

BRIDGES GONE; TRAINS BLOCKED

Rainfall Causes Disastrous Floods
in Willamette Valley.

Main Line of Southern Pacific Blocked
by Swollen Streams and
Weakens Bridges—Santiam and
Clackamas Rivers Causing Much
Damage.

Portland, Nov. 8.—Floods in the Santiam and Clackamas rivers, caused by the recent rains, have washed away two Southern Pacific bridges and rendered another unsafe. The main line of the Southern Pacific is effectively blocked, perhaps for weeks. The bridge across the Santiam at Jefferson was carried away last night, blocking the main line. The South Santiam bridge on the Woodburn-Natron branch was washed out yesterday. The Clackamas bridge is so shaky that it will not permit the passage of trains. The bridge of the O. W. P. across the Clackamas near Oregon City is unsafe. Other damage has been caused and at a late hour last night the streams continued to rise.

Passenger trains to California and the Upper Willamette valley are being routed over the West Side division of the Southern Pacific to Corvallis and over the Corvallis & Eastern tracks to Albany, beyond which place the Southern Pacific's line is reported clear. Freight is refused at Portland for points north of Albany on the East Side. Local passengers and freight service will be maintained between the wrecked bridges.

The Overland leaving Portland yesterday morning had a narrow escape from a disastrous wreck. A scant half hour after the train crossed the bridge 100 feet of the falsework supporting the structure was swept away. The river continued to rise rapidly and late last night the remaining falsework went out, allowing the 205-foot steel span of the new bridge in process of erection to fall into the raging river.

The Santiam bridge has been under going reconstruction for some time and falsework had been built to support the weight of trains while the old wooden structure was being replaced with a new steel bridge. Had the new bridge been in or the old one left intact no damage would probably have occurred. The Overland train, due in Portland last night, was diverted from the main line at Albany and this arrangement will be continued until damage is repaired. Passenger trains will be operated locally between Portland and Jefferson.

A wrecking crew was put to work at the bridge yesterday and an attempt made to save it from going out, but the Santiam, swollen by the heavy rains of the past few days, continued to rise rapidly. At a late hour last night it was reported as rising six inches an hour.

The flood also disabled the Southern Pacific bridge on the Woodburn-Natron line, and caused heavy damage to sawmill men by the breaking of booms. Quantities of cord wood belonging to the Lebanon paper mills were also washed away. Reports from Jefferson indicate that much more damage will be done before the flood subsides.

THE NEXT CONGRESS.

Chicago, Nov. 8.—Returns received up to 1 o'clock this morning show that the Republicans have elected 223 Congressmen and the Democrats 163, as follows:

State—	Rep.	Dem.
Alabama	9	9
Arkansas	7	7
California	8	8
Colorado	3	3
Connecticut	5	5
Delaware	1	1
Florida	3	3
Georgia	11	11
Idaho	1	1
Illinois	19	6
Indiana	9	4
Iowa	10	1
Kansas	8	1
Kentucky	4	7
Louisiana	7	7
Maine	4	3
Maryland	3	3
Massachusetts	11	3
Michigan	12	1
Minnesota	8	8
Mississippi	4	12
Missouri	4	12
Montana	1	1
Nebraska	5	1
Nevada	1	1
New Hampshire	2	2
New Jersey	6	4
New York	25	12
North Carolina	10	10
North Dakota	2	2
Ohio	17	4
Oregon	2	6
Pennsylvania	26	6
Rhode Island	1	1
South Carolina	1	7
South Dakota	2	2
Tennessee	2	8
Texas	16	16
Utah	1	1
Vermont	2	2
Virginia	1	9
Washington	2	2
West Virginia	5	5
Wisconsin	9	2
Wyoming	1	2
Totals	223	163

Saved From Ocean's Maw.

New York, Nov. 8.—Rescued when they were about ready to drop into the ocean from the deckhouse, six men, the crew of the Nova Scotia barkentine White Wings, and her captain were brought to this port today by the German tank steamer Mannheim, which arrived from Shields. The captain is M. J. McLeod, and the mate Alexander Luscombe. With bulwarks just awash and her cargo of 200,000 feet of lumber covering the ocean, the barkentine was discovered drifting.

All Under Civil Service.

Washington, Nov. 8.—The President today made an order which will bring all employees of the Internal Revenue Service under the Civil Service.

