

HERALD EXTRA.

COQUILLE CITY, OREGON, FRIDAY, FEBRUARY, 14, 1890.

News From the Outside.

Floods, Slides, Washouts and Blockades.

**The Damage is Not What it Was
at First Supposed to be.**

Wednesday we were favored with a copy of the Sunday Chronicle of February 9, through the kindness of Mr. Allen Urquhart, and from it we get the following concerning the floods outside:

ROSEBURG, Oregon, Feb. 8.—It is estimated by the railroad officials here that it will take 1500 men one month to repair the railroad track injured by washouts and slides through Cow creek canyon. The track was washed away completely from the south end of tunnel 2 to Rifle creek, a mile further south.

Twenty-eight hundred feet of the bank slid into the valley, covering the track for 800 feet and extending backward toward the mountain 2000 feet more. This slide completely blocked up Cow creek on the night of February 4 and held the water back until next day, when it broke through carrying everything before it.

The depth of the water above the railroad track inside the dam was seventy-five feet. A messenger warned the people throughout the valley, who escaped from the flood.

The large railroad bridge south of the dam was raised forty feet above the track and left hanging on the mountain side. Another slide is breaking loose a long distance back in the mountains, and it is feared the creek will again be obstructed. On section 4, four miles of track is washed away, and between here and Ashland six miles of track is gone.

PORTLAND, February 8.—The situation in the railway blockade remains practically unchanged. Superintendent Brandt of the Southern Pacific said to-day: "We have found a Waterloo, and there is absolutely no telling when we can get our through trains in motion. Our facilities for securing detailed reports from the wrecked portions of the road are so inadequate that we cannot say in just what condition the road is, but I am sure it could hardly be worse."

The Southern Pacific, between here and Roseburg, it is thought, will be running in a day or two, but south of Roseburg the road is in a terrible condition. False trestles and bridges will be put in and where cuts cannot be made

quickly through the land-slides roads will be run around the obstructions temporarily."

Cow canyon, where the immense slide occurred which dammed the water and formed a lake over the track three miles long and from fifty to seventy-five feet deep, completely covering tunnel No. 3, is between Roseburg and Ashland.

On the Union Pacific line between here and The Dalles about two miles of slides have occurred, mostly in the vicinity of the Cascades. A large force of men is now at work clearing the road, and it is stated that trains will arrive next Tuesday. At present passengers and mails are sent by boat and transferred at the Cascades.

A dispatch from Roseburg dated the 6th says: The damage by the flood is not so great as at first anticipated. The loss of bridges amounts to about \$80,000. As far as known the loss to farmers is estimated at \$20,000. The railroad down the Big Bend of Cow creek was swept away by water, which was five feet deep in Rast's brewery and reached the second story in Rast & Critezer's mill. The cooler mill machinery was filled up with drift. The dry house was carried away Sunday night. The debris deposited is black mud and has ruined much land.

ALBANY, Oregon, Feb. 8.—The receding of the flood discloses the fact that the high water has caused the Willamette river to begin to cut a new channel opposite and above the city, which threatens to destroy much valuable land and to injure the city's water front. Nine thousand bushels of wheat stored by farmers in Well's warehouse, nine miles below this city, was damaged by the flood. The loss will fall on the farmers.

OREGON CITY, Oregon, Feb. 8.—The principal mills are safe. The pulp and sulphite mills are standing and are perfectly solid, with the exception of the boiler-room, which was carried away. The Willamette Falls Excelsior company's warehouse, containing sixty tons of excelsior, went out, with a number of other buildings. All were light and not well fastened down. The Willamette Falls Pulp and Paper company's mills stood the strain of the flood, though receiving considerable damage. The company expects to resume work in ten days.

ASHLAND, Oregon, Feb. 8.—Now that the waters have receded and we have an opportunity to gain some information of the work of the flood in various sections of Jackson county, it is possible to approximate at least the losses by the overflow of the different streams over the county. While the losses to the county of bridges

and roads will reach many thousands of dollars, they will not approach the losses sustained in the washing out and destruction of rich bottom lands. The richest lands in Rogue river valley, and probably as productive as anywhere, are situated along the creek bottoms, and the high water has played sad havoc with hundreds of acres of these lands over the county.

It is estimated that almost 1000 acres of Jackson county's richest soil has been carried away and replaced with worthless gravel. This loss for land alone reaches in the aggregate about \$100,000, and it is wealth which cannot be replaced.

Superintendent Pratt, with a large track-clearing force is expected to reach Ashland to-morrow morning from the Siskiyou. They have cleared the worst of the road on the Siskiyou mountain, but a snowplow getting off the track this morning hindered the progress of their trains. From here they will steer straight to the blockaded sections north and west.

REDDING, February 8. Communication could be had by rail to Hornbrook only for the cave in tunnel 2 near Gibson's switch. It will take two weeks time to fix the tunnel, the whole mountain being bottom side up. The weather is delightful.

PETALUMA, Feb. 8.—It is estimated that the damage done in this county by the recent storm will reach \$350,000, \$200,000 of which is for roads and bridges.

