

FLOOD SWEEPS WASHINGTON

Small Towns in Vicinity of Seattle Are Under Water.

White, Stuck and Green Rivers Drive Farmers From Homes and Cause Enormous Loss by Destruction of Crops and Stock—Three Lives Are Lost.

Seattle, Nov. 15.—Floods in the White, Stuck and Green rivers, which began Tuesday night, have swept away miles of railroad track, inundated all the valley towns, rendered hundreds of farmers homeless and cost three lives up to date. Until the Western Union last night succeeded in getting a wire to Portland, Seattle was entirely cut off from the outside world by either railroad or telegraph lines. The telephone company kept up two lines, but this was the only means of communication Seattle has had.

The three men lost in the floods were drowned while fighting to break up log jams that threatened railroad and county bridges.

It will be two weeks before the Northern Pacific is able to resume regular train operations. The Great Northern is tied up for a shorter period, for trouble on that road is due to an avalanche of mud that swept out a portion of track.

Auburn, Kent, O'Brien, Renton, Oriellia and half a dozen smaller towns in the valleys of three rivers are under water. Residents of O'Brien were compelled to abandon their homes and flee to the hills. At Kent a raging torrent is running through the town and Auburn will suffer extensive damages unless the waters recede immediately.

The 50 employees of the Denny Renton Clay works plant at Renton were cut off by the flood and had to remain cooped up in the warehouse until they could be rescued by boats.

FOR RIVERS AND HARBORS.

Great National Agitation to Improve Waterways Everywhere.

A national congress of American commercial bodies interested in the development of internal waterways and harbor improvements will meet in Washington on the sixth and seventh of December. Oregon will be represented by a delegation from the Portland chamber of commerce.

The purpose of the congress is mainly to prevail upon the United States authorities to pass a measure calling for an appropriation of fifty millions annually for river and harbor improvement. Even should such a measure pass it would still be but a fraction of what other great nations are expending annually upon their waterways. The movement is a national expression of the knowledge that water competition is the one great cheater of railroad freight rates—railways that compete with rivers for traffic do not pay extravagant dividends upon watered stock.

In those sections of the country wherein the railroads are compelled to carry freight in competition with river craft the rates are from one-third to one-sixth of those ruling where water competition is not a factor. It is told of a cotton section in Texas that the canalizing of a very insignificant stream so as to be available for flat bottomed canal boats, lowered the freight rates so radically as to make a saving to a small community of three million dollars annually. As a matter of fact the canalized stream carried but a small percentage of the traffic upon which this large saving was effected, but the fact that the stream was available for traffic compelled the railways to meet the water competition.

The Rivers and Harbors congress will discuss the improvement of the Oregon and Washington waterways and the removal of obstructing bars at the entrances of the harbors and will seek to impress upon the congress of the nation the importance of these improvements to the farming and mercantile population.

Commend Teaching System.

New York, Nov. 15.—After two days' inspection, the English teachers who came here to study United States methods of education have discovered several good ideas which they intend to suggest to the authorities in England. They like our system of medical inspection, our law which requires children between the ages of 14 and 15 years to attend evening schools if they work in the daytime, our discipline, which they all describe as "easy," and certain features of our kindergarten work. More teachers will arrive this week.

Ahead of Schedule.

Colon, Nov. 15.—The first trip of an American president outside of the boundaries of the United States was successfully concluded yesterday afternoon at half past one, when the battleship Louisiana, having on board President Roosevelt and his party, dropped anchor in the harbor of Colon. The Louisiana, which arrived ahead of schedule time, was conveyed by the Tennessee and the Washington. They anchored during a heavy rainfall.

General William G. Ely.

Norwich, Conn., Nov. 15.—General William G. Ely died suddenly at his home here last night of heart trouble. He commanded the Eighteenth Connecticut volunteers in the Civil war, and was brevetted brigadier general at its close.

MUCH DAMAGE REPORTED.

Floods in Oregon and Washington Destroy Homes and Bridges.