OFF FOR THE ISTHMUS.

President Roosevelt and Party Embark on Yacht Mayflower.

Washington, Nov. 9.—"Goodbye, I am going down to see how the ditch is getting along," shouted President Roosevelt, who stood on the after starboard deck of the yacht Mayflower at the Washington navy yard, as the vessel was leaving the dock for his Panama trip.

Accompanying the President were Mrs. Roosevelt and her maid; Surgeon-General Rixey, of the Navy, and M. C. Latta, one of the assistant secretaries at the White House. The Mayflower will take the party to Wolf Trap Light, at the mouth of the Rappahannock river in Chesapeake Bay, where a transfer will be made to the battleship Louisiana, which is to convey the President to and from the isthmus.

The Louisiana will be conveyed to and from the isthmus by the armored cruisers Tennessee and Washington. Aboard the Louisiana Lieutenant Frank Evans, who will utilize the wireless telegraph apparatus, with the ship is equipped, for communicating with the White House at Washington whenever the President desires.

The President will spend four days on the isthmus. He will arrive at Colon Thursday, November 15, where he is to be greeted aboard ship by President Amador, of Panama, and Mrs. Amador, Chairman Shonts and other officials of the Canal Commission.

A considerable part of that day will be spent at La Boca and Ancon, the train making a slow run across the isthmus in order to give an opportunity to see the sights and make an examination of the work. At La Boca there is to be an inspection of the present terminals of the old French canal and the Panama railroad, following which there will be a trip to nearby islands, where the President is to be shown the proposed actual Pacific end of the canal in deep water and its approach. In the afternoon there is to be a sightseeing trip around Ancon.

MORE FOREST RESERVE.

Proclamation Signed By President for New Area of 7,406,556 Acres.

Washington, Nov. 9.—President Roosevelt, before leaving for Panama, signed a proclamation creating four new forest reserves in Idaho, and enlarging two others, adding to the reserve area of the state 7,406,556 acres. He created every reserve recommended by the Forest Service, including the Shoshone reserve in Northern Idaho, which was so vigorously fought by Senator Heyburn. Creation of these reserves exemplifies the administration's disregard of Heyburn's protest and leaves Heyburn nothing more to fight for.

Great Cœur d'Alene Reserve. The Shoshone reserve is created in conjunction with the Cœur d'Alene reserve, adjoining it on the north, and two others to be known as the Cœur d'Alene reserve. Their aggregate area is 2,250,000 acres. They lie in Shoshone and Kootenai counties, extending northward to the middle of Lake Bend d'Oreille.

In creating these various reserves it is stated that all their natural resources will be available for use and development, but they will be administered by the Forest Service, placed under the protective system and timber cutting will be restricted to mature timber. The Cœur d'Alene reserve is the largest of the lot.

Lemhi and Kootenai. The Lemhi reserve, next in size, embraces 1,346,460 acres in Lemhi and Custer counties. This reserve consists of three narrow strips of land running northwest and southeast adjoining the Montana boundary. Innumerable streams that empty into the Lemhi river head in this territory.

In extreme Northeastern Idaho, on the British Columbia and Montana lines, 165,240 acres have been reserved, forming but a small segment of the larger Kootenai reserve in Montana. Like the Lemhi this reserve lies on the west slope of the Rocky Mountains.

Great Tract on Salmon River. The Salmon River reserve in Lemhi and Custer counties embraces 2,201,120 acres. It comprises a solid block of mountainous country lying between the Salmon River and the middle fork of the Salmon river.

In Cassia and Oneida counties 291,976 acres have been set apart as the Raft River reserve, embracing many tributaries of Raft River and Deep creek.

Numerous additions are made to the Snake river reserve, their aggregate area being 1,371,760 acres. These additions are made at various points along the present boundary.

Freight Cars By the Thousand.

Chicago, Nov. 9.—Prompted by the congestion of traffic and the car shortage for this year, the Harriman lines are making purchases of freight equipment for 1907 on a grand scale. It was announced yesterday that they now have orders in for \$21,000,000 worth of refrigerator, box, flat and gondola cars, all of which it is expected will be delivered before the season of heavy traffic next year. The total number of freight cars ordered, but not yet delivered is 16,600. Of these 6,600 are refrigerator cars. These will be of the most modern type.

One Fight Would Finish All.

