

GALVESTON FLOODED

Ten People Dead and Property Loss Will Reach \$100,000.

ENTIRE GULF COAST IS SWEEPED

Seawall Built After Former Devastation Saves City From Complete Destruction.

Galveston, Tex., July 22.—A hurricane equalling in violence the one that devastated this city nine years ago, swept in from the Gulf of Mexico yesterday, did \$100,000 worth of damage in the city proper, cost the lives of about a dozen people, cut off all rail and telegraphic communication with the mainland and then swept on inland, leaving a wake of destruction and suffering behind.

Owing solely to the warnings sent out by the weather bureau that had first detected the storm in the Caribbean sea, the shipping at the port here escaped damage, all vessels being made snug before the fury of the gale struck. The 17-foot seawall, built two years after the former devastation of the city, kept the huge waves from eating away the land as they had done before, but this wall was not sufficient to keep the water from the lower streets, from whence it poured into the warehouse cellars, damaging thousands of dollars' worth of goods.

Ten people were drowned in the water that swept over a portion of Tarpon pier, seven miles from the city. They were washed from the rock promontories into the gulf and the bodies have not yet been recovered.

During the height of the gale a heavy dredge which was at work in the channel behind the island, broke from its moorings and was swept into the steel railroad bridge that connects Galveston with the mainland. The impact of the blow at once severed telephone and telegraph wires, and for a time fears were felt on the mainland that a repetition of the disaster of nine years ago had occurred.

Sweeping westward, the tropical storm, which had been central over the gulf for 24 hours or more struck Galveston shortly after 11 o'clock. The wind attained a velocity of 68 miles an hour, and heaved the waters of Galveston bay up against the island and flooded the section that had not been raised. The water backed up into the main streets. The principal damage, however, was confined to the beach front, where bath houses and pleasure piers were swept away, but shipping was not disturbed.

A hurricane for East Texas was forecast early in the day, and when the storm broke, Galveston was prepared. The inhabitants of the few scattered houses sought safety, as did the vessels riding at anchor in the bay. The fury of the storm soon abated and the anxiety of those who entertained fears of another tidal wave were thus early relieved. So short was the duration of the storm, that a Mallory line steamer, booked to start for New York shortly after noon, left on time.

VOLCANO BURSTS FORTH.

Sumatran Villages Are Devastated by Eruption and Floods.

Victoria, B. C., July 22.—News was brought by the Norwegian steamer Tricolor, which passed in today from Sourabaya, Java, of a disastrous earthquake on the west coast of Sumatra, the second largest island in the Malay archipelago, in mid-June.

According to the report received by the Tricolor 200 lives were lost. The earthquake followed an eruption of Mount Korintji, a volcanic peak 12,400 feet high, and inland 50 miles from Indrapura. Mount Korintji has long been supposed to be extinct, its crater having been filled with a large lake.

Following the eruption of the volcano and the earthquake there were torrential rains, flooding the rivers and causing additional losses.

Cloudburst Wrecks Oursy.

Oursy, Colo., July 22.—Fifty families are homeless, seven business and residence squares are inundated and property has been damaged to the extent of \$30,000, as the result of a cloudburst that came upon this city this afternoon. Cascade and Portland creeks overflowed their banks and became raging torrents through a portion of the town. Several persons were rescued from the windows of floating houses by men on horseback. It is believed two weeks will be required to clear away the debris.

Duluth Damaged \$1,000,000.

Duluth, Minn., July 22.—Duluth was flooded again tonight, the second time within 24 hours. The damage may reach \$1,000,000. Nearly three inches of rain fell in an hour and a half. The water poured into the Bijou theater, where a performance was in progress, and a panic was narrowly averted.

NORTHWEST APPLES BEST.

Bring Higher Price Than Those From Any Other State.

Consul General Robert P. Skinner, writing from Hamburg, Germany, details facts relating to the apple industry of this country as reflected in the prices received there, and shows that Oregon and Washington apples bring more than those from any other state, the scale being in comparison with the California product as follows:

State	Per 1-bushel case
Oregon, Washington	\$2.61@3.57
California	1.60@2.61

As to the possibilities of the extension of the apple trade with Germany, the report shows that in 1908 Germany imported 164,421 tons of apples, of which the United States supplied only 10,502 tons; in 1907 Germany imported 181,457 tons, the United States sending 9,229 tons.

Germany enforces rigidly inspection for the San Jose scale, and this pest has been found on a number of shipments from the Pacific coast. Mr. Skinner says, however, that as a rule American apples reach Germany in good condition. He urges that care be exercised by all apple shippers to free their orchards from scale and all other pests, and then exercise constant supervision of their employes to insure that the fruit shall be packed so as to make it pleasing to the eye as well as protect it against bruising while being transported.