Castle Rock, Wash., Nov. 16.—The Cowlitz river has become a raging torrent, carrying houses, barns, logs and other drift down in the flood. Many families are homeless and have saved but few belongings from their ruined homes and are temporarily quartered with friends on higher ground. The Northern Pacific bridge across the Cowlitz at Olney is washed out.

The town of Castle Rock is in a state of chaos. Electric lights are out because of the flood. The town marshal has closed the saloons to add to the public safety. The people are meeting the situation in a philosophic way and are not becoming panic stricken.

North Yakima, Wash., Nov. 16.—After falling slightly the Yakima and Naches rivers are again rising and the damage to property of all kinds is growing worse. All communication with the outside by rail is cut off. Every county bridge in the valley is under water and the city is isolated from the surrounding country.

The fears of the people are that the Naches river may change its course and come down the old river bed to the west of the city. If this happens the damage will be incalculable, as the best fruit orchards and some of the finest homes in the valley lie direct in its course.

Wenatchee, Wash., Nov. 16.—The flood still rages unabated. Added to the destruction by the rain and water, the wind is blowing. The damage done by the flood between Cashmere and Wenatchee, in the Wenatchee valley, cannot be estimated at the present time, but it will be heavy. The Wenatchee and the Columbia rivers are higher than they have ever been before. The former is eight inches higher than its former record.

Portland, Nov. 16.—Streams throughout the state which have been swollen by the recent rain storms and the Chinook wind in the mountains are thought to have reached their highest point. Some have commenced to fall and the Willamette was stationary last night. It is probable that the river at Portland will commence to fall today. Except along the lower Columbia, the danger from high water is thought to be over in Oregon.

RELIEF FUND IS LOOTED.

Money Sent Mayor Schmitz Is Not Accounted For.

San Francisco, Nov. 16.—The Chronicle says today:

A new investigation is progressing in the course of developments in the local graft scandal. It now appears that many sums of money, large and small, that were sent from different states to San Francisco for the relief of the sufferers from the calamity never reached the relief committee. Some of those amounts, which aggregated a large sum, were mailed to the care of Mayor Schmitz. E. J. Heney, Detective William Burns and about 100 government agents have been making an investigation. President Roosevelt is the moving spirit behind the inquiry, and he declares that no man guilty of diverting the relief funds shall escape justice.

The cases come within the jurisdiction of the Federal authorities because of the interstate character of the postal service, which, it is alleged, was criminally tampered with.

A considerable sum of money was also sent through the express companies and Wells-Fargo, which companies are now investigating the disappearance of \$10,580 sent in one package from the citizens of Searchlight, Nev., which the relief committee says it never received, and which the company says was delivered to the representative of the committee to whom it was addressed. The crime of forgery is said to be included in the offense of the raiders of the relief contributions. It is said that in the aggregate the stealings will amount to \$1,000,000.

New Zealand Favors Canada.

Ottawa, Ont., Nov. 16.—The Canadian commission reports that substantial preferences are given to Canadian goods over those of the United States in the new tariff adopted by New Zealand. On many classes the tariff on United States goods will be 20 or 30 per cent above that on Canadian goods. On bicycles, gas and oil engines, gum boots, printing paper, railways and trawlers, sail cloth, canvas, surgical and dental instruments United States products will be taxed a duty of 20 per cent while the Canadian products will enter free.

Bodies To Be Exhumed.

Chicago, Nov. 16.—Zaslav Palovick, who was injured in the recent wreck on the Baltimore & Ohio railroad at Woodville, Ind., died today. His death makes the total fatalities 51. Much dissatisfaction has been caused among the survivors of the wreck over the fact that the dead, the majority of whom were Roman Catholics, had been buried without religious rites. Local church officials have arranged with the railroad to have the bodies dug up and reburied.

Total Wealth of United States.

Washington, Nov. 16.—The total wealth of the country in 1904 was \$106,881,415,000, according to figures issued by the census bureau today. In 1890 the total wealth was \$65,037,091,197; in 1900, \$88,528,348,788.

MANY DIE IN BURNING WRECK

Only Two Bodies Remain of Forty-Seven Killed.

