPED AWAY BY FLOOD THAT DEVASTATES TOWN

Cowlitz River Cuts a Channel Through the Heart of What Was Thriving Little City.

Danger Now Past But It Will Be Years Before Country Recovers—Great Holes Torn in the Streets and Fine Buildings Destroyed—Track Damaged.

(Special Dispatch to The Journal.) Castle Rock, Wash., Nov. 17.—Castle Rock has just passed through the most terrible experience in its history as a community.

Friday morning practically 50 per cent of the town was still under water, although the flood had fallen four feet from midnight.

Great holes have been torn in many of the streets, the underlying strata of quicksand having been swept out by the flood.

The river has cut an entirely new channel through the principal residence section from the Metcalf Shingle company's mill directly to the rock, partially undermining the mill and cutting out under the new schoolhouse foundations, ruining the costly two-story structure beyond hope.

Between 30 and 40 houses in the direct path of the freshest were swept to the ocean. Some 20 houses are now on the other side of the river.

The town is demoralized. Public buildings and houses have been thrown open to the homeless sufferers. A food famine is feared.

A Northern Pacific train has been stalled by the washing out of a steel bridge at Okeana, and has today been backed to Portland.

The Cowlitz river cut a channel through the residence portion of the town, and for a distance of three quarters of a mile swept a torrent 500 feet wide where three days ago there were half a hundred happy homes.

The railroad track is damaged both sides of Castle Rock, and no trains have moved for 46 hours. The north-bound passenger of Thursday was held up here. The electric light plant is in the river, as is also the Black Diamond.

(Continued on Page Eight.)

MUCH SUFFERING FROM FLOODS IN SOUND COUNTRY

Refugees Marooned on House Tops for Two Days, Suffering Great Hardships—Floods Now Subsiding and Worst Is Over—Puyallup May Change Channel

(Special Dispatch to The Journal.) Tacoma, Nov. 17.—After being cut off from the world for nearly three days and with over 200 square miles inundated, the flood situation tonight is on the mend.

There will be no trains east, south or north until Monday, and may not be then. The Northern Pacific main line is so blockaded with landslides and torn up with washouts in the Cascade mountains that it will be the middle or last of next week before the line east is open.

The electric interurban, connecting Tacoma and Seattle, has gaps of half a mile and more washed away. In other places culverts are torn up and tracks are covered with landslides. Rough estimates of the damage done by the floods in the sound region run from \$100,000 to \$500,000, the latter when the full extent of the damage to farms is known it may run the figures up beyond the \$1,000,000 mark.

With no trains coming into the city from any direction, save unimportant branch lines running west, Tacoma is suffering from a fuel famine and also famine in certain kinds of provisions. The slaughter-houses on the tide flats temporarily discontinue all butchers save two today, there being nothing for them to do.

Butter and eggs have gone to extreme prices and milk can hardly be obtained.

There were no cases of drowning in this vicinity. Several were marooned on roofs of houses in the Puyallup valley for as much as two days, suffering great hardships from hunger and exposure, but in the end all were saved. The county commissioners yesterday morning established a skiff patrol of the flooded districts, which will be maintained until the waters leave the steel valleys in Pierce county bars. At Puyallup a number of people were cut off from this city on an island and for two days provisions were passed to them in buckets on a cable crossing the raging Puyallup river.

The water straggling Puyallup is completely disarranged by the river's washing away the water flume.