COLUSA, Feb. 8.—The river is still falling slowly, but all the land between here and Chico is yet inundated.

Yesterday the Dagan brothers came down from their ranch, twenty-two miles north of here, in a sail boat, traveling all the way over wheat fields, fences, sales, etc.

McMINNVILLE, Feb. 8.—McMinville was to-day the terminus of the West Side line of the Southern Pacific. Three beams of the railroad bridge across the Yamhill river had gone out, and until yesterday nothing could be done toward repairing it because of high water, but to-night work was completed and the construction train crossed which to-morrow morning will proceed to Deery, Polk county, where another and more serious washout has occurred. This will take two or three days to bridge. What other obstacles there are to an open road between this point and Corvallis is not yet known.

EUGENE, Feb. 6.—The Willamette river here last Tuesday noon was twenty-two feet and one inch above low water, being two feet below the great flood of January 8, 1861, and one inch above the flood of January 13, 1881. The river fell ten feet yesterday and

there is no telegraphic communication.

Following is the list of the damages here: The Springfield bridge across the Willamette, was washed away, causing a loss of \$16,000; one span of the Eugene bridge and its approach are gone, loss \$5000; the Long Tom bridge, at Duckworths, and the Coast Fork bridge are gone; the approach to Mohawk bridge, across the Mackenzie, and the bridge across the Mohawk are gone, loss several thousand dollars each. Many smaller bridges are gone and the roads are damaged. There is great loss in the river bottoms of live stock, wood, fences, lumber, logs, farm utensils and houses, but no loss of human life.

Eugene is above high water except in low places and is not damaged. The damage down the valley is greater at Oregon City. About thirty houses and the Clackamas wagon bridge are gone. The \$50,000 bridge at Salem was also swept away.

SALEM, Feb. 8.—The flood of 1861 in the Willamette valley passed into history as the most disastrous ever experienced on the coast, but the flood of 1890, through which the country has passed, and after which telegraphic communication is just re-established for the first time, claims a prominence equal to that of the historic freshet of the first year of the war. The volume of water in the Willamette at its highest stage Tuesday was probably larger than when it was at its highest in 1861, although the height of the water was probably two feet less.

The most disastrous result of the flood, so far as Salem is concerned, was the washing away of the big bridge, constructed in 1836, at a cost of \$50,000. The center pier quivered, and in a moment the big bridge was wrecked and floating down the stream. Salem is damaged to the extent of several thousand dollars, including the washing away of both its dock and several residences. The electric light and water works had to shut down, and there have been no trains for a week, and there is no prospect of any for several days. Fortunately there was no loss of life.

The wife of William Miller on the island gave birth to a child during the flood. She was swung in a hammock from the rafters and six feet of water was all around her.

A Chinaman floated down astride the roof of his cabin, but was rescued. Lots of stock was drowned. One live cow floated down on a barn floor, taking the trip coolly. A man passed Independence on a raft at midnight, and the people were unable to answer his appeals for help as they had no small boats.

The waters are rapidly receding.

THE DALLES, Feb. 8.—The railroad between this city and Portland is blockaded all along the line and it will take two or three weeks before the road will be opened. The agent is paying \$2.50 and board per day for men to work. West of The Dalles in places the road is covered by land slides for long distances.

The steamer Harvest Queen leaves The Dalles every day for Portland, carrying passengers and freight. In a few days two boats will be on the route. The heavy floods in the Willamette valley have pulled the wires down in almost every direction. Nine persons were killed by the accident near the locks and sixteen wounded. The company is doing everything to relieve the wounded. Extra exertions are being made to open the road.

A BILK.—A genuine bilk hailing under the name of McDonald has gone down the coast after getting in his work in Coos county. We hear of his work on the bay: of his robbing Mr. McInyre of over \$800. He jumped his board bill in this place and went to Bandon and by smooth talk got Mr. Pershaker interested to the extent of making arrangements to let him have charge of one of his logging camps. Being around with Mr. P. he learned the ropes and got up the other night broke open the store and getting some blankets, etc., stole a boat and run down to Bandon. There he stole a horse and proceeded down the beach till the animal got stuck in the quick sands where he left it and went on afloat. The horse was gotten out and taken home by the mail carrier. Parties have instituted search and he will be apprehended. "Never trust a stranger" is about the only way to get along these days, as hard and cruel as that seems.

LATER.—Word came up yesterday that McDonald had been captured and was in the hands of the Bandon deputy constable and would be tried to-day.

Union Party Primaries.

A call is hereby made for primaries of the Union party to be held in each precinct on Tuesday, February 18, 1890, at 10 o'clock a. m., to elect delegates to the county convention to be holden at Coquille on Thursday Feb. 20, 1890, at 2 o'clock p. m. at which nominations will be made for county ticket, and delegates elected to attend the state convention. Each precinct is entitled to two delegates to the county convention, and the friends of the new party are urged to meet and elect such as will be sure to attend in person.

W. S. VANDERBURG,
Chairman Co. Central Com.