List of Injured Also Large and Many of Them Will Die—Survivors Lose Everything—Were Nearly All Fugitives From Russia Come to Settle in America.

Chicago, Nov. 13.—More than half the passengers on an immigrant train on the Baltimore & Ohio railroad were killed or injured in a collision today between the passenger train and a freight near Woodville, Ind. One hundred and sixty-five passengers were on the train, and of these 47 were either killed outright or were burned to death in the fire which broke out in the wreckage immediately after the collision. The names of all the dead will probably never be known, as 45 of the bodies were consumed in the flames, or were so badly burned that identification is impossible. Thirty-eight people were injured, and several of these will die. Eighty others escaped unhurt, but lost nearly all their baggage and clothing.

The disaster was caused by a blunder of some employe of the railroad company, but just where the blame lies has not been determined.

The passenger train, which was loaded with Russian Jews, Servians and Poles, all of them recent arrivals in this country and bound for Chicago or places in the Northwest, was the second section of a through train from Baltimore. The engineer of freight train No. 96, on instructions received at McCool, Ind., waited at a siding at Babcock, Ind., to allow the immigrant train to pass.

As soon as the first section of the immigrant train had passed the switch at Babcock, the freight train, in charge of Engineer Burke and Conductor Moste, started eastward. A light snow was falling, which increased the darkness of the early morning, and, as the freight was rounding a sharp curve just west of Woodville, the second section of the immigrant train came in sight a short distance away, tearing toward Chicago at the rate of 40 miles an hour. The two trains came together with unslackened speed, and in the crash six passenger coaches and several freight cars were knocked into kindling wood, and, together with the locomotives, went rolling down the embankment.

GENERAL SHAFER DEAD.

Pneumonia Proves Fatal to Leader in Cuban Campaign.

Bakersfield, Cal., Nov. 13.—Major General William Rufus Shaffer, United States Army, retired, died at 12:42 p. m. yesterday at the ranch of Captain W. H. McKittick, his son-in-law, 20 miles south of this city, after an illness of seven days, despite the best medical attention in California.

While returning from the polls last Tuesday, he contracted a severe chill which augmented a slight indisposition and necessitated confinement to his bed. Wednesday and Thursday no improvement was noticed and Friday afternoon Dr. M. H. Herzstein, of San Francisco, was communicated with, but as he was unable to depart at once, Dr. I. W. Thorne was despatched in Dr. Herzstein's place. Dr. Thorne arrived early Saturday morning and, together with the local physicians, diligently watched the patient all that day. In the afternoon a slight rally was effected and relatives and physicians were extremely hopeful, but the change was short-lived. At 10 o'clock a sinking spell seized the veteran.

Dr. Herzstein arrived shortly after midnight Saturday night and a consultation was held with the other physicians in attendance. It is stated that Dr. Herzstein deemed an operation the only means of relief from the intestinal obstruction, but the condition of the patient would forecast nothing but fatal results in such an attempt. Dr. Herzstein, accompanied by Dr. Thorne, returned to San Francisco, all hope of saving the gallant war hero having been abandoned.

Dissolve the Trust.

Washington, Nov. 13.—While no authoritative statement could be obtained in regard to the matter, there is good reason to believe that the Government has decided to institute proceedings against the Standard Oil Company under the Sherman anti-trust act with a view of obtaining an order of the court dissolving the company as it now exists and restoring to each of the 75 or 80 constituent companies its proportionate share of the stock and also compelling the observance of the law inhibiting the entering into any contract, agreement or understanding with each other.

Considers Coal Steal.

Salt Lake City, Nov. 13.—A federal grand jury was impaneled here today and will begin its sittings tomorrow. Rumor has it that presentment will be made of evidence gained by the Interstate Commerce Commission during its recent investigation of Union Pacific coal holdings and developments in connection with the Government suit to recover land acquired by the Utah Fuel Company, but no official information is forthcoming. Even the names of the witnesses subpoenaed have not been divulged.

Discharged From Bankruptcy.

