

EXPECTED CLASH COMES AT COMMITTEE HEARING

Gifford Pinchot and Secretary of Agriculture Wilson Contradict Each Other.

FORMER FORESTER TELLS OF LETTER TO DOLLIVER

Declares That He Discussed Matter With His Chief and Was Given Permission to Write the Celebrated Document Which Brought His Dismissal--Wilson Manifests a Faulty Memory.

Washington, March 1.—The expected clash between Gifford Pinchot and Secretary of Agriculture Wilson over the disputed question as to whether the secretary had given the former forester permission to write to Senator Dolliver the letter which resulted in Pinchot's dismissal came today before the Ballinger-Pinchot investigating committee.

Mr. Pinchot then read into the records a letter he wrote to the president. He said he had known Glavis for several years. The witness said that he thought he had met Glavis once before; at any rate he said he had known of him for several years.

As to Shaw going to Chicago to assist Glavis in the preparation of his statement to the president, Mr. Pinchot said the impression had gone forth that Shaw had assisted Glavis in preparing an article which appeared in a weekly paper.

The witness here read into the evidence the full text of a letter written to him by President Taft on Beverly, September 13, 1909, at the same time he wrote to Secretary Ballinger, exonerating him from the Glavis charges.

Taft's Letter in Reply. In this letter the president expressed renewed confidence in Mr. Pinchot, but urged him not to make Glavis' cause his own. He referred to Glavis as disingenuous and as a man who had let one idea run away with his judgment.

Mr. Pinchot also read his reply to the president, dated November 4, 1909, in which he renewed his criticism of Secretary Ballinger.

Basis of Charge. There was a surprising development when Mr. Pinchot announced to the committee that he based his charge that Secretary Ballinger had been guilty of making statements to the president that were absolutely false in three essential particulars, not upon a letter from Mr. Ballinger himself, but upon a letter written by J. T. Ronald, a former law partner of Mr. Ballinger, to Dr. Lyman Abbott.

Mr. Pinchot said a copy of this letter, with a notation was forwarded by Mr. Ballinger to the president. He admitted that the three statements in the Ronald letter, which he claimed to be false, had previously been covered by a letter written by Mr. Ballinger himself to the president, in which Ballinger had stated what the witness admitted was a true statement of the facts. Mr. Pinchot said he did not attempt to reconcile these two facts.

Gives Lie to Pinchot. Gifford Pinchot and Secretary of Agriculture Wilson clashed dramatically before the committee this afternoon. Mr. Pinchot asserted that he secured Secretary Wilson's permission to write to Senator Dolliver.

Secretary Wilson, taking the stand, declared with great emphasis that he never did and never would have consented to the writing of such a letter.

He added, however, that he and former Secretary Gifford Glavis and others are concerned in a movement for the conservation of natural resources, and that they regard Mr. Ballinger as one of the greatest enemies of that movement.

There was no indication this morning as to how much longer Mr. Pinchot would remain on the stand. He will be succeeded by witnesses called by him to substantiate the specific charges he has made against the secretary of the interior. Among these, it was announced, would be officers in the government reclamation service.

Pinchot is Questioned. When the public hearing opened Attorney Pepper began to question Mr. Pinchot as to the sequence of events following July 1, 1909, when the forester said he first heard of the Cunningham claims through forest officials in the west, and when he heard what his subordinates in Washington had done at Glavis' request looking to a postponement of the hearings of the Cunningham claims, he approved thoroughly.

Asked if there was anything unusual in the interference of the forest service, Mr. Pinchot read a letter signed by President Roosevelt on May 17, 1905, directing the secretary of the interior to co-operate with the forestry service as to lands in forest reserves, and to adopt the service's findings as far as possible.

First Talk With Glavis. The witness told of his interview with Glavis at Spokane on August 9, 1909. The meeting was not by appointment, and Mr. Pinchot said he personally had met Glavis once before. Glavis laid all his evidence before him, Mr. Pinchot said, and spoke of publishing the whole story.