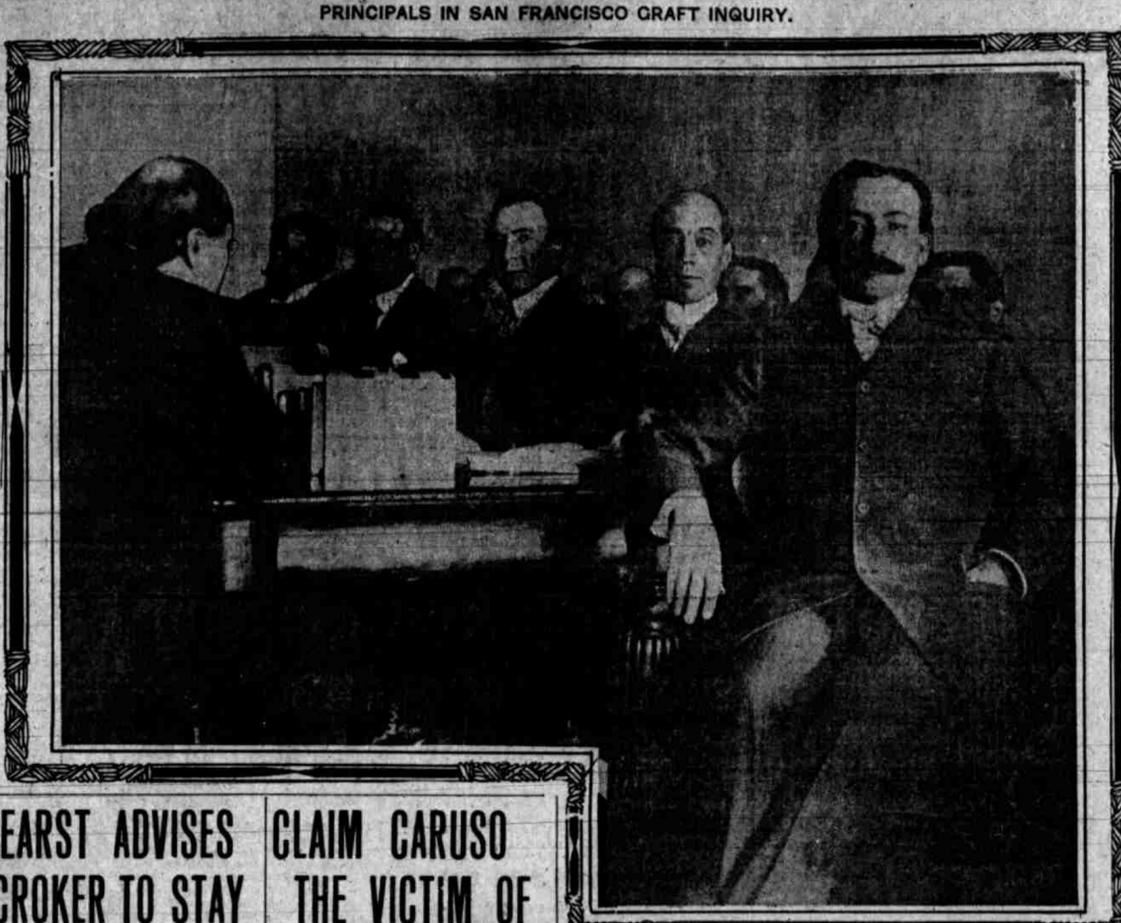
Deadly Danger From Log Jam. The most serious feature of the flood now is the jam of logs in the Puyallup river changing its channel at the Puyallup reservation school and flowing across country to Hylebos creek, down which it can find egress to the sea.

This has been caused by a jam of logs congregating above the fine new interurban bridge crossing the stream. The jam was first noticed Monday and has been added to until it is now of monumental proportions.

For three days the railroad has had a large force of men working under the direction of engineers in an effort to break it up. All the dynamite in Tacoma has been used in blasting. Late this afternoon freight car motors began hauling logs out of the jam with cables, but the river is adding logs faster than they can be taken away.

Scores of cattle, hogs, horses, sheep and barnyard fowls have been destroyed.

(Continued on Page Nine.)



PRINCIPALS IN SAN FRANCISCO GRAFT INQUIRY.

HEARST ADVISES CROKER TO STAY AWAY FOR SAFETY

Publisher Issues Statement Giving Lie to Former Tammany Boss Whom He Pronounces Absolutely the Worst of the Organization Ever Boasted of.

(Special Dispatch by Leased Wire to The Journal.) New York, Nov. 17.—Croker's statement that I asked him to come home and be the leader of Tammany is ridiculous.

I drove him out of Tammany and drove his ice trust mayor out of office. I have no objection to Croker as a private citizen, or as an exile and I have no interest in the internal management of Tammany but as a citizen I would object to Croker as the leader of Tammany. He is absolutely the worst leader Tammany has had and his influence has always been exerted in behalf of corporation-ridden candidates.

President Ruff. (Special Dispatch by Leased Wire to The Journal.) Panama, Nov. 17.—The president sails from Cristobal for Porto Rico this evening.

