

# TWO BRIDGES GONE

## Disastrous Floods in Willamette Valley Streams.

### RESULT OF CONTINUOUS RAINS

#### Main Line of Southern Pacific Blocked—Santiam and Clackamas Raging Torrents.

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

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. 8.—"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 which 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 Ancón, 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 approaches. In the afternoon there is to be a sightseeing trip around Ancón.

#### 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 Coeur d'Alene Reserve.**  
The Shoshone reserve is created in conjunction with the Coeur d'Alene reserve, adjoining it on the north, and two others to be known as the Coeur d'Alene reserve. Their aggregate area is 2,259,000 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 Coeur 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 Sawtooth 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 18,600. Of these 6,600 are refrigerator cars. These will be of the most modern type.

#### 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.

# OREGON STATE ITEMS OF INTEREST

#### PLANS NEW INSTITUTION.

State Secures Data on Building of Home for Feeble-Minded.

Salem.—For the first time in the history of Oregon, this state has gone about the establishment of a public institution in a businesslike way. In planning for the establishment of a home for the feeble-minded, the Board of Public Building Commissioners arranged to send Superintendent G. W. Jones, of the State Blind School, on a tour of Eastern States for the purpose of gathering data which will enable this state to avoid the errors for which other states have paid by dear experience. When other state institutions were established, the locations were selected and the buildings constructed with little anticipation of future needs. In the case of the home for the feeble-minded it will be different. The Board is looking particularly to the requirements of such an institution 25 or 50 years or more hence.

Superintendent Jones filed his report yesterday—a voluminous document accompanied by statistics from institutions visited by him. Most valuable of all is the information he gained by personal conversation with the managers of similar institutions in the Eastern States.

Superintendent Jones concludes his report as follows: "Oregon cannot delay this important work much longer without laying us liable to the charge of neglecting one of the most important duties which our civilization has imposed upon us as a people. Oregon must not be the last Northern State to make provision for this class, and it is to be hoped that the wise plans of the last Legislature will be carried into effect by the coming session."

#### STEAMERS FOR KLAMATH LAKE.

One Being Built at Klamath Falls and One at Portland.

Klamath Falls.—Navigation as a permanent means of transportation of the Klamath Basin is to be more effectually established by the founding of a new steamer route between Klamath Falls and Fort Klamath. There is now being built at the local boatyards a new steamerboat that will be operated regularly between this place and Fort Klamath, making the trip in about four hours in each direction. This line will be especially devoted to the cultivation of closer trade relations between the people of the country lying north of Upper Klamath Lake and to caring for the tourist travel of the summer season for Crater Lake and other points of interest in that direction.

Work is progressing very satisfactorily deepening the Klamath River at a point just below Lake Ewauna, where a reef about 30 feet in width has been a barrier to navigation at the low stage of the stream. This reef is being removed by the efforts of the Klamath Lake Navigation Company, which is having a second steamer built to ply the river and Lower Klamath Lake.

#### Spray May Have Caused Death.

Hood River.—James H. McGinnis, a native of Ontario, Can., who has been staying with his brother, D. L. McGinnis, an employe of the Mequame Lumber Mill, died very suddenly Tuesday from what is now thought to have been poison. At the time of his sudden illness he was attended by a physician, who could not diagnose his case, but left a prescription which, it is said, failed to help him, and he died in a short time.

Since his death it has been discovered that McGinnis, who had only been here a short time, had been in the habit of eating a good many apples and that they were covered with spray, which he did not wipe off. The spray is poisonous and symptoms with which he was attacked, such as vomiting and severe pains in the abdomen, now lead his friends to think that he died from its effects.

#### Finances of Clackamas.

Oregon City.—The net indebtedness of Clackamas County, according to the semi-annual report of Clerk Greenman, just completed, and covering the six months ending September 30 last, is \$63,335.24. There are outstanding warrants to the amount of \$53,994.53, upon which the estimated interest is \$1,800. In addition there are outstanding road warrants aggregating \$18,342.79. On the total indebtedness of \$74,137.32, there is applicable cash on hand and uncollected taxes amounting to \$10,781.08, reducing the actual indebtedness to \$63,335.24. Clerk Greenman's report also shows the current expenses of the county for the period covered in the report to have been \$24,030.13, and in the same length of time the county spent \$41,522.64 in the improvement of roads.

#### Folk Orchardists Elated.

Dallas.—The people of Fork County are highly elated by the success of the first apple fair, and a larger and better show is already being planned for next year. The exhibit of choice fruit has demonstrated the fact that the Willamette Valley can produce apples as fine as can be raised in the world, when painstaking and intelligent effort is put forth by the farmers in cultivating their orchards and preparing their fruit for the market.

