

FLOODS IN NORTH

White, Stuck and Green Rivers
Drive Farmers From Homes.

SMALLER TOWNS UNDER WATER

Northern Pacific and Great Northern
Railroads Tied Up—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 cheapener 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 was 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 these amounts, which aggregated a large sum, were mailed to the care of Mayor Schmitz. F. 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 tramways, 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 Palovitz, 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, \$88,528,348,798.

TWO TRAINS COLLIDE

Immigrant Train in Disastrous
Indiana Wreck.

FORTY-SEVEN PASSENGERS DEAD

Were Nearly All Fugitives From Russia—Survivors Lost Baggage
and Other Possessions.

Chicago, Nov. 13.—More than half the passengers on an immigrant train on the Baltimore & Ohio railroad today 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 46 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 employee 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. Herstein, of San Francisco, was called in to consult with him. He was unable to depart at once, Dr. I. W. Thorne was despatched to Dr. Herstein'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 detected and relatives and physicians were extremely hopeful, but the change was short-lived. At 10 o'clock a sinking spell seized the veteran.

Dr. Herstein arrived shortly after midnight Saturday night and a consultation was held with the other physicians in attendance. It is stated that Dr. Herstein 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. Herstein, 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 them from 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 presentments 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.

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Atlantic Express 8:15 p. m. via Huntington.	Salt Lake, Denver, Ft. Worth, Omaha, Kansas City, St. Louis, Chicago and East.	7:15 a. m.
St. Paul East Mail 6:10 p. m. via Spokane.	Walla Walla, Lewiston, Spokane, Walla Walla, Pullman, Minneapolis, St. Paul, Duluth, Milwaukee, Chicago and East.	8:00 a. m.

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No. 2— Leaves Albany.....	12:20 P M
Leaves Corvallis.....	1:20 P M
Arrives Yaquina.....	5:45 P M

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No. 3— Leaves Albany.....	7:30 A M
Arrives Detroit.....	12:30 P M
No. 4— Leaves Detroit.....	1:00 P M
Arrives Albany.....	5:55 P M

Trains for Corvallis.

No. 5— Leaves Albany.....	7:55 A M
Arrives Corvallis.....	8:35 A M
No. 10— Leaves Albany.....	3:50 P M
Arrives at Corvallis.....	4:30 P M

Trains for Albany.

No. 5— Leaves Corvallis.....	6:30 A M
Arrives Albany.....	7:10 A M
No. 9— Leaves Corvallis.....	1:30 P M
Arrives at Albany.....	2:10 P M

No. 7— Leaves Corvallis.....	6:00 P M
Arrives at Albany.....	6:40 P M
No. 11— Leaves Corvallis.....	11:00 A M
Arrives at Albany.....	11:42 A M

No. 12— Leaves Albany.....	12:45 P M
Arrives at Corvallis.....	1:35 P M

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