Boer Leader Captured. (Special Dispatch by Leased Wire to The Journal.) Capetown, Nov. 17.—Forrester, the Boer insurrection leader, has been captured.

Platt Has Resigned. (Special Dispatch by Leased Wire to The Journal.) New York, Nov. 17.—The Evening Post says that Senator Platt's resignation is in the governor's hands.

CLAIM CARUSO THE VICTIM OF WOMAN'S PIQUE

Friends of Great Tenor Allege He Is Suffering From Plot Against Him by Unknown Mysterious Female—Professional Jealousy at Bottom of Arrest.

(Special Dispatch by Leased Wire to The Journal.) New York, Nov. 17.—That a woman's pique is at the bottom of a plot to ruin Enrico Caruso, the world-famous tenor, is alleged by the singer's friends to be the real fact underlying his arrest in Central park for annoying "Mrs. Hannah Graham."

They are working constantly to find this woman, who gave a flippant address in the Bronx. At the same time they have a far greater reason for wanting to clear the tenor. It is said that his wife is in a critical condition and they fear if she hears of the disgraceful accusations against her husband it may kill her.

These friends refuse to give the details of the so-called plot against Caruso, but they hint that many women have fallen in love with him, and that he has been abrupt with some of them. They feel that some temperamental woman, who might have been attracted by his singing, endeavored to enthrall him and that, rebuffed, she planned to make him pay for the slight.

Caruso himself has not said anything about this and his friends will not say if it comes direct from him as an accusation. A hint they gave was that some woman singer whom he has outdone professionally may be at the bottom of the affair.

It is impossible to learn where Mme. Caruso is, but Caruso's friends say she ordinarily keeps close watch upon the newspapers to read what they have to say about her husband and that only through diplomatic endeavors have they been able to keep away from her the scandal.

From Right to Left—Abe Ruef, Who Was Indicted Last Night; Sam Shortridge, His Attorney; District Attorney Langdon, Prosecutor; Frances J. Hensy, Secret Service Agent W. J. Burns.

PRESIDENT CAUGHT BY SLIDE

Roosevelt Finishes Tour of Inspection of Canal and Reviews Fire Brigade—Reembarks on Louisiana for the North.

(Special Dispatch by Leased Wire to The Journal.) Colon, Nov. 17.—Owing to the recent heavy rains, a landslide occurred between here and Panama and compelled Mr. Roosevelt's train to make a detour. It reached Cristobal at 8:15 o'clock this afternoon. The president personally inspected the houses of canal employees, the camps of the laborers, the docks and other points of interest.

After the reception of the commission by the president, he reembarked on the Louisiana and sailed for the north. He expects to arrive at Ponce, Porto Rico, on Wednesday. He will cross the isthmus and will embark at San Juan Thursday for Hampton Roads. The Louisiana, Washington and Tennessee sailed yesterday in the Chiriqui Lagoon.

The president was cheered everywhere. Most of the president's time at Cristobal was devoted to an inspection of the quarters of the laborers. He talked with them and made a note of their complaints, which were chiefly on the scarcity of West Indian food. The president promised that improvements such as the erection of baths and kitchens and the paving of streets would be made. At the commissary President Roosevelt said he saw no reason why the canal commission should not be able to sell West Indian provisions at the same prices that was being charged by outsiders.

This evening a reception and ball was given on pier No. 11 at Cristobal in honor of President Roosevelt and his party by the employees of the canal commission. After the reception of the commission by the president, he reembarked on the Louisiana and sailed for the north. He expects to arrive at Ponce, Porto Rico, on Wednesday. He will cross the isthmus and will embark at San Juan Thursday for Hampton Roads. The Louisiana, Washington and Tennessee sailed yesterday in the Chiriqui Lagoon.

TO CONTROL RAILROADS IN OREGON

Chamber of Commerce Fathers Bill to Rule Transportation Companies in Oregon.

No Attempt Made to Be Original but Effort Put Forth to Make Measure One That Will Have Effect of Bringing Railroads to Time.

A bill will be offered and its passage urged upon the legislature of Oregon at its next session to control common carriers in this state, and for that purpose to create an Oregon railroad commission that shall have power to regulate the railroads within the state. In response to the public demand for such a law, the transportation committee of the Portland chamber of commerce has drawn a bill, and copies of the same have been submitted to the governor, members of the legislature and officers of various public bodies, who have been asked to examine and make suggestions concerning it, in writing, by November 25.