#### OPENING RIVER TO CORVALLIS.

Navigation May Soon Be Carried on Nearly All the Year.

Corvallis.—Improvement of the upper Willamette was discussed here today by David B. Ogden, engineer in charge of the Willamette expenditures, and members of the Citizens' League. The snagboat Mathema has been working on the upper river for two weeks and is to continue in the vicinity of Corvallis throughout the coming week.

The famous cut-off, where the Willamette has broken through a new channel and reduced a 3 1/2 mile stretch to less than a mile by leaving a circuitous route for a direct one, has been practically cleared of snags, which had been a menace to navigation. Similar work is to be done in other directions.

The main topic, however, of the conference between Mr. Ogden and the citizens was the chance of an all-year navigation by boats to Corvallis. Plans with this end in view are being worked to by the engineers. Their recommendations for appropriations cover needs in this particular. For two years the work has been so carried on. Mr. Ogden thinks that in another two years the plan will be consummated and if navigation be not achieved throughout the summer, it will at least be so bettered that there will be but a very short period of inactivity. Local citizens are much encouraged by the attitude of the engineering people, and are preparing to co-operate fully.

#### Annual Fair in Lane County.

Eugene.—At a meeting of the citizens of Eugene it was decided to form a corporation for the purpose of holding an annual county fair in Lane County. Chairman Wilkins appointed the following committee on organization: William Green, J. M. Williams, D. E. Yoran, H. Gordon and F. L. Chambers.

#### Improvement Company Formed.

La Grande.—An incorporation to be known as the La Grande Improvement Company has been completed with a capital stock of \$15,000. The incorporators are George L. Cleaven, Frank K. Reinhold and William B. Sargent. The object is to buy land and build houses.

#### PORTLAND MARKETS.

The New York Journal of Commerce said of cascara bark:

A wholesale dealer in cascara sagrada of Portland, Or., declared that not more than five cars had been peeled this season and receipts from the gathering sections were generally in lots of 200 to 500 pounds. There is a fairly steady demand on spot, and some ton lots are wanted for export. Quotations are sustained at 10 1/2@12c as to age, quantity and seller.

Wheat—Export basis: Club, 64c; bluestem, 68c; Valley, 66c; red, 61c.

Oats—No. 1 white, \$24.50@25.50; gray, \$23.50@24.00.

Barley—Feed, \$21.50 per ton; brewing, \$22; malted, \$23.

Rye—\$1.35@1.40 per cwt.

Corn—Whole, \$25.50; cracked, \$26.50 per ton.

Millstuffs—Bran, city, \$14.50; country, \$15.50 per ton; middlings, \$24.00; shorts, city, \$16.00; country, \$17.00 per ton; chop, U. S. Mills, \$15.50; linseed dairy food, \$18.00; alfalfa meal, \$18.00 per ton.

Hay—Valley timothy, No. 1, \$10@11 per ton; Eastern Oregon timothy, \$14@16.00; clover, \$6.50@7.00; cheat, \$7@7.50; grain hay, \$7.00; alfalfa, \$11.50; vetch hay, \$7@7.50.

Domestic Fruits—Apples, common to choice, 25c@75c per box; choice to fancy, 75c@1.50; grapes, \$1.50@1.65 per crate; peaches, 75c@1; pears, 75c@1.25; cranberries, \$9@9.50 per barrel; quinces, \$1@1.25 per box; persimmons, 5c per pound.

Fresh Vegetables—Cabbage, 1 1/4@1 1/2c per pound; cauliflower, \$1.25 per dozen; celery, 75c@85c per dozen; egg plant, \$1.50 per crate; lettuce, head, 20c per dozen; onions, 10@12 1/2c per doz.; bell peppers, 5c; pumpkins, 1 1/4c per pound; spinach, 4@5c per pound; tomatoes, 30@50c per box; parsley, 10@15c; squash, 1 1/4c per pound; hot-house lettuce, 50@75c per box.

Root Vegetables—Turnips, 90c@1 per sack; carrots, 90c@1 per sack; beets, \$1.25@1.50 per sack; garlic, 7 1/2@10c per pound; horseradish, 9@10c per pound; sweet potatoes, 2@2 1/2c per pound.

Onions—Oregon, 75c@1 per hundred. Potatoes—Buying prices: Oregon Burbanks, fancy, 90c; common, 65@80c. Butter—City creameries: Extra creamery, 30c per pound. State creameries: Fancy creamery, 25@27 1/2c; store butter, 16@17c.

Eggs—Oregon ranch, 35@35c per dozen; best Eastern, 26@27c; ordinary Eastern, 24@25c.