"I was deeply impressed by what Glavis said and urged him to go to the president. I did this because I thought a scandal would arise, as it since has arisen, and I thought the president ought to have an opportunity to protect himself and his administration."

South Bethlehem, March 1.—The striking employees of the Bethlehem Steel company today again succeeded in almost completely tying up the great plant, only a few hundred men reporting for work. The town remains quiet, but it is still under heavy police protection.

The failure of the company's loyal men to report yesterday was due principally to the fear of being attacked by strikers or their sympathizers.

FEW WORKMEN REPORT. South Bethlehem, March 1.—The striking employees of the Bethlehem Steel company today again succeeded in almost completely tying up the great plant, only a few hundred men reporting for work. The town remains quiet, but it is still under heavy police protection.

The failure of the company's loyal men to report yesterday was due principally to the fear of being attacked by strikers or their sympathizers.

FEARING MORE SNOWSLIDES PEOPLE FLOCK TO WALLACE FROM DANGEROUS CANYONS

Many Leaving District on Available Trains--Mace and Burke Left to Mercy of the Elements That Crushed Them--All Survivors Believed to Have Been Rescued--Public Funeral Services.

Conditions almost unprecedented in that section has virtually cut off the entire north-west and tied up traffic on half a dozen transcontinental railroad lines. Rain and warm weather have brought on thaws in the mountains, resulting in avalanches and snowslides that have swept away mountain towns and sections of railroad tracks from Nevada to British Columbia.

The exact number of deaths caused by avalanches in the Rockies in Idaho and western Montana probably will not be known until the summer sun melts the great masses of snow and ice in the deep canyons, into which several mining towns were swept.

In the Cascade mountains in Washington a Great Northern passenger train, with many people aboard, is reported to be buried under a snowslide. Four transcontinental lines into Washington and Oregon are blocked. Only one railroad is operating into Salt Lake. West of there the Southern Pacific and Western Pacific lines have been cut by swollen mountain streams in several places. Several hundred westbound passengers, including the White Sox baseball team, are held in Ogden.

Wallace, March 1.—(Special).—Fearing death in other slides that threaten to descend at any moment and believing that all who escaped death have been rescued, every living soul in the stricken towns of Mace and Burke have deserted the slide-wrecked camps and left them to the mercy of the elements that crushed them. Death's somber pall hangs over the entire district tonight and the silence of desolation reigns in the little canyon where 19 lives were snuffed out Sunday night and Monday morning. The temperature has risen, a heavy rain is falling throughout the mining district and that the wreckage of the towns will be covered still deeper by avalanches, is confidently expected. Weather conditions have so greatly increased the danger of slides in every canyon in the district that people from every place of danger are flocking to Wallace and other places of safety as rapidly as they can. Hundreds are fleeing from the district on every train that is available, seeking to leave the scene of the last night and day's terrors behind them. Many refugees are being furnished with shelter and food by the people of Wallace and they are assured of care and attention until such time as it is safe for them to return to their homes and places of employment.

service was conducted by the pastors of all the churches in the city. Business was completely suspended in Wallace and the population of this city and the surrounding territory turned out en masse to attend the services. The opera house was unable to overflow and many were fabled to get inside the doors. Even the saunions closed their doors during the ceremonies and a sad and sympathetic population gathered to pay its last respects to the victims of the slides and to offer sympathy to the surviving residents of the sister towns. Brief and appropriate addresses were made by several of the ministers and consolation was offered to the bereaved and the sufferers from the slides.

responded most generously to the call for aid to the sufferers from the slides and every assistance possible is being given the refugees who have sought safety and shelter in the city. The business men of the city have taken hold of the relief work and every man, woman and child is being cared for in every way possible. Homes have been thrown open to those who have found themselves without shelter and warmth and comfort will be furnished them until conditions are such that they are able to care for themselves.