A. N. Teal, attorney for the committee, in a letter submitting copies of the bill to state officers, says: "That the business of the common carriers is of so public a character, and the interest of the general public therein so vital as to warrant and demand proper supervision, to prevent extortion and unjust discrimination, cannot be doubted either as a matter of law or policy. Today Oregon stands practically alone, being one of a small group of less important states making no effort to regulate the rates or practices of their common carriers."

"No attempt has been made to be original in framing the bill," says Mr. Teal; "rather has the attempt been throughout to adapt the best considered, most efficient tested and approved legislation in other states, in order that the bill submitted may be such as practical experience and the judicial decisions of other commonwealths have commended."

The bill submitted follows closely the most recent and intelligent forms of legislation, particularly the interstate commerce act as amended at the last session of congress, and the recently enacted Wisconsin commission bill with its amendments.

What It Provides For. It provides for reciprocal demurrage, requires that adequate equipment be furnished and adequate service rendered, and that all charges for transportation of persons and property must be reasonable and just. Unjust and undue charges are declared unlawful, and this provision applies also to joint rates. Discrimination, giving and accepting rebates are prohibited under heavy penalties, as is the giving of an undue and unreasonable preference and the taking of compensation other than specified in the lawful schedules. An anti-pass provision is incorporated, excepting from its operation the privileged passes of either the interstate or Wisconsin acts.

Every railroad is required, under the provisions of section 46, to file on the first Monday in February each year a verified list of all railroad passenger mileage books and tickets issued free of charge for any other than actual bona fide

(Continued on Page Nine.)

GRAFT AMONG SUPERVISORS

One Bay City Official Indicted and Another to Be—Witnesses Held to Answer for Perjury—Bring Charges Home to Ruet.

(Special Dispatch by Leased Wire to The Journal.) San Francisco, Nov. 17.—The indictment of Supervisor Fred P. Nicholas is but the first breath of a storm of accusation that will be raised by the grand jury against the corrupt officials of the city and county government.

Positive evidence is in the possession of the grand jury that Supervisor Thomas Loneragan has been feathering his nest at the expense of a trusting public. It is known that he is the possessor of a horse and buggy presented to him by a wealthy and powerful corporation for 46 hours. The grand jury believed to be the gas company. It is known who the gas company of the buggy, and the agent who negotiated the purchase has been identified. For Loneragan to prove his innocence he will be required to produce his receipts for both horse and buggy to show that he purchased them in good faith.

Easy Enough to Get Truth. It will be an easy matter for the grand jury to bring this charge home to Loneragan. The determined action taken on Friday afternoon when it was decided to indict one of the French restaurant-keepers and a city hall employee for perjury shows that the inquisitorial body will visit awful punishment upon any who attempt to give false testimony before it. Loneragan has known for several days that he is in danger of indictment. Last

Wednesday he made arrangements for a ball bond in the event of his arrest. His every action since his assumption of office is being carefully investigated, for it is known that upon his salary of \$100 a month he has been spending five and six times that amount.

Ruet's Belvidere Grab. The Belvidere music hall scandal will be taken up in earnest Tuesday afternoon. All the men summoned to appear at the last hearing will be there and will be compelled to tell all they know. There but for the grace of God go the engineers in an effort given by Myrtle Cerr last Friday has enabled District Attorney Langdon and Francis J. Hensy to feel confident that they can bring home to Abe Ruet the charge of having held up the proprietors of the Belvidere for 25 per cent of its stock.

Frank Burke, known as the attorney for the Belvidere, has been heard to say that if called before the grand jury he will deny all knowledge of any meeting at which Myrtle Cerr demanded 25 per cent of the insurance money. There are affidavits in existence and in possession of the grand jury to the effect that Burke told five or six people of the meeting referred to and of the demand so brazenly made by Cerr. Should Burke attempt to give the testimony he threatens to do he will be confronted with these affidavits.

SAVES WIFE FROM SINKING SHIP; LASHES HER TO SPAR WHICH IS TOSSED INTO SEA

Woman Transferred During Storm at Ocean From Crippled Vessel to Another That Passed.