Trenton, N. J., Nov. 13.—The Iroquois Theater Company, of Chicago, whose theater was destroyed by fire three years ago, attended by great loss of life, was discharged from bankruptcy today by Judge Lanning in the United States court here. The company has liabilities of \$2,000,000 and no assets.

GRABBING UP OIL LAND.

Federal Authorities Take Cognizance of Action of Standard Oil.

San Francisco, Nov. 14.—The Call today says: It became known in Federal circles yesterday that recent locations of land in Kern county by agents of the Standard Oil company have been made the subject of investigation by government officials. As a result it is asserted indictments will follow. The land was taken up by the petroleum combine, ostensibly for the gypsum deposits, but in reality for oil purposes. That the character of the land had been carefully studied is shown by the fact that a flowing oil well has already been developed.

The inquiry is being made through the office of United States Attorney Devlin, of San Francisco. Federal agents have been at work for several weeks in Kern county. From their preliminary reports it is believed that the manner in which the land was secured will warrant indictments on the part of the Federal grand jury.

The information secured by these agents will be placed in the hands of United States Attorney Robert T. Devlin, who in turn will forward it to Washington to the attorney general.

SELL NO MORE ALASKA COAL.

Government Stops Sale Pending Action on Leasing Bill.

Washington, Nov. 14.—The secretary of the interior today issued a general order withdrawing from entry all public coal lands in Alaska. How much land it affected no one knows; indeed, no specific tracts could be withdrawn, as Alaska is still unsurveyed and the extent of its coal deposits unknown. But this general order will shut off all entries of land known to contain coal. It is issued in line with the policy recently adopted in the states, and will prevent wealthy corporations from cornering Alaska's coal resources.

It is probable that further efforts will be made to secure legislation repealing the coal land law and substituting a law which authorizes the government to lease its coal lands.

A tract of 1,700 acres north of Valdez, Alaska, lying on the glacial flats below the Valdez glacier, has been set apart as a rifle range for the use of troops at Fort Lisicum.

PLANTERS SHORT OF LABOR.

Cuban Sugar Men Ask Magoon to Aid Immigration.

Havana, Nov. 14.—Certain members of the Agrarian league, which is composed of prominent planters, accompanied by a number of steamship agents, held a conference with Governor Magoon today on the question of the probable scarcity of labor in the handling of the maturing sugar crop. The planters urged the necessity of making use of the \$1,000,000 appropriated by the late Cuban congress for the stimulation of immigration, and pointed out that Cuba was suffering severely from the competition of other nations seeking immigration and the importation of labor to Panama.

The next sugar crop promises to be very large, and the planters expressed grave fears that the present labor supply would be insufficient to handle it. The governor arranged to hold further conferences with the planters.

Nearly Twenty Missing.

La Porte, Ind., Nov. 14.—Coroner Carson has received no complete list of the dead and missing in the wreck of the Baltimore & Ohio railroad. The list contains 30 names, and it is believed nearly 20 are yet to be obtained. It will be several days before the coroner can return a verdict. The freight crew insists that the first section carried no lights, but the train sheet of the operator at Suman indicates that green lights were displayed. As the charred bodies are taken from the wreck they are being labeled and sent to the undertakers.

Allows No Silver Exports.

Lima, Peru, Nov. 14.—Although there exists no law to the contrary, the government today refused to allow a local firm of bankers to ship 12,000 silver soles (about \$60,000) to London. Furthermore, the authorities are searching the baggage of passengers leaving the country, and all silver coin in excess of 10 soles is being seized. The price of silver in Peru is advancing, and the ministry of finance has been in conference with local bankers, financiers, merchants and members of congress to discuss action in the premises.

Would Line Canal With Concrete.

Louisville, Ky., Nov. 14.—A plan for a concrete maritane highway across the isthmus of Panama, to be used as a substitute for the ditch as at present projected, has been submitted to President Roosevelt by Colonel Alexander Hoagland, known throughout the United States as the "Father of the Curfew." The plan is now in the hands of the canal commission. It contemplates the building of a concrete highway 30 feet above sea level.

More Boers on Warpath.