Hamburg is the great apple receiving port. There, writes the consul, honest and impartial rules of sale are observed and the seller always receives what is his due, the market regulations and government inspection having been developed in a manner to make it certain that always there shall be no crooked work or unjust rejection of shipments.

German fruit buyers have for years been sending their representatives to America to look over orchards and packing houses, and keep informed on the conditions of the industry in all important localities where considerable quantities of fruit are produced. These agents often go without making known their identity, and thus obtain information which might otherwise be harder to secure.

The report of Consul General Skinner agrees with previous reports which have been sent to the government from abroad—that Pacific coast apples now lead this country in all European markets. It likewise emphasizes the necessity of maintaining the present high standard, in order that the high prices now obtained may be maintained and the apple industry reap the large profit which has been made in the past years.

CROP A RECORD BREAKER.

Prospects in Pacific Northwest Never Better Than Now.

According to information received during the past week the Pacific Northwest will produce almost four times as many cars of potatoes as a year ago.

This increase is startling, even though the comparison with the production of a year ago is not exactly a correct showing, for the 1908 crop was just about half of what was produced the previous season.

During the present season the acreage of potatoes in the Pacific Northwest, but more especially in Oregon, shows the greatest increase for one year ever noted here. While a large per cent of this increase was in the Willamette valley, most of the additional acreage was planted in Eastern Oregon.

Eastern Washington and Idaho likewise have a very heavy potato acreage increase and the production there will be much greater than during any previous year. Western Washington has a greater acreage of potatoes than a year ago, but the difference in favor of this season is not great so far as the additional planting is concerned.

Potato crop prospects could scarcely be improved over what they are in Oregon, Washington and Idaho this season, and the same is stated to be the case in California. In Eastern Oregon, where some of the poorest showings were made in grain production this season, the crop of potatoes never looked better.

In the Willamette valley, potatoes will show better quality this year than ever before and the sizes will be just that which gained for this section the reputation of growing the very best potatoes in the entire United States.

In seasons previous to the present one, the potato acreage and production of Eastern Oregon, Washington and Idaho had little, if anything, to do with prices at Portland or San Francisco, but this season each of these sections will be a strong factor in the market and unless all signs fail prices will reach a lower figure than for some seasons.

Potato prices have been so high along the Pacific coast in recent years that the trade can scarcely come to think that lower prices will again be in effect. With such a heavy increase in acreage and a production so much greater per acre than normal, the supplies will be fully as great as any demand would justify, and that being the case, present out of line values will go out of effect.

OREGON STATE ITEMS OF INTEREST

PRUNES SOLD GREEN.

Salem Growers to Ship 30 Cars to Eastern Market.

Salem—A new era in the prune business of the Willamette valley was ushered in, when the independent prune pool, representing about 2,000,000 pounds of fruit, practically decided to accept a proposition from the Earl Fruit company, of San Francisco, for about 30 car loads of green prunes, to be picked and shipped to the Eastern markets at once. The price offered is 40 cents per crate of 24 pounds, the prunes to be accepted and paid for at this rate before leaving Salem. The growers are told they will also get all that the prunes bring in the market over and above this figure. Each car will hold 12 tons.

The Eastern Washington and Idaho crop has been sold green for several years. Last year the output of that section was 1,600 tons. This year there is a light crop, amounting to only about 350 tons, and the dealers in green fruits are seeking to make up the deficiency by buying Oregon's Italian prunes, which are admitted to be better than either the California or Washington products. Last year the growers of Washington and Idaho realized 30 cents per crate of 24 pounds, or about 80 cents per bushel, for their green prunes, which the Salem growers consider more profitable than selling the dried fruit.

Leading growers state that 30 cars can be picked from the orchards of the members of the pool at this time and not decrease the output of dried fruit to any extent, as the prunes that remain will attain a much larger growth than if none were removed.

POWELL INVITED TO SALEM.

Fruitgrowers Want Demonstration on Pre-Cooling of Fruits.

Salem—S. G. H. Powell, of the United States department of agriculture, will be the guest of the Salem board of trade and the Salem Fruit union, and will be taken out through the fruit country in an automobile.

The department has been engaged this year in pre-cooling and shipping demonstrations at Puyallup and other Western points, and an effort will be made to have Mr. Powell sent to Salem next year to take up this line of work. Just at this time, when the shipment of small fruits to the Eastern markets is being undertaken, it is believed the aid and experience of the government experts would be of great value to the fruit industry in the Willamette valley.

Smelting Plant for Santiam.