Washington, Nov. 9.—That the 12-inch gun now in use at most of the Coast fortifications of the United States would not last through an engagement of two hours, the period that would elapse from the time the leading vessel of a fleet would come within range until the last vessel would pass beyond the range of the guns, is the statement of Brigadier-General William Crozier, Chief of Ordnance, whose annual report was made public at the War Department today.

No More Gambling in Panama.

Panama, Nov. 9.—The National Assembly today unanimously approved a bill prohibiting gambling in the republic. It will not be signed by President Amador and gambling on the isthmus will become a thing of the past. Gambling is already absolutely prohibited in the canal zone.

MANY SHIPS FLUNG ASHORE

East Coast of Canada Strewn With Wreckage.

Many Sailors Perish in the Waves—Boats Smashed When Launched From Stranded Bark—Four Men Swept From Life-Raft—Many Terrible Experiences.

Halifax, N. S., Nov. 6.—Dispatches today have been pouring into this city bringing news of vessels wrecked or in distress, of wires prostrated and of damage done by gale and sea along the coasts of Nova Scotia, Cape Breton, New Brunswick and Prince Edward Island. Four vessels were driven ashore; another, having everything movable on deck washed away, was forced to put back to the port from which she had sailed, and the steamer Turret Bell, which went aground on the north side of Prince Edward Island last week, was driven farther ashore and will probably be a total wreck.

The storm was more violent in Northumberland Strait. Two schooners and one bark were swept aground in this strait, and a third schooner was wrecked near the Eastern entrance.

The Norwegian bark Adeona tried to weather the gale off Rexton, N. B., but dragged her anchors and grounded on North Reef. She sprang a leak and, according to the latest information received here, five of the 12 men constituting her crew had been drowned in an attempt to reach shore and the other seven were still on board and in imminent danger of being swept overboard or dying from exposure. The tremendous seas made it impossible for any vessels to go to her assistance.

Near the same place the schooner Alexander, lumber-laden, went ashore. The Windsor, N. S., schooner Omega, after being partly dismantled by the storm, brought up on the rocks at Fox Point, on the northern coast of Nova Scotia. Her crew of four men was rescued when almost overcome by exhaustion and exposure.

Four of Crew Are Missing. North Sydney, N. S., Nov. 6.—The Gaspe, Que., schooner Torridon, Captain Landon, coal laden, from this port for Gaspe was wrecked off the coast of the island yesterday and four of the crew, who boarded a raft hastily constructed, are missing. Captain Landon and the others of the crew were rescued. The vessel is a total loss.

SQUAW MEN LOSE CLAIMS.

Supreme Court Decides Against the Whites Who Married Cherokees.

Washington, Nov. 6.—The Supreme Court of the United States today affirmed the decision of the Court of Claims in the case of Daniel Redbird, the Cherokee Nation and others vs. the United States, known as "the White Man's Case." The case involved the long-pending claims of between 2,000 and 3,000 white persons to participate in the distribution of the land and funds of Cherokee Indians because of the marriage of white men to members of the tribe. The decision was favorable to the Indians.

The Indians strenuously resisted the claim, contending that they had never by law recognized right of property on account of intermarriage. In passing on the cases decided today, the Court of Claims held that the tribal lands are not communal lands, but that whites who acquired citizenship by marriage prior to 1875 have equal interests as Indians. In the cases of marriages into the tribe since that time, it was held that no right of property had been acquired except by those who had paid into the common fund the sum of \$500. The Court of Claims also held that white husbands of Cherokee women, who have abandoned their wives, have forfeited all rights as Cherokee citizens, including that of participating in the sales of Cherokee lands.

Suspect Ute Treachery.

Sheridan, Wyo., Nov. 6.—A messenger arriving at Arvada from the headquarters of the Tenth and Sixth Cavalry reports a change in the plans. The Utes will be brought to Arvada and taken from there by rail, instead of marching overland to Fort Meade, as was at first proposed. They should arrive at Arvada tomorrow evening.

Treachery on the part of the Utes is believed to be the reason for the change. Many dissatisfied Utes still advise resistance to removal from Powder River Valley.

River in Old Channel.