Cape Town, Nov. 14.—According to the latest information received here, the colony has been invaded by two new parties of Boer freebooters in addition to the men operating under Ferreira. The police have had an ineffectual brush with the Ferrerai party.



An Important Social Problem.

No tendency of modern times has caused so much uneasiness in the minds of social philosophers and reformers as the drift of population from the rural districts to the cities. That this tendency is deplorable is admitted on all hands, but there is no general agreement as to what should be done to discourage it. Recently, however, public speakers and writers have been insisting that the way to keep the bright young men and women on the farms is to ameliorate the conditions of country life. The extension of telephone lines into the country and the rural free mail delivery are steps in that direction. But the general improvement of the country roads would be a far more important step. Bad roads do more than anything else to promote ignorance, isolation, discouragement, and disgust among the country people. Good roads promote attendance at school and the church; they make social gatherings, literary societies, dramatic entertainments, and club and lodge meetings possible during the winter and spring. With bad roads the farmer is compelled to hibernate, socially, for three or four months in the year. With good roads, these months become the most pleasant and in some respects the most profitable in the year.

The improvement of the country roads is now recognized as one of the greatest questions before the American public, and it is coming to be recognized as a question which concerns not merely the rural population, but the whole people. Many public men have declared their conviction that road improvement is a proper subject for national as well as State legislation. Among the reasons offered in support of this view are the following:

First—The improvement of the highways is too great a burden for the rural population to bear alone. If left to them the problem will never be solved.

Second—The improvement of the roads would benefit all classes throughout the entire country; hence, the whole people should share in the necessary expense.

Third—The improvement of the roads is necessary to the extension of the rural free delivery system, and Congress is authorized by the Constitution to "establish post-roads."

Fourth—The improvement of the roads is certainly a fit subject for national legislation as improvement of rivers and harbors.

Bills are now before both Houses of Congress providing for an appropriation of twenty-four million dollars to be used during the next three years as a fund for national aid to road improvement. The fate of these bills depends largely upon the attitude of the farmers on the question. If they would unite in a strong demand for national aid, it would speedily become an accomplished fact.

INTENSIVE FARMING.

Some Object Lessons for the Tillers of the Soil.

The Wall Street Journal suggests that intensive agriculture be more generally adopted as an investment. It argues that thousands of people have left the country and entered the cities because of actual necessity. They skinned away the cream from the soil and, by extravagant methods, exhausted its vitality. There were no refuge left except the wage-earning centers. But their presence in the cities does not prove that they are any better off in the possession of this world's goods. On the contrary, it demonstrates the opposite. In commenting on the situation the Journal says:

"Intensive cultivation of ten acres should give better returns than extensive cultivation of a hundred acres. This is what the agricultural departments of the State and nation are all seeking to accomplish. They are accomplishing it much more rapidly and thoroughly than is generally understood. As they accomplish this work agriculture will come to be a more and more attractive field for capital investments, even on the part of people who live in cities. Dispatches of a few days ago stated that throughout the Southwest investors from the city were putting their surplus funds into farm lands. The same thing has been going on for ten years throughout the surplus corn States. Land values have risen rapidly in the South also."

We have reached the day of intensive soil cultivation. It has required many years of experimenting and unsuccessful crop returns to bring about this result. The farmers wanted too many acres to plant to corn, cotton, wheat or tobacco. They permitted the rains to wash away the surface soil and leave the clay or limestone strata. There was no economic system in the work of retaining soil fertility. Now all is changed. The farmer, who does not go to the city to find work, is an educated man in all that makes up a profitable tiller of the soil. He works not only for a home and temporary abode, but because there is profit in handling the products of his fields.

The trend of thought toward the land as an investment will not be changed in many years. There is something tangible in the cultivated fields, orchards and gardens. The world must be fed from the products of the land. If it is to which humanity requires is not grown in the United States it will be imported from other countries. The

Pacific coast farmer has a rival in the Japanese farmer. It is for him to decide which shall occupy the markets at home and abroad. But the American with business tendencies does not hesitate. He sees the opportunities in the land and is hastening to grasp them before it is too late. Here is another lesson for the young man of to-day.—Seattle Post.