Albany—The mining district of the Santiam which is tributary to Albany, is to have a \$100,000 smelting plant, according to Paul T. Gadsen, of Portland, who was in Albany last week. He is representing the Wilson-Gadsen company. He said that work would start as soon as the wagon road to the mines was completed. The smelter will be on the properties of the Free-land, Electric and Gold Creek mines.

Regular Mail Service Now.

Prineville—After three years' constant effort by patrons of the discontinued Crook postoffice, which was located in the Bear Creek country, 55 miles south of Prineville, regular mail supply was begun Monday, July 19. A series of four postoffices have been established by the postoffice department for the accommodation of the residents of the district affected, some 400 in number.

Canal to Waldo Lake Completed.

Eugene—Simon Klodahl, a local civil engineer who has charge of the work of building two canals through the solid rock leading from Waldo lake to tributaries of the Willamette river for irrigating purposes, has arrived in Eugene from the lake, reporting that the canal leading from the lake to the North Fork had been completed and work had started on the cut to Salmon creek.

Cooch Bay Wants Artillery Company Marchfield—The members of the Young Men's Commercial club are becoming active in boosting Cooch bay. One of the steps taken is to push the organization of an artillery company here. A committee headed by Dr. E. Mings will confer with the National Guard officers. Many young men have already signified their willingness to become members.

Huckleberry Crop Ripening.

Weston—From the Blue mountains, at Camp Cold Spring and Camp McDougal, about 13 miles east of town, the huckleberry crop is reported ripening and is said to be larger and better than for many years.

Professor Tausch Reinstated.

Salem—Professor Edwin Tausch, who recently failed of re-election to the faculty of Willamette university, has been reinstated, and will have the chair of Latin during the coming school year.

WANTS STATE NORMAL.

Hood River Citizens Think They Have Site for Proposed School.

Hood River—At an enthusiastic meeting of the Hood River Commercial club the citizens went on record to boost Hood River for the location of the state normal school, when the matter shall come to a vote next year.

D. J. Treiber led in the discussion favoring Hood River, and assured the citizens that a large number of the most influential men in the state would favor the plan. Truman Butler, cashier of the Butler Banking company; P. S. Davidson, secretary of the Lost Lake Lumber company; A. D. Onthank, real estate dealer; C. D. Nickelsen, secretary of the Commercial club, addressed the meeting, favoring Hood River as the location for the school.

It was argued that Hood River was the logical place for the reason that the Willamette valley now contains the state institution at Eugene, the agricultural college at Corvallis, and denominational schools at Forest Grove, Newberg, Philomath and Salem.

The Hood River normal will be featured at the next meeting of the Hood River Commercial club. The grange bodies of the valley will be solicited to lend aid.

Electric Line Promised.

Eugene—To add to the efficiency of the local street railway system, the Portland, Eugene & Eastern Railway company has received from the factory in the East an additional motor car and two trailers, the business of the line having outgrown the equipments. New lines are also being built and projected. A prominent official of the company, while in Eugene a few days ago, said that a portion of the proposed line between Eugene and Salem would be built this year as far north as Junction City.

Work Commenced on New Road.

Eugene—Surveys for the Eugene-Florence railway, which is being promoted by the Lane County Asset company of this city, will begin this week. Actual construction is expected to start in August. Over a third of the \$150,000 required before construction work is commenced has been raised and none of the heavy capitalists have yet been seen.

State Veterinarians Named.

Salem—Governor Benson has appointed the following members of the Oregon state veterinary medical board to serve for four years: Dr. Alexander Reid, Morrow county, reappointed; Dr. F. T. Mota, Baker county, to succeed Dr. D. C. McNab, Umatilla county.

PORTLAND MARKETS.

Wheat—Bluestem, nominal; club, \$1.15; valley, \$1.15. New crop: Bluestem, \$1.05; club, \$1; Russian, 98c; valley, 97c.

Corn—Whole, \$35 per ton; cracked, \$36 per ton.

Hay—Timothy, Willamette valley, \$20@22 per ton; Eastern Oregon, \$21@23; mixed, \$16@20; alfalfa, \$14.

Grain bags—5c each.

Fruits—Strawberries, \$2 per crate; cherries, 50¢ per pound; gooseberries, 6c; apricots, \$1.25@1.50 per box; currants, 8c per pound; loganberries, \$1.25@1.50 per crate; raspberries, \$1@1.15; blackcaps, \$1.50; blackberries, \$2; wild blackberries, 9@10c per pound.

Potatoes—1@1.75 per hundred; new, 2@2 1/2c per pound.