New York, Nov. 6.—The Southern Pacific's office here was officially advised today that the break in the Colorado River leading to the Imperial Valley and Salton Sea was effectively closed by the engineers yesterday. The old channel of the river is being rapidly scoured and will take care of the normal flow of water. The dam and levee are nine miles in length and will be rapidly pushed to completion and will take care of the river above extreme high water.

Wireless From Tonopah Camp.

Tonopah, Nov. 6.—Postmaster L. M. Mushet announced today that plans are now practically completed for wireless telegraph service between Tonopah and San Francisco. A wireless plant is to be installed in this camp, which it is expected will work direct with San Francisco.

French Squadron for Jamestown.

Paris, Nov. 6.—France will send a squadron of warships to the opening of the Jamestown Exposition, April 26, 1907.

HUGHES FOR GOV. ERNOR OF NEW YORK

Hearst Carries Most Cities, But Total Is Against Him.

New York, Nov. 7.—According to returns received up to an early hour this morning, Charles E. Hughes, Republican candidate for Governor, has been elected by 50,000 or more plurality. Outside of Greater New York with 160 election districts missing, Mr. Hughes has a plurality of about 124,000. In Greater New York with 61 election districts missing, W. R. Hearst, the Democratic and Independent League candidate, has a plurality of 75,036. Mr. Hearst carried all the boroughs of the greater city, despite the fact that the early returns seemed to indicate that he had lost Brooklyn.

No definite figures are yet available as to the results with regard to the state officers, and both Democrats and Republicans are claiming victory from Lieutenant-Governor down.

The indications are that the State Legislature will show little change in its political make-up.

The Tammany judiciary ticket is New York County, with the exception of Otto Rosalsky for General Session Judge, Republican, has been elected. The judiciary nominators' ticket was defeated.

State Chairman Max F. Himsen, of the Independence League, claims that Hearst has been elected. He sent out late last night telegrams to all Independence League watchers to be on guard to see that the vote was counted.

New York, Nov. 6.—According to complete returns from all over the state received up to 10:30 p. m. Charles E. Hughes, the Republican candidate, has been elected Governor of New York state over William Randolph Hearst, the nominee of the Democratic party and the Independence League, by approximately a plurality of 40,000. Two years ago Governor Higgins was elected on the Republican ticket by 80,550.

Some doubt was expressed tonight as to the fate of the Democratic and Independence League tickets outside of Mr. Hearst, several of the New York newspapers which have been supporting Mr. Hughes declaring that there was a chance for the subordinate officers of the Democratic and Independence League combination having been elected.

The latest figures seem to indicate that Mr. Hughes' plurality above the Bronx exceed 115,000.

To offset this, Mr. Hearst's plurality in Greater New York will probably be from 75,000 to 80,000.

In Brooklyn, where Senator Patrick H. McCarren made a bitter fight against Mr. Hearst, the latter carried the borough by a small plurality, probably 4,000. At one time it seemed that Hughes had been successful in Brooklyn, but the late returns were all strongly in favor of the Democratic candidate.

Mr. Hearst has been given a majority of nearly 70,000 in Manhattan and the Bronx. Queens county, which includes Long Island City, has gone for Hearst by from 6,000 to 8,000, and Richmond, Staten Island, has also given the Democratic candidate a plurality.

IMPORTANT RESULTS OF ELECTIONS.

New York—Republican Governor and Legislature. Probably no change in Congressmen.

Pennsylvania—Republican Governor; no change in Congressmen; Republican Legislature.

Massachusetts—Republican Governor, state ticket and Legislature; no change in Congressmen.

Colorado—Claimed by both parties, although indicating favor Republicans; Republican Legislature.

California—Republican throughout. Idaho—Governor in doubt, Congressmen and Legislature probably Republican.

Montana—Republican Congressmen and majority of Legislature.

Illinois—Republican state offices and Legislature; probably no change in Congressmen.

Nebraska—Republican Governor and no change in Congressmen.

Wadsworth, of New York, and Babcock, of Wisconsin, defeated for Congress.

Telegraphs Ohio Victory.

Columbus, O., Nov. 7.—At 1 o'clock this morning Senator Dick, chairman of the State Republican committee, sent the following telegram to President Roosevelt and to the chairman of the Congressional committee: "Ohio Republican by not less than 75,000 and elects 17 Republican Congressmen, three Democrats, with one district in doubt." Chairman Garber, of the Democratic committee, still refuses verbally to concede the election of the Republican ticket, the nearest to this being a statement that the Republican plurality would not exceed 25,000.