Cheese—Oregon full cream twins, 14@14 1/4c; Young America, 15@15 1/4c. Poultry—Average old hens, 12@13c; mixed chickens, 12@12 1/2c; Spring, 12@13c; old roosters, 9@10c; dressed chickens, 13@14c; turkeys, live, 17@17 1/2c; turkeys, dressed, choice, 21@22 1/2c; geese, live, per pound, 8@9c; ducks, 14@15c; pigeons, \$1@1.50; squabs, \$2@3.00.

Cattle—Best steers, \$3.59@3.75; medium, \$3@3.35; cows, \$2.25@2.06; second-grade cows, \$2@2.35; bulls, \$1.50@2.00; calves, \$4@4.50.

Sheep—Best, \$4.50@4.75; lambs, \$5@5.25.

Hogs—Best, \$6.50@6.75; lightweight, \$6@6.25.

#### 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 69 election districts missing, W. R. Hearst, the Democratic and Independence 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 victories from Lieutenant-Governor down.

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

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

State Chairman Max F. Ihmsen, 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 incomplete 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 80,500.

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. McCarron 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 that being a statement that the Republican plurality would not exceed 25,000.

#### In California.

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

# GO AFTER HARRIMAN

## Railroad Commission Scenting Another Big Trust.

### AIM WAS TO NEUTRALIZE CANAL.

#### Combine Was Like Old Northern Securities Company—Fish Gives Commission the Tip.

#### THE HARRIMAN SYSTEM.

The Harriman system has three main lines between the Missouri River and the Pacific Coast, which under separate ownership are natural competitors for traffic originating east of their eastern termini or destined to points east of those termini.

The main line of the Union Pacific extends from Omaha to Ogden, where it connects with the Central Pacific, extending from Ogden to San Francisco.

The Oregon Short Line extends from Granger to Pocatello and the O. R. & N. from Pocatello to Portland. These two lines combined are natural competitors of the Union Pacific and Central Pacific.

The Kansas Pacific extends from Kansas City to Denver and is a natural competitor of the Union Pacific main line.

The Southern Pacific extends from New Orleans to Los Angeles, and thence to San Francisco and north to Portland, forming a natural competing line with the other lines described.

The acquisition of control of the Illinois Central by Harriman gives him a line from Omaha to Chicago and thence to New Orleans, thus connecting the eastern termini of his several lines and enabling him to route traffic from and to eastern points by any of them. It practically makes him supreme in the whole territory west of the Missouri river and south of the Columbia river in the West and of Omaha in the East.

Washington, Nov. 10.—A general investigation of what is known as the Harriman system of railroads, under the authority conferred by law, is one of the subjects which have been discussed for some time by the Interstate Commerce Commission, and that body, it is said, really stands committed to an inquiry.

"We have been informed," a member of the Commission said recently, "that this system in some of its features is not unlike the Northern Securities Company, which was dissolved through the interposition of the Attorney-General of the United States."

Any steps which may be taken by the Commission along the lines referred to will be, it is said, in accordance with the general powers of the Commission conferred by law, and not because of any immediate specific complaint of a violation of the statutes.

During the Fish-Harriman contest for the control of the Illinois Central Railway, it was hinted that data would be placed in the hands of the Government whereby it could get the official jackscrews under the Harriman system and discover many interesting things. The Commission will begin the task early in the new year.

This investigation will be of as much importance, in all probability, as was that which the Commission made into the combination of the Northern Pacific and the Great Northern, which, as the Northern Securities Company, was dissolved by order of the Supreme Court under the anti-trust law. In one way, the action of Harriman resembles that of J. Pierpont Morgan and James J. Hill in allying the Northern Pacific with the Great Northern. He controls the Union Pacific, the Southern Pacific and the Oregon Short Line, which should be competing roads, in the judgment of the Commission, and now he has the Illinois Central and the Baltimore & Ohio, which makes him a big factor in determining transcontinental rates. Following its investigation of the combination of the Great Northern and the Northern Pacific, the Commission transmitted testimony to the Department of Justice which used it to bring about the dissolution of the Northern Securities Company.

Seven Die and Eleven Rescued.

Charlottetown, P. E. I., Nov. 10.—In the wreck of the full-rigged Finnis ship Zovinto on Carew's Reef during the hurricane Tuesday night seven of the crew lost their lives and 11 were rescued.

#### Colorado Peak in Eruption.

Trinidad, Colo., Nov. 10.—Mount Culebra, 40 miles west of Trinidad, is reported in a state of eruption. Postmaster Adolph Stors, of Stonewall, who lives within 12 miles of the peak, has sent word here that smoke and vapor can be seen issuing from the mountain.

#### Factions Still Carry Guns.

New Orleans, Nov. 10.—Dispatches from Rio Grande late last night say that Ranger Morgan's orders to disarm are not being obeyed. Most of the men on the street are armed, their weapons being concealed.