LUXURY IN RANCH HOUSE.

Cut Glass and Silverware—Costly Gifts for Guests.

A little one-story, six-room, long-ranch house in Lander, Wyo., with sage-brush land stretching away from it in all directions and with only a lumbering mountain stage coach, drawn by four horses, connecting it with the outside world, has in it more than any other house, public or private, in the State.

Arapahoe boasts not near fifty souls all told. But the traveler going by stage from Lander to Shoshone will find its ranch an uncommonly good one at which to stay over night, for Mrs. Becker, its gracious hostess, does not spend all her money on ornaments for her table. She always makes enough to pay two first-class Chinese cooks and to supply her table with delicacies.

Many ranch houses look neither more nor less inviting from the outside than does this one. Dirt, poor food, cracked dishes, wretched service and insufficiently bad beds compose the accommodations. The traveler is agreeably surprised, then, when he finds the wealth of cut glass, china and silverware which graces Mrs. Becker's table, excellent service, every delicacy that a city market affords, cleanliness everywhere, easy chairs and couches, beds fresh and comfortable, and an atmosphere of refinement.

Mrs. Becker's cut glass, china and silverware are the pride and the delight of Arapahoe, and all the countryside round about it. Even the Indians who have got a glimpse of them regard them with a sort of proprietary interest. Not long ago Mrs. Becker sent an order to New York for a thousand dollars' worth of cut glass, and that thousand dollars' worth is not all she has. Besides her valuable collection of cut glass, china and silverware, Mrs. Becker has many hundred dollars' worth of Navajo blankets and Indian curios. She made an army officer's wife a present of \$500 or \$600 worth of blankets and curios recently and thought nothing of it. She is a Western woman and does things in a Western way.

Not long ago Mrs. Becker gave a party at her ranch house, to which she invited some of the best known folk in Lander, and army officers and their wives from Fort Washakie. It was a unique society function. Each of the numerous guests went home with a costly gift from the hostess. One young lady was given a saddle, another a beautiful and costly souvenir spoon, with an elk's tooth set in the handle, and others received gifts equally valuable.—Galveston News.

PRUNES CUTTING OUT PRISMS.

Supply of Fruit Coming from California Encouraging to Landladies.

When one thinks of all the boarding-house breakfasts in the country it is not surprising that more than 100,000,000 pounds of prunes are eaten yearly in the United States.

Prior to 1886 the supply came almost wholly from France and the Danubian provinces, and sold under the designation of French and Turkish prunes.

In that year prunes of American growth appeared on the market and with each succeeding year the supply has increased, until the importation of foreign fruit has been reduced to extremely small proportions.

Most of our prune supply is from California. In Santa Clara County alone there are 3,700,000 trees growing on 37,000 acres, 100 trees to the acre. The quantity of prunes there exceeds 110,000,000 pounds—more than enough for the requirements of the whole country, but the excess is needed to supply the export demand.

In September the fruit ripens and is gathered by spreading sheets under the trees and shaking the branches. The fruit is taken to the warehouse, where it is graded in size and passed through a boiling hot liquid, in which process it is cleaned and the outer skin softened. It is then spread out in trays 8 feet by 3 feet in size, and exposed to the heat of the sun for three to eight days, depending upon weather conditions.

Ten thousand trays of fruit spread out in one unbroken tract may be seen in Santa Clara in the drying season. When sufficiently cured the prunes are stored in separate bins and there allowed to sweat, this process taking from ten to twenty days, when they are ready for marketing.—What to Eat.

Content.

"Don't you sometimes wish you had your life to live over?" said the pessimist.

"And go through that spell of hot weather again?" rejoined the optimist. "Not for anything."—Washington Star.

All High Flyers.

"Are you interested in airships, Mrs. Getemoff?"

"Helships! I am, indeed, Mr. Swatley. I have three unmarried daughters."—Boston Transcript.

When a man gets off something funny, it tickles him more than any one else.

Considering how popular it is, "I forgot" is a mighty poor excuse.