In California.

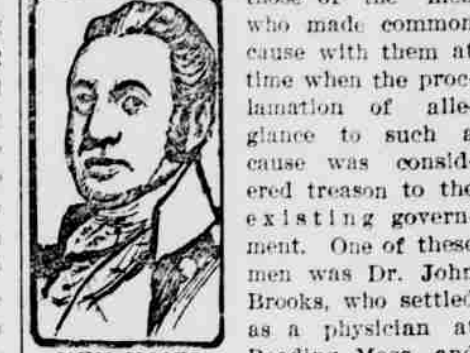
Gooding Loses Home County.

Boise, Nov. 7.—Scattering returns indicate that a landslide has overtaken the head of the Republican ticket in the north and central portions of the state. This (Ada) county has gone against Governor Gooding by a majority of a few hundred. Kootenai and Latah counties in the north are claimed by the Democrats to be against Gooding, while Washington, Elmore, Boise, and other central counties appear to have gone the same way.

San Francisco, Nov. 6.—From meager returns received from various sections of the state up to 10 p. m. Gillett, Republican, for Governor, is probably elected by about 10,000 majority, with Bell, Democrat and Union Labor, second, and Langdon, Independence League, third.

A Little Lesson In Patriotism

Associated with the memories of John Hancock, Samuel Adams, James Otis, Fisher Ames and Joseph Warren are those of the men who made common cause with them at time when the proclamation of allegiance to such a cause was considered treason to the existing government. One of these men was Dr. John Brooks, who settled as a physician at



Reading, Mass., and gave up his time to the drilling of troops in order that they might be in readiness for the inevitable conflict. With the company of minute men that he had trained Dr. Brooks was present at the battle of Lexington and received soon afterward the commission of major. From then until the close of the war Dr. Brooks was constantly in the field.

In the battle of Saratoga he stormed and carried the German intrenchments at the head of his regiment. He was adjutant general at the battle of Monmouth, being associated with Baron von Steuben. During the Newburg conspiracy of 1783 Brooks was a faithful adherent of Washington and rendered great service to him.

After the war he returned to the practice of his profession in Medford and later acted in several military positions in the state. In 1816 he was elected governor of Massachusetts, being chosen by a grateful commonwealth in recognition of the services he had rendered them in a time of danger.

MALTREATED BY RUSSIANS.

Miss Margaret Winhofer, who was dragged from a train by Russian officials at the Austrian border, roughly handled and detained because of a flaw



in her passport, came near becoming the central figure in an international episode between the United States and Russian governments. Miss Winhofer is an Iowa girl, a musician. She had been visiting a pupil in Russia at the time of her brutal treatment.

COTTON AND CORN IN SOUTH.

Greater Diversification of Crops Would Be More Profitable.

In those parts of Louisiana and Arkansas where cotton is grown, D. A. Brodie, in the Yearbook of the Department of Agriculture, divides the farmers into three classes, says the New York Tribune. First, there is the large planter, who owns extensive tracts of land, in most cases amounting to thousands of acres. It is not uncommon to find anywhere from twenty to 100 families on one plantation. These are mostly negroes. The owner himself either engages in business in the city, or, more commonly, personally directs the operations of the tenants. The second class is the small land owner, who owns and operates his own farm, either doing the work alone or with hired help. The third and most numerous class is the tenant, consisting largely of negroes. Most of these are found on the large plantations, paying either a cash rental or giving a share of the crop.

Although the list of crops that can be and are successfully grown in Louisiana and Arkansas is as great as that of any portion of the country, still it may be said that the agriculture of this region is based on two crops—cotton and corn. Cotton, being the most important crop, usually occupies itself year after year on the same ground, except on such portions as are selected each year for corn. It will readily be seen that where cotton and corn have been grown in this way on the same ground for long periods of time the land has become so exhausted that it no longer yields profitable crops. In former times, when the land became exhausted, it was allowed to "lie out"—that is, it was no longer cultivated and soon became a thicket of trees and brush. The old cotton rows may yet be seen in the second growth pine thickets, marking many fields that have not been cultivated since the Civil War.