LOW TEMPERATURE CAUSES MANY SLIDES

MOUNTAIN STREAMS TURNED INTO TORRENTS--RAILROADS SUFFER SEVERELY.

Seattle, March 1.—Warm wind and rain caused rapid melting of the snow in the Cascade mountains today, bringing slides of snow, earth and rock down on the railroad tracks and turning the mountain streams into torrents. The Northern Pacific cancelled two trains each way and its other trains ignored the time tables and crept cautiously past points where danger threatened overhead.

The Great Northern, whose main line is buried for 10 miles, and which is operating only one transcontinental train each way via Vancouver, Wash., was further embarrassed by a wash-out on the North Bank road. In the Puget Sound country the streams are already at the danger point. The rainfall here today was light, but heavy precipitation along the coast was felt, and points to a considerable downpour tomorrow. The flood may not cause large property loss or be long continued, but conditions tonight are favorable for inundation of all the lowlands. The railroads tonight have wrecking trains ready and set out in the valleys are preparing to move.

On the eastern slope of the Cascades colder weather is checking the thaw.

Town is Isolated. Spokane, March 1.—Colfax, the principal town of the Palouse country, is cut off by floods today. Railroad and electric lines are blocked. Bridges have been washed out and water is standing from two to five feet deep in the business streets of the town. No lives have been lost.

STRIKE IS EXPECTED ON TWO BIG ROADS

Spokane, March 1.—A strike of the members of the Brotherhood of Locomotive Firemen and Enginemen on the Northern Pacific and Great Northern railways is expected. The announcement comes from union ranks here that the strike vote has been taken already and the question of striking carried by an overwhelming majority, though the date of quitting work is not fixed. The strike order, it is said here, will affect nearly all of the firemen and from 10 to 15 per cent of the engineers. The Brotherhood of Locomotive Engineers is not affected.

ADDITIONAL SLIDES THREATENED HOURLY

Constant danger of more slides throughout the canyons of the district have caused the people living and working in places of danger to leave their homes and seek safety in Wallace and other places outside of the danger zone. The weather moderated considerably today and this evening a heavy, warm rain is falling which is most likely to loosen great masses of snow on the mountain sides and send them hurtling down into the bottoms of the canyons. Only a portion of the snow that was piled on the tops of the mountains about Burke and Mace, came down in the slides of Sunday night and Monday morning and tons and tons of it hang above the towns threatening to precipitate itself into the canyon below at any moment.

Warnings sent out to dangerous places immediately after the slides at Burke and Mace have had their effect and people from these districts have left their homes and sought safety in other places. Practically all of the people at Glacier creek have come in to Wallace and will not return until the danger is over. Probably 200 or 300 railroad laborers, miners and others took advantage of every available train out of Wallace today and tonight and left the district entirely. Some of the railroad laborers drew their time checks and declared they would not return to work any more.

RAILROADS BURIED BENEATH MUCH SNOW

While the O. R. & N. is operating between here and Spokane and the train from Missoula on the Coeur d'Alene branch arrived this afternoon about on time, the tracks of both roads between here and Burke are completely blocked. In one place the snow is 75 feet deep and it is said by railroad officials that it will be 10 days before it will be possible to operate a train through from here to Burke. The mass of snow and material in the canyon is so filled with rocks and sections of trees that it will prove a most difficult task to clear it away.

A new slide is reported tonight at the Hercules mine. It is said to have carried away the blacksmith shop and to have caused considerable damage but whether or not anyone was killed is not known.

Rescue work at the slide near the "S" trestle today resulted in the recovery of the body of Erick Holm and John Holm was taken out alive. It was first supposed that the latter had been killed but he was found alive and though his condition is reported to be serious it is expected that he will recover.

The body of Nels Thompson, a former Missoula man, and veteran railroad worker was among those recovered today.