(Special Dispatch to The Journal.) Aberdeen, Wash., Nov. 17.—Expecting every moment that his vessel, the schooner Emma Claudina, would be swept on the sands of North Beach, Captain Stream took a desperate chance at securing the life of his wife by transferring her to the barkentine Mary Winkelman, which was standing by during the gale of last Tuesday. He lashed the woman to a spar, cast her over the side, and in the meantime the line was thrown to the deck of the barkentine, and by means of it the spar with its human burden was hauled on board. Mrs. Stream apparently little the worse for her thrilling experience. The act was one of the most sensational ever reported from the sea.

tain and crew of the Emma Claudina. They give a graphic account of their escape from the coast during the awful storms that have raged recently and they say their vessel must have foundered because she was rapidly going to pieces when they were compelled to abandon her, off North beach. The Emma Claudina was disabled during the height of the storm and it became evident that nothing could be done to save her from drifting ashore or going to pieces. When Captain Stream sighted the barkentine Mary Winkelman he immediately decided upon saving at least the life of his wife and so signalled for assistance. The Winkelman ran as close as possible to the disabled schooner, which, in the trough of the sea, plunged and rolled so turbidly that it was feared she would turn on her beam ends every moment. The rescue of the woman was effected at great risk and then the vessel parted. After his wife had been transferred to the barkentine Captain Stream dropped the anchors of his own vessel, hoping thereby to save her from going on the beach with such force as to smash her into splinters without giving the men a chance for their lives. One anchor was lost, but two of them held and the vessel is now opposite McClips on North Beach, plunging fearfully in

Barkentine Mary Winkelman Picks Up Wife of Captain Stream But Is Not Heard From Since.

the breakers that roll in with great force. The captain and crew remained on board until Wednesday when the schooner Minnie A. Caine came near and took them off. Captain Stream and his sailors declare that the schooner Glendale was asked to stand by, but that Captain Greenwell refused to do so and put to sea. The barkentine Mary Winkelman has not been heard from since she steered away from the disabled schooner, and in order to see his wife safely ashore as quickly as possible Captain Stream has sent the bat tug to look for the vessel. Captain and Mrs. Stream were on their wedding trip on the steamer Walla Walla when she was lost. The Emma Claudina is a small vessel, of 185 tons net register and belongs to San Francisco.

BOY SUSPECTED OF HOLDUP

Fred Steigerwald, Aged Fifteen Years, Declared by Police to Have Robbed Young Woman at Eighteenth and Irving.

"The Skidoo of the K. U. & T. or Nick Carter's Great Train Robbery Case." "Buffalo Bill in the Canyon of Death or Ringed in by Navajos." "Diamond Dick's Trail of Vengeance or Tracked to the Rio Grande." "The Bravos and Jose House Jim or Trailing a Chinese Opium Ring."

Indulgence in "shockers," some of which bore the foregoing titles, was the primary cause of landing Fred Steigerwald, a 15-year-old lad behind the bars, accused of holding up and robbing two young women Thursday night and charged with stealing from his employers.

Steigerwald, who has been in the employ of Prael, Hegale & Co. and confronted by Miss Waterhouse. The young woman immediately declared that he was one of the youths who robbed her and Miss Rogers at the point of a gun. After considering the matter and when asked directly by Captain Bruin if she would swear to that fact she weakened and

man, who is also in the employ of Prael, Hegale & Co. and recognized one of her assailants as Steigerwald. The members of the firm likewise suspected him of carrying away the articles of silver and after some investigation the arrest was made. The lad after being arrested was subjected to a searching examination by Inspector Bruin and Detective Mallet and confessed to the theft of the silverware. All of the "third degree" methods employed by the police failed to make him acknowledge that he was implicated in the robbery of the two women. He stood the trying ordeal, before which old and hardened criminals have weakened, without a trace of nervousness and would give no indication that would lead to the apprehension of his confederate in the alleged holdup.

Changes Her Opinion. The boy was taken to the store of Prael, Hegale & Co. and confronted by Miss Waterhouse. The young woman immediately declared that he was one of the youths who robbed her and Miss Rogers at the point of a gun. After considering the matter and when asked directly by Captain Bruin if she would swear to that fact she weakened and

(Continued on Page Nine.)