Vegetables—Beans, 6c per pound; cabbage, 1 1/4@1 1/2c; cauliflower, \$1 per dozen; lettuce, head, 25c; onions, 12 1/2@15c; peas, 5@7c per pound; radishes, 15c per dozen.

Butter—City creamery, extras, 29c per pound; fancy outside creamery, 27@28c; store, 20c. Butter fat prices average 1 1/4c per pound under regular butter prices.

Eggs—Oregon ranch, candied, 27@28c per dozen.

Poultry—Hens, 14@14 1/2c per pound; springs, 18 1/2@19c; roosters, 9@10c; ducks, young, 11@12c; geese, young, 9@10c; turkeys, 18c; squabs, \$2@2.25 per dozen.

Pork—Fancy, 10@10 1/2c per pound. Veal—Extras, 9c per pound; ordinary, 7@8c; heavy, 7c.

Hops—1909 contracts, 15@16c per pound; 1908 crop, 11@12c; 1907 crop, 7c; 1906 crop, 4c.

Wool—Eastern Oregon, 16@22c per pound; valley, 23@25c; mohair, choice, 24@25c.

Cattle—Steers, top, \$4.50; fair to good, \$4@4.25; common, \$3.75@4; cows, top, \$3.50; fair to good, \$3@3.25; common to medium, \$2.50@2.75; calves, top, \$5@5.50; heavy, \$3.50@4; bulls and stags, \$2.75@3.25; common, \$2@2.50.

Hogs—Best, \$8.25@8.50; fair to good, \$7.75@8; stockers, \$6@6.50; China fats, \$6.75@7.

Sheep—Top wethers, \$4; fair to good, \$3.50@3.75; ewes, 1/2c less on all grades; yearlings, best, \$4; fair to good, \$3.50@3.75; spring lambs, \$5.25@5.35.

LEAVES DEATH AND RUINS.

Meager Reports From Gulf Storm Show Great Destruction.

Houston, Tex., July 23.—The West India hurricane that swept from one end of the Texas coast to the other Wednesday brought death to 12 outside of Galveston, fatally injured four and seriously wounded 16. Whole towns were devastated and the damage will reach to hundreds of thousands of dollars.

At Bay City half the business section was damaged, including the opera house, one bank, the court house, high school and the city jail.

Every building in Velasco was unroofed or partly demolished and that town tonight was under four feet of water. People escaped in boats on the Colorado river, one mile away.

Reports from the special train on which General Manager W. G. Van Vleet, of the Southern Pacific, left Houston today, indicate that the Lower Coast country suffered greatly.

But few houses at Eagle Lake escaped. The same situation is reported from Lissie, Nowata and East Bernard.

At Elcampo the electric light plant is wrecked, all elevators are badly damaged and almost every church in town is wrecked. In the oilfield around Markham derricks were blown down and wells were stripped of machinery.

At Galveston Bay the situation is not as bad as it was first reported. No part of the railroad bridge which spans the arm of the bay between the island and Virginia point was washed away, but 50 feet of the structure was thrown out of alignment by a huge surge.

Communication was established this afternoon with Angleton, a town of 2,000 people on the Gulf coast south of Galveston. Angleton reported that nearly every house in the town had been badly damaged as a result of yesterday's hurricane.

Damage from the storm in the Texas rice belt will reach \$100,000. The towns of Rosenberg, Randon and East Bernard suffered.

A dispatch from Sabine Pass says the gale caused record-breaking tides there, but no serious damage was done. The streets were flooded, but the waters receded rapidly.

LOSS IS HEAVY IN LOUISIANA.

Grave Fears for Safety of People in Small Towns Entertained.

New Orleans, July 23.—That there was greater loss of life in Southwestern Louisiana than that reported up to 1 o'clock today is confidently believed. Several hundred people have taken refuge in the United States biological station at Cameron, La. The waters of the gulf last night covered a large portion of the parish, rising to a point within six inches of the high water mark made during the storm which destroyed Galveston nine years ago. Much stock has been destroyed.

The gravest fears are still being entertained in connection with the fate of many persons at coast towns. Between Calcasieu Pass, La., and Sabine Pass, Tex., there are several hundred people who have failed to get into communication with the outside world since the hurricane. Heavy damage and possible loss of life is feared at Johnson's Bayou, La.

Reports of damage at settlements and towns as far south as Brownsville, Tex., are coming in.

It is reported that many houses were wrecked in Brazoria and Allenhurst. At Richmond, an interior town, 50 houses are reported to have been partially wrecked.

On account of anxiety felt over the fate of 1,000 or more persons in attendance on the State Baptist Young People's encampment at Palacios, on the coast of Texas, an effort is being made to reach that point. All telegraph wires are down as the result of a storm which swept the entire coast.