HUSBAND AND WIFE ARE ALMOST DROWNED

One of the incidents of the slide at Mace was the escape from death of William Newlands and his wife. As the avalanche came down the mountain it struck and broke a flume about 200 feet above the house occupied by the man and his wife. Going on down the hill it struck their home and they were hurled into the snow and buried. The water rushed upon them and they would have been drowned had not rescuers discovered their plight in time to dig them out before death overtook them.

STRIKERS LOSE MANY KILLED IN LABOR WAR IN FATAL SLIDE

WALKOUT OF ENGINEERS AT BUTTE SAID TO BE PRACTICALLY AT AN END.

GREAT NORTHERN TRAINS OVERWHELMED BY AVALANCHE AT WELLINGTON.

OLD EMPLOYES RETURN

A Number of Those Who Quit Their Positions Showed Up for Work Yesterday and Others Are Expected to Apply for Positions Soon--Normal Conditions Expected to Reign Soon.

TWENTY BODIES FOUND

Stalled Passenger and Mail Express Are Buried in Monster Rush of Snow and Earth Near Cascade Tunnel--Sleeping Passengers Are Caught Unaware.

Butte, March 1.—(Special).—The strike of the succeeding engineers of No. 138 is practically at an end, and it will be only a day or two until all of the engineers will be back to work again. Some of them were taken on today. Tonight there are others up before the special committee of the miners and affiliated unions explaining their position. All have practically admitted that their cause was lost.

Tonight the special committee appointed by the international, at its meeting last night, visited the miners. They were given respectful attention, but little save a general discussion upon the proposition offered was the result of the conference. It is understood that nearly all of the old men will have little difficulty in getting back into the old union and that they will be able to secure employment.

The employing companies made it plain that the men secured since the walkout will remain in their positions, provided they qualify for the work. In other respects the men now applying for positions will have an equal show to secure employment. The output of the Butte district is normal. Yesterday the mines of the Amalgamated and subsidiary companies hoisted 11,172 tons of ore. The West Colusa, the largest of the big mines of the Boston & Montana company, resumed, joined the ranks of the producers last night. The Moon Light will resume tomorrow morning. Men are being added to the payroll at the Washoe smelter, which soon will be operating to its full capacity.

RELEASE IS SOUGHT.

Kirkville, Mo., March 1.—Application for the release of Dr. James R. Hull, on a writ of habeas corpus, was made before Judge Shelton by an attorney for Dr. Hull and Mrs. Vaughn, charged in a joint indictment with the murder of Professor J. T. Vaughn. Judge Shelton set Thursday for a hearing. Dr. Hull, who was refused bail yesterday, is living at a hotel in the custody of a deputy sheriff.

THREE-CENT FARE.

Cleveland, Ohio, March 1.—Three-cent street railway fares with municipal supervision of the car lines became a reality here today. The reacceptance of the local traction lines, which has existed since November 12, 1908, was lifted, and the Cleveland Railroad company took over the property under an ordinance recently approved at a referendum.

MANY MEN KILLED IN BATTLES

LIST OF CASUALTIES IN NICARAGUAN ENGAGEMENTS IS PLACED AT 225.

Managua, March 1.—The casualty list of the battles between the government and insurgent forces at Tisma and Tipitapa has increased until it is estimated that 225 men were killed and 350 wounded. Searchers have come upon bodies scattered over a large territory, many wounded having died while attempting to drag themselves from the field of battle. It is now known that Captain Godfrey Fowler in command of General Chamorro's machine guns, who was wounded in the left leg, escaped capture, a conservative concealing the American for two days. Captain Fowler, on the one side, and General Lara, on the other, were heroes of the Tisma battle.

The effectiveness of the American machine guns was appalling, but General Lara charged to within 10 yards of the muzzle. His horse was shot from under him and he miraculously escaped death. He shot five of his own men who wavered in the charge. Minister General Baza today sent to congress a bill amending the constitution in accordance with the recommendation of the Washington treaty, providing that the office of president shall be non-re-elective. The bill was referred to committee. Congress authorized the issue of \$2,000 in currency.