The advance to more improved methods has been greatly hindered by what is known throughout the South as the credit system. By this system farmers are furnished with the supplies and tools necessary for conducting the farm operations until the crop is ready to sell. The amount furnished is based largely on the acreage of cotton to be planted. In many cases the supplies consist of hay, grain, fertilizers, meat, and often fruit and vegetables. In order to meet the payments for these supplies as much cotton as possible is planted, it being the main crop and the only one on which credit is offered in the strictly cotton-growing regions. In this way farmers who are inclined to adopt a more diversified system of farming are prevented from doing so by being forced to pledge themselves to a certain area of cotton in order to raise their crops. In cases where individual farmers have broken away from this system success has invariably followed and a new way opened to greater possibilities in agriculture in the South.

BEE BURROWS IN THE EARTH.

One Variety Makes Home Underground to Rear Its Young.

The burrowing bees are commonly ranked with solitary insects. Certainly they are not "social," living in organized communities like honey bees. But one might venture to call them "neighborly insects," for they love to make their cavernous hermitages in well-equipped neighborhoods. Their burrow sites are preferably upon hard, dry spots with a bit of slope maybe. Therein the mother will sink a shaft eight or ten inches deep and about three-eighths of an inch wide. On either side she will dig out small ovate cells, five or six in all, which she duly provisions and supplies with an egg apiece.

The burrows are about the bigness of the occupant and extend inward for a foot or so with sundry enlargements after the fashion of their kind, where-in the young are bred. In the height of the season these bee neighborhoods are the scene of a busy life. The air resounds with the hum of wings as the insects fly to and fro on parental duties bent, plenshing their nurseries with pollen and honey of the flowers. But just inside each burrow gate an interesting phase of insect life goes on.

Beyond the gateway, which is about the length of the bee, there rises a vestibule—a tiny expansion of the burrow—whose use soon appears. Just within the gateway with face toward the opening one of the housekeepers, now the male and now the female, but often-er the former, keeps constantly on guard. And great need there is for such sentry duty, for insect rogues and thieves besiege the doors to plunder the contents of the nurseries or infect them with parasitic eggs.

Here, then, we see the male on sentry duty, his body blocking up the gateway and his rounded head closing up the entrance. When his mate comes home with her bee basket full the guard backs into the vestibule, which is large enough to allow the passing of the female, and returns to his post. A loving welcome awaits the incomer, for the doorkeeper with open mandibles and waving antennae, the apain style of embrace, greets his partner right joyously. Thus the good mistress of her homes and their maids at the back gate are not the only order of house-keeping creatures that exchange kisses at one's doorways.—Harper's Magazine.

WHAT DID LUCK DO FOR THEM?

Has Chance Advanced Most of Our Successful Men?

When we consider the few who owe fortune or position to accident or "luck," in comparison with the masses who have to fight every inch of the way to their own leaves, what are they, in reality, but the exceptions to the rule that character, merit—not fate, or "luck," or any other bog of the imagination—control the destinies of men? The only luck that plays any great part in a man's life is that which inheres in a stout heart, a willing hand, and an alert brain.

What has chance ever done in the world? Has it invented a telegraph or telephone? Has it laid an ocean cable? Has it built steamships, or established universities, asylums, or hospitals? Has it tunneled mountains, built bridges, or brought miracles out of the soil?

What did "luck" have to do with making the career of Washington, of Lincoln, of Daniel Webster, of Henry Clay, of Grant, of Garfield, or of Elitha Root? Did it help Edison or Marconi in their inventions? Did it have anything to do with the making of the fortunes of our great merchant princes? Do such men as John Wanamaker, Robert Ogden, or Marshall Field owe their success to luck?

I have never known a man to amount to much until he cut out of his vocabulary such words as "good luck" and "bad luck," and from his life maxims all the "I can't" words and the "I can't" philosophy. There is no word in the English language more misused and abused than "luck." More people have excused themselves for poor work and mean, stingy, poverty-stricken careers by saying "luck was against them" than by any other excuse.

That door ahead of you, young man, is probably closed because you have closed it—closed it by lack of training; by a lack of ambition, energy, and push. While, perhaps, you have been waiting for "luck" to open it, a pluckier, grittier fellow has stepped in ahead of you and opened it himself.—Orison Swett Marston, in Success Magazine.

Looks That Way.

Jaggies—What's the idea of teaching children gymnastics in the schools? Waggies—I guess it's to make them strong enough to carry home the big bundle of books they use.—Judge.