Further loss of life is reported from Cameron Parish, La. Basile Dagg, a fisherman, and his young son were caught by the high tide which resulted from the hurricane and were drowned. Another son, 12 years old, managed to escape.

The St. Louis-Brownsville Mexican railway has been advised that the damage at Bay City, Tex., is \$150,000, with two dead and six seriously injured, many others being slightly hurt.

Buffaloes Reach Canada.

Victoria, B. C., July 23.—Canada is now in actual possession of the famous San Pablo buffalo herd, the last contingent, numbering some 500 head, having been rounded up on the Montana hills and driven into the Canadian National park. The drive across the international boundary line was most trying, 14 of the animals dying on the way. Within the confines of the National park are now located the last remnant of the buffalo which once roamed in thousands over the prairie lands of this continent.

Passengers Stay By Ship.

Southampton, July 23.—The North German Lloyd steamer Derfflinger, which grounded on Shingle bank yesterday, is still aground. Her passengers, numbering 100, remain on board, though she is gradually settling and her position is dangerous.

NEW RAILROAD WAR

Harriman to Have Active Opposition Along Deschutes.

RIVAL CONTRACTORS ON GROUND

Porter Brothers, Builders of North Bank, Start Construction to Central Oregon.

The Dalles, Or., July 24.—Railroad grading equipment, consigned to Porter Bros., contractors, was unloaded here today, and preparations have been made to begin in the morning transferring the material to Sherar's bridge, on the Deschutes river.

Work on a railroad through the Deschutes canyon into Central Oregon will begin immediately, and this road will not be Harriman's, according to the contractors.

This is regarded here as the first move in a Titanic struggle between Harriman and Hill for control of the Deschutes grade into Interior Oregon.

Johnston Porter, member of the firm of Porter Bros., contractors, is in the city and superintending the unloading of the grading equipment. Mr. Porter will not admit that his company is working for Mr. Hill, but insists he is not in the employ of Mr. Harriman. Mr. Porter is the contractor militant who built the North Bank for Mr. Hill in the face of Harriman's active and sometimes forcible opposition.

In this city the supposition is that Porter Bros. are the construction agents of Mr. Hill.

CHICAGO GRAFT EXPOSED.

Indicted Detective Collected \$9,000 a Month for Protection.

Chicago, July 24.—Stories of graft, astounding in extent and detail and revealing conditions beyond belief, were told to the grand jury today and were followed by the immediate indictment of Detective Sergeant Jeremiah Griffin, of the Desplaines street police station, known as Inspector Edward McCann's "man Friday."

He is charged with demanding and accepting bribes from dive keepers, gamblers, cocaine sellers and respectable women of the West Side levee.

There are 25 counts in the true bill voted against the sergeant, each setting forth a separate offense. Upward of \$9,000 a month was collected by him from dwellers of the under world, according to the indictment, and more than \$150,000 in all is said to have been delivered to the Desplaines street police executives.

The most startling phase of the investigation lies in the fact that the trail has been rapidly followed to the city hall, and it is now said that Mayor Busse's confidence in some of his most trusted advisers has been sadly betrayed.

Similar conditions are said to exist in half a dozen other police precincts.

JAPAN GROWS RESTIVE.

Wants Equal Tariff Rates With Other Nations.

Washington, July 24.—Japan undoubtedly is becoming restive under trade conditions imposed in her treaty with the United States. This restiveness was made evident when she proposed to this government that negotiations for a new treaty be begun at once, notwithstanding the fact that the present treaty does not expire for two years. Our trade interests in Japan, however, are not suffering and for this and other reasons this government did not see its way clear to discuss the questions involved before the expiration of our treaty in 1911.

Under the most favored nation clause of the treaty, Japan extends to the United States all the conventional rates which it has granted to Great Britain, Germany and France. On the other hand, none of the reduced rates authorized in section 3 of the Dingley act, which were granted by the United States to certain foreign countries, are extended to Japan.

Ship Brings Gold Cargo.

Seattle, July 24.—The steamer St. Croix arrived from Nome today with \$500,000 in gold dust and bars. On the way down the St. Croix stopped at Cordova and the passengers were taken up the Copper river on a special train 40 miles, to the camp where a \$3,000,000 cantilever bridge is under construction across the river. The structure is 1,550 feet long and will be completed in a year and a half. The bridge crosses the river between two large glaciers, the Miles and Childs, the latter having an immense river frontage.

Big Body of Radium Found.

Libson, July 24.—An extensive vein of radium has been discovered in Guarda, which contains 800 pounds of radium to every ton of ore. The mine has been acquired by an English syndicate.