REACHES HIGH STAGE. Pittsburg, March 1.—The high water in the Ohio river reached 22 feet at 4 p. m. No further rise is expected.

Everett, Wash., March 2.—Twenty-three persons are known to be dead, 25 are missing and a score are injured as a result of the avalanche which swept down the mountain side above Wellington, at the west portal of the Cascade tunnel, early this morning and crushed two Great Northern trains, one the westbound Spokane express and the other an overland mail train, off the narrow ledge of the high line, hurrying them to the bottom of the canyon, 200 feet below.

Communication with Scenic, the nearest point to the scene of the disaster, was established late tonight, and the names of a few of the dead and injured were received.

Those reported dead are: TRAINMASTER A. L. BLACKBURN, Everett, Wash. A. C. LONGCOY, secretary to Superintendent O'Neill, Everett. LEWIS WALTER, Fremont. Seriously injured: Everett D. J. Card.

Slightly injured: Engineers Osborne, F. S. Martin, Carroll, Jergensen and D. Tegmeier of Everett; Firemen Gilman, Bennington, Jinks, Meuk, E. A. Bats and Fred Nelson; Conductor M. A. White; Brakeman Ross; Mail Clerk A. H. Hurdell; Porters A. Smith and L. Anderson, and Trainmaster W. Harrington.

Seattle, March 1.—Sweeping down the steep mountainside on the west slope of the Cascades at dawn this morning an avalanche of snow overwhelmed two Great Northern trains, three locomotives, four huge electric motor engines and brought death to more than a score of persons, according to meager reports that have drifted in from Wellington, a station near the scene of the disaster. Most of the dead are believed to have been passengers on the westbound Great Northern express bound from Spokane to Seattle, and which has been stalled in the mountains since last Thursday. They were asleep when the slide came. The other train was the transcontinental fast mail which carried no passengers. Twenty bodies have been recovered, 15 or 20 are injured and 25 are missing. The two trains were in charge of Conductors Parrybook and Pettit, both of Everett. The fate of the train crews is not known.

The private car of Superintendent O'Neill of the western division of the Great Northern, was attached to the express and buried with the rest of the train. It is feared A. E. Longcoy, private secretary to O'Neill, is among the dead. O'Neill, who has been directing the fight against the snow blocks for the last 19 days, was not in the car at the time and escaped injury.

The trains were overwhelmed near the west portal of the Cascade tunnel. As all telegraph wires are down to within 15 miles of the slide, it has been impossible to obtain the names of the dead and injured.

Rescue Train. As soon as word of the disaster reached Everett the Great Northern divisional point, 190 miles west, a rescue train of physicians and nurses was started for the scene. This was followed by a second train carrying undertakers, wrecking outfits and laborers, which left Everett at 8 o'clock tonight. As sections of the railroad track have been carried away further down the mountainside, the rescuers could only get within 10 miles of Wellington and had to make the remainder of the distance from Scenic, a station 1,000 feet below the tunnel, by foot through the tortuous mountain passes. By taking a trail they can cut this distance to three miles. The avalanche swept down the mountainside shortly after 4 o'clock this morning. It was half a mile long and the snow, loose stones and uprooted trees, were several feet deep. Most of the passengers on the train were asleep and received no warning of the danger. The trains and locomotives were buried by the debris, and it was six hours after the avalanche before the rescue parties, made up from workers sent to attack the snowdrifts, located them.

Reports received here tonight say that the Great Northern power house, which furnishes electric power to operate trains through the Cascade tunnel, the depot and water tank, were swept away by the avalanche, and that the railroad boarding house was badly wrecked. A number of the dead and injured are railroad men and residents at Wellington.

The Spokane express has been stalled at Wellington since last Thursday.

(Continued on Page Six.)